



San Bernardino Associated Governments

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



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

AGENDA

Board of Directors Meeting

April 6, 2016

*******Start Time: 10:00 a.m. (CLOSED SESSION)*******
1170 W. 3rd Street, San Bernardino, CA 92410, 2nd Fl. (The Super Chief)

*****Convvene Regular Meeting at 10:30 a.m.*****
1st Floor Lobby

LOCATION
San Bernardino Associated Governments
Santa Fe Depot - SANBAG Lobby 1st Floor
1170 W. 3rd Street, San Bernardino, CA

Board of Directors

President

Ryan McEachron, Council Member
City of Victorville

Vice-President

Robert Lovingood, Supervisor
County of San Bernardino

Rich Kerr, Mayor
City of Adelanto

Curt Emick, Council Member
Town of Apple Valley

Julie McIntyre, Mayor
City of Barstow

Bill Jahn, Mayor Pro Tem
City of Big Bear Lake

Dennis Yates, Mayor
City of Chino

Ed Graham, Council Member
City of Chino Hills

Frank Navarro, Council Member
City of Colton

Michael Tahan, Council Member
City of Fontana

Darcy McNaboe, Mayor
City of Grand Terrace

Eric Schmidt, Council Member
City of Hesperia

Larry McCallon, Mayor
City of Highland

Rhodes "Dusty" Rigsby, Mayor
City of Loma Linda

Paul Eaton, Mayor
City of Montclair

Edward Paget, Mayor
City of Needles

Alan Wapner, Council Member
City of Ontario

L. Dennis Michael, Mayor
City of Rancho Cucamonga

Jon Harrison, Mayor Pro Tem
City of Redlands

Deborah Robertson, Mayor
City of Rialto

R. Carey Davis, Mayor
City of San Bernardino

Joel Klink, Council Member
City of Twentynine Palms

Ray Musser, Mayor
City of Upland

Dick Riddell, Council Member
City of Yucaipa

George Huntington, Council Member
Town of Yucca Valley

Janice Rutherford, Supervisor
County of San Bernardino

James Ramos, Supervisor
County of San Bernardino

Curt Hagman, Supervisor
County of San Bernardino

Josie Gonzales, Supervisor
County of San Bernardino

John Bulinski, Caltrans
Ex-Officio Member

Ray Wolfe, *Executive Director*

Eileen Teichert, *SANBAG Counsel*

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

AGENDA

**Board of Directors
April 6, 2016**

*****10:00 a.m. (CLOSED SESSION)***
1170 W. 3rd St., 2nd Fl. (The Super Chief)
San Bernardino, CA**

CLOSED SESSION

1. CONFERENCE WITH LABOR NEGOTIATORS - California Government Code Section 54957.6

Agency designated representative: Raymond Wolfe, Executive Director
Unrepresented employee: All Employees

2. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION

Pursuant to Government Code Section 54956.9(d)(1)
Maria de Lourdes Reyes, etal. v. SANBAG, Co. of San Bernardino, etal.,
San Bernardino Superior Court Case No. CIVDS1503543

**** Convene Regular Meeting at 10:30 a.m. **
1170 W. 3rd Street, 1st Floor Lobby, San Bernardino**

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

CALL TO ORDER

(Meeting Chaired by Ryan McEachron)

- i. Pledge of Allegiance
- ii. Attendance
- iii. Announcements
Calendar of Events
- iv. Agenda Notices/Modifications

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. These items have been discussed at SANBAG Policy Committee meetings and made available for public review as noted in the agenda. The Consent Calendar will be acted upon as a single motion. Items on the Consent Calendar may be removed for discussion by Board Member Request. Items pulled from the consent calendar will be brought up immediately following the vote on the Consent Calendar.

Consent - Administrative Matters

2. December 2015 and January/February 2016 Procurement Report

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

Presenter: William Stawarski

This item was received by the General Policy Committee on March 9, 2016.

3. Budget to Actual Report for second quarter ending December 31, 2015

Receive and file Budget to Actual Report for second quarter ending December 31, 2015.

Presenter: William Stawarski

This item was received by the General Policy Committee on March 9, 2016.

Consent - Air Quality/Traveler Services

4. Yearly update on the progress of the Inland Empire 511 system

Receive information on the progress of the Inland Empire 511 system since its launch in April 2010.

Presenter: Kelly Lynn

This item was reviewed by the General Policy Committee on March 9, 2016.

Consent - Project Delivery

5. Mount Vernon Avenue Viaduct over the BNSF Railway Intermodal Facility

Direct SANBAG staff to develop a Memorandum of Understanding (MOU) with the City of San Bernardino, designating San Bernardino Associated Governments (SANBAG) as the lead agency for Environmental Clearance, Design, Right-of-Way Acquisition and Construction of the Mount Vernon Avenue Viaduct over the BNSF Railway Intermodal Facility. **Presenter: Garry Cohoe**

This item was reviewed and recommended for approval (17-0-0) with a quorum of the Board present at the Board of Directors Metro Valley Study Session on March 10, 2016.

Consent - Regional/Subregional Planning

6. Transportation Development Act (TDA) Award of Article 3 Bicycle and Pedestrian Facilities and Transit Stop Access Improvement Projects

A. Award Transportation Development Act (TDA) Article 3 funds for Bicycle and Pedestrian Facilities projects in the amount of \$887,977 as identified in Attachment A to this item.

B. Award TDA Article 3 funds for Transit Stop Access Improvement projects in the amount of \$634,287 as identified in Attachment B to this item.

Presenter: Steve Smith

This item was reviewed and unanimously recommended for approval by the General Policy Committee on March 9, 2016.

7. Rim of the World Park and Recreation District Active Transportation Plan Contract Award

That the Board, acting as the San Bernardino County Transportation Commission, approve Contract No. 16-1001417 with Michael Baker International for the development of a Rim of the World Recreation and Park District Active Transportation Plan in an amount not-to-exceed \$256,205.

Presenter: Steve Smith

This item was reviewed and unanimously recommended for approval by the General Policy Committee on March 9, 2016. This item and the draft agreement have been reviewed by SANBAG General Counsel and Procurement Manager.

Consent - Transit/Rail

8. Commuter Rail & Transit Committee Name Change to Transit Committee

A. Approve renaming the Commuter Rail and Transit Committee to the Transit Committee.

B. Authorize staff to make necessary changes to all policies and procedures necessitated by a change to the committee name.

Presenter: Carrie Schindler

This item was reviewed and unanimously recommended for approval by the Commuter Rail and Transit Committee on March 10, 2016.

9. Amendment 4 to Contract No. C11207 with Nossaman, LLP for Downtown San Bernardino Passenger Rail Project

That the Board, acting in its capacity as the San Bernardino County Transportation Authority:

A. Approve Amendment No. 4 to Contract No. C11207 with Nossaman, LLP for additional right-of-way legal services on the Downtown San Bernardino Passenger Rail Project, increasing the contract amount by \$700,000, to be funded by Local Transportation Funds, for an amended not-to-exceed amount of \$3,700,000, and extend the contract term through December 31, 2017.

B. Approve Fiscal Year 2015/2016 budget amendment to increase Task No. 0323-Downtown San Bernardino Passenger Rail Project in the amount of \$250,000 to be funded by Local Transportation Funds.

Presenter: Carrie Schindler

This item was reviewed and unanimously recommended for approval by the Commuter Rail and Transit Committee on March 10, 2016. This item and the amendment have been reviewed by SANBAG General Counsel and SANBAG Procurement Manager.

10. Use of Valley Local Transportation Funds for Right-of-Way Management & Maintenance

A. Approve the use of Valley Local Transportation Funds as the primary source of funding for management and maintenance of SANBAG owned railroad right-of-way in lieu of Rail Asset Funds.

B. Approve a Rail Asset Reserve Fund in the amount of \$2,000,000 for unforeseen costs associated with SANBAG owned railroad right-of-way and the San Bernardino Santa Fe Depot that are ineligible for other Transit Program funds.

Presenter: Carrie Schindler

This item was reviewed and unanimously recommended for approval by the Commuter Rail and Transit Committee on March 10, 2016.

11. Second Quarter of Fiscal Year 2016 Right-of-Way Grants of Use Report

Receive second quarter (October, November, December) Right-of-Way Grants of Use Report.

Presenter: Carrie Schindler

This item was received by the Commuter Rail and Transit Committee on March 10, 2016.

12. SANBAG-owned Properties Adjacent to the Upland Metrolink Station

That the Board:

A. Receive and file the final Upland Land Use Constraints Analysis.

B. Authorize the Executive Director, or designee to develop and enter into an agreement with County of San Bernardino Real Estate Services Department (“RSD”) to provide Real Property Disposition Services, in an estimated amount of \$18,250, for the sale of two SANBAG-owned properties adjacent to the Upland Metrolink Station; and direct the properties to be sold through public disposition procedures.

C. Authorize the termination of the current “Lease of Land” Agreement for the property located at 201-299 East Stowell Street, in Upland, California (Parcel No. 1046-605-01) at such a time that SANBAG staff deems appropriate.

D. Adopt Resolution No. 16-035 declaring the subject properties to be surplus and setting forth the procedures for a proposed sale as developed by staff in consultation with the RSD and as approved by SANBAG General Counsel.

E. Allocate the revenue generated from the sale of the properties toward additional parking for the Upland Metrolink Station and direct staff to work with the City of Upland on an agreement, which is approved prior to the sale of the properties that the additional parking will be on City owned land in the vicinity of the station.

Presenter: Carrie Schindler

This item was reviewed and unanimously recommended for approval by the Commuter Rail and Transit Committee on March 10, 2016. SANBAG General Counsel and Procurement Manager have reviewed this item.

13. Cooperative Agreement with the University of Redlands for Betterments to the Redlands Passenger Rail Project - University Station

That the Board, acting as the San Bernardino County Transportation Commission:

A. Authorize the Executive Director or his designee to negotiate the final form of and execute a Cooperative Agreement, Contract No. 16-1001469 with the University of Redlands, for the design and construction of betterments to the Redlands Passenger Rail Project University Station, for an amount still being negotiated, but currently estimated at \$1,144,807 as approved by SANBAG legal counsel.

B. Approve an expense budget amendment to the SANBAG Fiscal Year 2015/2016 Budget to increase Task No. 0324 Redland Passenger Rail Project in the amount of \$50,000 in accordance with the final negotiated value of Contract No. 16-1001469 in reimbursable Redlands Passenger Rail Project Funds from the University of Redlands.

Presenter: Carrie Schindler

This item was reviewed and recommended for approval (7-0-1; Abstained: Ramos) by the Commuter Rail and Transit Committee on March 10, 2016. SANBAG General Counsel and Procurement Manager have reviewed this item.

14. Cooperative Agreement with Esri for the Redlands Passenger Rail Project - New York Street Station

That the Board, acting as the San Bernardino County Transportation Commission:

A. Authorize the Executive Director or his designee to negotiate the final form of and execute a Cooperative Agreement, Contract No.16-1001470 with Environmental Systems Research Institute, for the design and construction of the Redlands Passenger Rail Project New York Street Station, for an amount still being negotiated, but currently estimated at \$3,540,826 as approved by SANBAG legal counsel.

B. Approve a revenue budget amendment to the SANBAG Fiscal Year 2015/2016 Budget to increase Task No. 0324 Redland Passenger Rail Project in an amount of \$50,000 in accordance with the final negotiated value of Contract No. 16-1001470 in reimbursement Redlands Passenger Rail Project Funds from Environmental Systems Research Institute.

Presenter: Carrie Schindler

This item was reviewed and recommended for approval (7-0-1; Abstained: Ramos) by the Commuter Rail and Transit Committee on March 10, 2016. SANBAG General Counsel and Procurement Manager have reviewed this item.

15. Amendment 1 to Contract No. 15-1001093 with HDR Engineering, Inc. for the Redlands Passenger Rail Project

That the Board, acting in its capacity as the San Bernardino County Transportation Authority, approve the following, contingent upon the execution and final negotiated contract amount of Cooperative Agreements No. 16-1001469 with the University of Redlands and No. 16-1001470 with Esri:

A. Authorize the Executive Director or designee to approve Amendment No. 1 to Contract No. 15-1001093 with HDR Engineering, Inc. for additional design services related to the New York Street and University Stations for the Redlands Passenger Rail Project, increasing the contract amount by \$781,950 for a new contract amount of \$25,978,774.

B. Authorize the Executive Director or designee to approve a contingency amount not-to-exceed \$95,942 for Amendment No. 1 to Contract No. 15-1001093 for a new total contingency amount of \$2,615,624 and to release contingency as necessary for the project.

Presenter: Carrie Schindler

This item was reviewed and recommended for approval (7-0-1; Abstained: Ramos) by the Commuter Rail and Transit Committee on March 10, 2016. SANBAG General Counsel and Procurement Manager have reviewed this item and the contract.

Consent - Council of Governments

16. State and Federal Legislative Update

Receive and file the legislative update.

Presenter: Wendy Strack

This item was reviewed by the General Policy Committee on March 9, 2016.

Consent Calendar Items Pulled for Discussion

Items removed from the Consent Calendar shall be taken under this item in the order they were presented on the agenda.

DISCUSSION ITEMS

Discussion - Air Quality/Traveler Services

17. Yearly update on the Freeway Service Patrol Program and 2015 Freeway Service Patrol Driver Recognition Award

Receive information pertaining to the Freeway Service Patrol Program in San Bernardino County, and acknowledge the 2015 Top Driver and Drivers of Excellence Awards.

Presenter: Duane Baker

This item was reviewed by the General Policy Committee on March 9, 2016.

18. Execution of Agreements related to the Implementation of the Multi-Class Heavy-Duty Zero-Emission Truck Development Project for Intermodal and Warehouse Facilities

That the Board:

A. Authorize the Executive Director, or his designee, to negotiate and execute when approved by the General Counsel, the final form of the Funding Agreement No.16-1001506 with the California Air Resources Board (CARB), for \$9,100,800, towards the project's electrification of yard tractors and service vehicles located in rail yards in the cities of Commerce, Fontana, and San Bernardino, for the period of April 6, 2016 to April 1, 2019, the current draft of which is attached to this Agenda Item.

B. Authorize the Executive Director, or his designee, to negotiate and execute when approved by the General Counsel the final forms of the following agreements needed to implement the project and administer and assure compliance with the grant terms and conditions:

i. Subrecipient Agreement No. 16-1001507, with BYD, for up to amount of \$7,554,000 of grant funds under the Funding Agreement, for purchase of battery electric yard trucks and service vehicles, proper charging equipment, and maintenance at three facility locations for this project, for the period of April 6, 2016, to April 1,2019, and;

ii. Subrecipient Agreement No. 16-1001487, with BNSF and/or its subcontractors for a total not-to-exceed amount of \$1,141,800, for the demonstration of zero emission yard trucks and service vehicles at two of their facility locations in Commerce and San Bernardino for the period of April 6, 2016 to April 1, 2019, and;

iii. Subrecipient Agreement No. 16-1001508, with Daylight Transportation, for a contract total not-to-exceed amount of \$50,000, for the demonstration of zero emission yard trucks and service vehicles at their facility located in Fontana for the period of April 6, 2016 to April 1, 2019, and;

iv. Subrecipient Agreement No. 16-1001509, with CALSTART, for a contract total not-to-exceed amount of \$355,000, for data analysis and market commercialization of the zero emission trucks and vehicles for the period of April 6, 2016, to April 1, 2019, and;

C. Authorize the Executive Director, or his designee, to approve administrative changes to the above contracts' Scopes of Work, Work Program and/or budgets, as needed, that do not materially change the project's overall scope or funding.

Presenter: Duane Baker

This item has not received prior policy committee or technical advisory committee review. SANBAG General Counsel has reviewed this item and a draft of the agreement.

Discussion - Council of Governments

19. Presentation on Local Control of Ontario International Airport

Receive and file the presentation on Local Control of the Ontario International Airport from Mr. Kelly Fredericks, Chief Executive Officer, Ontario International Airport Authority.

Presenter: Duane Baker

This item has not received prior policy committee or technical advisory committee review.

20. 2015 Community Indicators Report

Receive and file the report. **Presenter: Duane Baker**

This item has not received prior policy committee or technical advisory committee review.

Discussion - Project Delivery

21. Hearings to Consider Resolutions of Necessity for Parcels for the Interstate 215 (I-215) Barton Road Interchange Improvement Project in the City of Grand Terrace

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

A. Conduct public hearings to consider condemnation of real property required for the I-215 Barton Road Interchange Improvement Project in the City of Grand Terrace; and

B. Upon completion of a public hearing, that the Board of Directors adopt the Resolution of Necessity No. 16-014 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring necessary right-of-way and real property interests from: Terrel Ray McDuffee, Trustee of the Terrel R. McDuffee Trust, dated July 15, 2008 (Assessor's Parcel Number [APN] 1167-121-01; Caltrans Parcel Number [CPN] 23365). The Resolution must be approved by at least a two-thirds majority;

C. Upon completion of a public hearing, that the Board of Directors adopt the Resolution of Necessity No. 16-018 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring necessary right-of-way and real property interests from: Stater Bros. Markets (APNs 1167-231-22, 1167-231-23, 1167-231-25, and 1167-231-26; CPN 23340). The Resolution must be approved by at least a two-thirds majority.

Presenter: Paula Beauchamp

This item was reviewed and recommended (17-0-0) to proceed to Hearings of Resolutions of Necessity by the Board of Directors with a quorum of the Board present at the Board of Directors Metro Valley Study Session on March 10, 2016. SANBAG General Counsel has reviewed this item and the drafts of the Resolutions.

22. Interstate 10 Cherry Avenue Interchange Establish Existing Planting (EEP) Maintenance Project

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

A. Award Contract No. 15-1001421 to Marina Landscape Maintenance, Inc. for the I-10 Cherry Avenue Interchange EEP Project in the amount of \$371,970.00.

B. Approve Allowances/Contingency on the I-10 Cherry Avenue Interchange EEP Project totaling \$67,197.00. **Presenter: Garry Cohoe**

This item has not been reviewed by any policy committee or technical advisory committee. SANBAG General Counsel and Procurement Manager have reviewed this item and a draft of the contract.

Discussion - Administrative Matters

23. Announcement of Vacancies and Presidential Appointments

A. Note the Presidential appointment of Supervisor Robert Lovingood to the Transit Committee.

B. Note one vacancy on the SCAG Energy and Environment Committee.

Presenter: Vicki Watson

This item has not had prior policy committee review.

24. Amendment to Board Policy No. 10026 on Placement of Items on Consent and Discussion Agendas

Approve the amendment to Board Policy No. 10026 on “Placement of Items on Consent and Discussion Agendas”.

Presenter: Duane Baker

This item was reviewed and recommended for approval (6-3-0; Opposed: Ramos, Rigsby, and Yates) by the General Policy Committee on March 9, 2016. This item and the Policy amendment have been reviewed by General Counsel.

Comments from Board Members

Brief Comments from Board Members

Executive Directors Comments

Brief Comments from the Executive Director

Public Comment

Brief Comments from the General Public

ADJOURNMENT

Additional Information

Attendance
SANBAG Entities
Acronym List

Agency Reports

South Coast Air Quality Management District Agency Report (*Report Not Available This Month*)
Mobile Source Air Pollution Reduction Review Committee Agency Report

Committee Membership

Representatives on SCAG Committees
Appointments to External Agencies
SANBAG Committee Membership

Mission Statement

Mission Statement

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*



Important Dates to Remember...

April 2016

SANBAG Meetings – Scheduled:			
General Policy Committee	Apr 13	9:00 am	SANBAG Lobby, 1 st Floor
Commuter Rail/Transit Committee	Apr 14	9:00 am	SANBAG Lobby, 1 st Floor
Metro Valley Study Session	Apr 14	9:30 am	SANBAG Lobby, 1 st Floor
I-10/I-15 Corridor Joint Sub-Committee	Apr 14	CANCELLED	
Mountain/Desert Committee	Apr 15	9:30 am	Town of Apple Valley

Communication: Calendar of Events (Announcements)

For additional information, please call SANBAG at (909) 884-8276.



Minute Action

AGENDA ITEM: 1

Date: April 6, 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
7	16-1001417	Michael Baker International <i>Siri Champion</i>	None
9	C11207	Nossaman, LLP <i>Rick E Rayl</i>	None
13	16-1001469	University of Redlands	None
14	16-1001470	Esri	None
15	15-1001093	HDR Engineering, Inc. <i>Robert Klovsky</i>	Acumen Building Enterprise, Inc. Atwell Consulting Group ICF International Lance Schulte L.D. King, Inc. PAC Engineering LLC Pacific Railway Enterprises, Inc. Project Design Consultants Stack Traffic Consulting, Inc. Orange Coast Analytical, Inc. 2R Drilling, Inc. Cascade Drilling, L.P. Anderson Environmental

Entity: CMA, COG, CTA, CTC, SAFE

Board of Directors Agenda Item

April 6, 2016

Page 2

18	16-1001507	BYD Motors, Inc. <i>Stella Li</i>	None
18	16-1001487	BNSF <i>Greg Fox.</i>	
18	16-1001508	Daylight Transportation, LLC <i>Jim McCarthy</i>	None
18	16-1001509	CALSTART <i>Scott Carrano</i>	None
21	Principals & Agents		
	Terrel R. McDuffee Trust <i>Terrel R. McDuffee</i>		
	Stater Bros. Markets <i>Jack H. Brown</i>		
22	Contract No.	Principals & Agents	Subcontractors
	16-1001421	Marina Landscape Maintenance, Inc. <i>Robert B. Cowan</i>	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:

Vicki Watson, Clerk of the Board

Approved
Board of Directors
Date: April 6, 2016

Witnessed By:

Minute Action

AGENDA ITEM: 2

Date: April 6, 2016

Subject:

December 2015 and January/February 2016 Procurement Report

Recommendation:

Receive the December 2015 and January/February 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 December 2015 and January/February 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 was received by the General Policy Committee on March 9, 2016.

Responsible Staff:

William Stawarski, Chief Financial Officer

Board of Directors Agenda Item
April 6, 2016
Page 2

Approved
Board of Directors
Date: April 6, 2016
Witnessed By:

Attachment A

January/February Contract Actions

New Contracts Executed:

Contract No.	Description of Specific Services	Vendor Name	Dollar Amount	Description of Overall Program
15-1001127	Metrolink ATP Pedestrian and Bicycle Access Improvement Project	City of Montclair	\$0.00	Cooperative Agreement for the Metrolink Station Accessibility Improvement Project
15-1001129	Metrolink ATP Pedestrian and Bicycle Access Improvement Project	City of Rancho Cucamonga	\$0.00	Cooperative Agreement for the Metrolink Station Accessibility Improvement Project
15-1001131	Metrolink ATP Pedestrian and Bicycle Access Improvement Project	City of Rialto	\$0.00	Cooperative Agreement for the Metrolink Station Accessibility Improvement Project
15-1001132	Metrolink ATP Pedestrian and Bicycle Access Improvement Project	City of San Bernardino	\$0.00	Cooperative Agreement for the Metrolink Station Accessibility Improvement Project
16-1001428	Right of Entry Permit	C Below, Inc.	\$0.00	Right of Entry Agreement to conduct potholing on the Redlands Subdivision

Attachment: Attachment A (2677 : Procurement Report)

Attachment A

January/February 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

***No Executed Contract Amendments to Report**

Attachment: Attachment A (2677 : Procurement Report)

Attachment A

January/February 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
C14086 CTO 40	Study to connect the Ontario Airport with the Metrolink Rancho Cucamonga and East Ontario Stations	Parsons Brinckerhoff	\$20,000,000.00 Shared with Hatch Mott MacDonald (C14003)	CTO 1 \$92,500.00 CTO 2 \$520,105.00 CTO 3 \$20,000.00 CTO 5 \$388,136.00 CTO 6 \$222,223.00 CTO 9 \$29,917.00 CTO 21 \$3,014.70 CTO 12B \$276,230.96 CTO 27 \$13,774.98 CTO 33 \$377,893.00 CTO 36 \$14,762.07 CTO 37 \$209,788.00	Original: 34,026.00
15-1001226 CTO 5	Pre-Award service audit. Project: Monte Vista Grade Separation Project	Conrad LLP	\$500,000.00	CTO 1 \$33,569.00 CTO 3 \$40,120.00 CTO 4 \$1,840.00	\$10,480.00
15-1001310 CTO 1	Review and model four projects and generation of future ridership. Project: CMAQ Annual Report and LCTOP Application Assistance	PCR	\$50,000.00	None	\$7,040.00

Attachment: Attachment A (2677 : Procurement Report)

Attachment A

December/January/February Purchase Order Actions

Purchase Orders:

PO No.	PO Issue Date	Vendor Name	Description of Services	PO Dollar Amount
4001434	12/17/2015	Sigmanet, Inc.	Microsoft exchange server and software renewals.	\$16,975.00
4001437	01/27/2016	Sigmanet, Inc.	Purchase fifteen HP computers.	\$15,734.14
4001444	02/08/2016	County San Bernardino, Information Services Department	Aerial imagery street network subscription.	\$18,015.00
Total				\$50,724.14

Attachment: Attachment A (2677 : Procurement Report)

Attachment A

January/February Purchase Order Amendment Actions

Purchase Order Amendments Executed:

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

Attachment: Attachment A (2677 : Procurement Report)

Attachment B

January/February 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
2/1/16	16-1001454	Countywide Habitat Preservation/Conservation Framework Phase II Study	\$275,000	May 2016	Develop a Phase II Study for a Countywide Habitat Preservation/Conservation Framework
2/5/16	16-1001409	Railroad Right-of-Way Maintenance Services	\$500,000	May 2016	Railroad Right-of-Way Maintenance Services for the San Gabriel, Baldwin Park, and Redlands Subdivisions
				Total	\$775,000.00

Attachment: Attachment B (2677 : Procurement Report)

Minute Action

AGENDA ITEM: 3

Date: April 6, 2016

Subject:

Budget to Actual Report for second quarter ending December 31, 2015

Recommendation:

Receive and file Budget to Actual Report for second quarter ending December 31, 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 December 31, 2015.

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 was received by the General Policy Committee on March 9, 2016.

Responsible Staff:

William Stawarski, Chief Financial Officer

Approved
 Board of Directors
 Date: April 6, 2016

Witnessed By:

Entity: CMA, COG, CTA, CTC, SAFE

**San Bernardino Associated Governments
Budget to Actual Report: July 2015 - December 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	-	27,143	408,994	101,029	307,965	24.70%
0111	Energy Conservation	1,230,490	(14,958)	-	1,215,532	437,197	778,335	35.97%
TOTAL ENVIRONMENTAL AND ENERGY CONSERVATION		1,666,627	(14,958)	27,143	1,624,526	538,226	1,086,300	33.13%

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	-	12,809	2,358,536	38,189	2,320,347	1.62%
0702	Call Box System	2,426,632	-	67,758	2,358,874	514,850	1,844,024	21.83%
0704	Freeway Service Patrol/State	2,780,734	-	-	2,780,734	838,619	1,942,115	30.16%
TOTAL COMMUTER AND MOTORIST ASSISTANCE		7,578,711	-	80,567	7,498,144	1,391,658	6,106,486	18.56%

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	238,157	250,895	48.70%
0203	Congestion Management	222,614	-	-	222,614	91,128	131,486	40.94%
0404	Subregional Planning	5,379,793	334,250	12,335	5,701,708	510,627	5,191,081	8.96%
0941	Mt./Desert Planning & Project Development	229,786	-	-	229,786	11,319	218,467	4.93%
TOTAL REGIONAL AND SUBREGIONAL PLANNING		6,321,245	334,250	12,335	6,643,160	851,231	5,791,929	12.81%

GENERAL GOVERNMENT

TASK#	TASK DESCRIPTION	ORIGINAL BUDGET	AMENDMENTS	ENCUMBRANCES	REVISED BUDGET	EXPENDITURES	TASK BALANCE	% OF BUDGET EXPENDED
0100	Board of Directors	232,000	24,436	18,478	237,958	63,591	174,367	26.72%
0200	Executive Administration and Support	871,961	61,693	3,000	930,654	286,858	643,796	30.82%
0350	General Counsel	592,674	50,000	525,903	116,771	116,771	-	100.00%
0400	Financial Management	1,309,179	27,905	23,732	1,313,352	539,558	773,794	41.08%
0501	Intergovernmental Relations	588,535	8,175	-	596,710	140,227	456,483	23.50%
0503	Legislation	519,967	-	-	519,967	276,382	243,585	53.15%
0605	Public Affairs	1,145,929	(2,341)	-	1,143,588	271,189	872,399	23.71%
0805	Building Operation	14,201	61,474	-	75,675	47,151	28,524	62.31%
TOTAL GENERAL GOVERNMENT		5,274,446	231,342	571,113	4,934,675	1,741,727	3,192,948	35.30%

TRANSIT AND PASSENGER RAIL

TASK#	TASK DESCRIPTION	ORIGINAL BUDGET	AMENDMENTS	ENCUMBRANCES	REVISED BUDGET	EXPENDITURES	TASK BALANCE	% OF BUDGET EXPENDED
0309	General Transit	605,277	-	104,152	501,125	239,499	261,626	47.79%
0310	Transit Operating	9,479,921	433,789	5,731,374	4,182,336	4,182,336	-	100.00%
0311	Transit Capital	345,965	2,648,152	9,823	2,984,294	63,185	2,921,109	2.12%
0322	San Bernardino Transit Center	3,319,941	124,114	133,980	3,310,075	987,042	2,323,033	29.82%
0323	Downtown San Bernardino Passenger Rail	53,504,351	(2,117,601)	2,737,332	48,649,418	11,831,212	36,818,206	24.32%
0324	Redlands Passenger Rail	25,946,323	913,514	448,500	26,411,337	(683,964) *	27,095,301	-2.59%
0325	San Gabriel Subdivision Line Improvements	4,337,870	(1,225,250)	507,662	2,604,958	91,692	2,513,266	3.52%
0326	Goldline Extension	-	50,000	-	50,000	6,856	43,144	13.71%
0327	Shortway Subdivision	-	4,067,830	407,074	3,660,756	376,661	3,284,095	10.29%
0352	General Commuter Rail	1,037,831	1,226,923	90,085	2,174,669	549,138	1,625,531	25.25%
0377	Commuter Rail Operating	16,993,375	(206,778)	7,912,355	8,874,242	7,709,612	1,164,630	86.88%
0379	Commuter Rail Capital	3,819,933	7,268,597	4,419,117	6,669,413	359,513	6,309,900	5.39%
0383	Vanpool Program	1,450,128	50,000	-	1,500,128	-	1,500,128	0.00%
TOTAL TRANSIT AND PASSENGER RAIL		120,840,915	13,233,290	22,501,454	111,572,751	25,712,782	85,859,969	23.05%

Attachment: budget to actual dec 31 2015 (2678 : Budget to Actual Report second quarter ending

**San Bernardino Associated Governments
Budget to Actual Report: July 2015 - December 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	1,842,005	2,927,939	38.62%
0820	Freeway Projects	66,780,171	5,114,457	77,846	71,816,782	(3,060,282) *	74,877,064	-4.26%
0830	Interchange Projects	77,386,270	(700,000)	106,866	76,579,404	8,644,523	67,934,881	11.29%
0840	Grade Separation Projects	48,146,598	1,050,000	61,760	49,134,838	7,624,988	41,509,850	15.52%
0860	Arterial Projects	429,881	-	-	429,881	59,143	370,738	13.76%
TOTAL MAJOR PROJECT DELIVERY		197,512,864	5,464,457	246,472	202,730,849	15,110,377	187,620,472	7.45%

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	527,320	568,030	48.14%
0550	Programming	152,835,442	1,948,139	112,892,366	41,891,215	10,699,667	31,191,548	25.54%
TOTAL FUND ADMINISTRATION AND PROGRAMMING		153,930,792	1,948,139	112,892,366	42,986,565	11,226,987	31,759,578	26.12%

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	21,196,520	136,331,450	389,209,721	61,184,013	328,025,708	15.72%
---------------------------------	--------------------	-------------------	--------------------	--------------------	-------------------	--------------------	---------------

CONSOLIDATED BY PROGRAM

PROGRAM DESCRIPTION	ORIGINAL BUDGET	AMENDMENTS	ENCUMBRANCES	REVISED BUDGET	EXPENDITURES	PROGRAM BALANCE	% OF BUDGET EXPENDED
ENVIRONMENTAL AND ENERGY CONSERVATION	1,666,627	(14,958)	27,143	1,624,526	538,226	1,086,300	33.13%
COMMUTER AND MOTORIST ASSISTANCE	7,578,711	-	80,567	7,498,144	1,391,658	6,106,486	18.56%
REGIONAL AND SUBREGIONAL PLANNING	6,321,245	334,250	12,335	6,643,160	851,231	5,791,929	12.81%
GENERAL GOVERNMENT	5,274,446	231,342	571,113	4,934,675	1,741,727	3,192,948	35.30%
TRANSIT AND PASSENGER RAIL	120,840,915	13,233,290	22,501,454	111,572,751	25,712,782	85,859,969	23.05%
MAJOR PROJECT DELIVERY	197,512,864	5,464,457	246,472	202,730,849	15,110,377	187,620,472	7.45%
FUND ADMINISTRATION AND PROGRAMMING	153,930,792	1,948,139	112,892,366	42,986,565	11,226,987	31,759,578	26.12%
DEBT SERVICE	11,219,051	-	-	11,219,051	4,611,025	6,608,026	41.10%
GRAND TOTAL ALL PROGRAMS	504,344,651	21,196,520	136,331,450	389,209,721	61,184,013	328,025,708	15.72%

* 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.
Encumbrances reduce revised budget amount.

Attachment: budget to actual dec 31 2015 (2678 : Budget to Actual Report second quarter ending

Minute Action

AGENDA ITEM: 4

Date: *April 6, 2016*

Subject:

Yearly update on the progress of the Inland Empire 511 system

Recommendation:

Receive information on the progress of the Inland Empire 511 system since its launch in April 2010.

Background:

On July 21, 2000 the Federal Communications Commission (FCC) designated 511 as the single travel information telephone number to be made available to states and local jurisdictions across the country. The FCC ruling left the implementation of the 511 system to state and local agencies, as well as telecommunications carriers. In May 2009, San Bernardino Associated Governments (SANBAG) and the Riverside County Transportation Commission (RCTC) Board of Directors took action to develop and implement an Inland Empire 511 system (IE511). In November 2009, a beta version of the system was available. On April 7, 2010, SANBAG and RCTC announced the program's launch at the SANBAG Board meeting. IE511 was the first 511 system to begin operations in the Los Angeles Metropolitan area.

Nearly six years since its launch, the system has had great success in usage. In 2015, the IE511 system assisted more than 250,000 callers and 470,000 website visitors. More than 2.2 million callers and more than 2.2 million website visitors have benefitted from this system since its launch in April 2010. IE511 provides a source of information for all transportation needs including transit, rideshare, and real time traffic and incident information. There are three ways to access the system: online at www.ie511.org from either a home computer or smart phone, downloading the smartphone application for Android and Apple, or by dialing 5-1-1 from a cell phone or landline within San Bernardino and Riverside counties or if outside of the Inland Empire, the system can also be reached outside of the counties by dialing 1-877-MYIE511.

In 2012, a smartphone application for Apple and Android was launched, which has had more than 40,000 downloads to date.

Since the launch date, SANBAG and RCTC have made great efforts in marketing the program. Marketing the system has been key in spreading the word about the system and gaining users. Marketing efforts include:

- Android and Apple smartphone application: IE511
- Installation of more than 80 IE511 freeway signs
- IE511 brochures
- Radio advertisements
- Newspaper advertisements
- Other print media such as the "Inland Empire Magazine"
- Billboard advertisements
- Facebook/Twitter pages- where followers are notified immediately of major highway incidents and sig alerts.

Entity: CMA, CTA, CTC

Board of Directors Agenda Item

April 6, 2016

Page 2

In addition, SANBAG partnered with two local minor league sports teams for the 2015 season: the Inland Empire 66ers (IE 66ers) and the Rancho Cucamonga Quakes for further awareness and promotion of the IE511 system. The IE 66ers provided large event exit signage promoting IE511 at all major entrances/exits of the ballpark. The Rancho Cucamonga Quakes provided the same signage as well as made IE511 the sponsor of the Post-Game Public Announcement. All signage provided ballpark attendees an opportunity to download the IE511 App with a Quick Response (QR) Code. This gave SANBAG staff the opportunity to track the success of the marketing; the increased website contacts made as a result of the QR Codes being downloaded at the games, which is why staff is currently working with both teams once again for a 2016 collaboration.

Another milestone for 2016 was the launch of special project notification pages on IE511.org to address construction challenges such as the Devore Interchange Project and the Cajon Pass Rehabilitation Project. The goal of the special project “buttons” on the front page of IE511 is to provide detailed and accurate lane and ramp closure information on complicated high profile projects for the commuting public. SANBAG worked on this coordination effort very closely with Caltrans District 8 and as a result both agencies have received numerous compliments from the public appreciating the accuracy of the information that is now being displayed on the site.

In addition, the HERE (real time data provided by cellular blue-tooth devices) data has now been uploaded into the IE511 traffic map, so that the majority of the Inland Empire is now able to indicate real-time speed information for commuters utilizing the IE511 traffic map. Prior to this there were numerous highways or sections of freeway throughout the Inland Empire that had no real-time traffic information that could be shared with commuters due to the lack of loop detection because of construction activity in the area, etc.

As always, a big part of the program is reminding commuters through various IE511 advertisement and marketing programs that ideally they should look up their commute route before leaving the house or work at IE511.org and “Know Before You Go” – a key component of the campaign, reminding commuters to access IE511 prior to getting on the road for their commute.

Users can also visit IE511’s YouTube channel for an informative video on how to use the IE511 system. <http://www.youtube.com/user/IE511>

Financial Impact:

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

Reviewed By:

This item was reviewed by the General Policy Committee on March 9, 2016.

Responsible Staff:

Kelly Lynn, Chief of Mobility and Air Quality Programs

Approved
Board of Directors
Date: April 6, 2016

Witnessed By:

Minute Action

AGENDA ITEM: 5

Date: April 6, 2016

Subject:

Mount Vernon Avenue Viaduct over the BNSF Railway Intermodal Facility

Recommendation:

Direct SANBAG staff to develop a Memorandum of Understanding (MOU) with the City of San Bernardino, designating San Bernardino Associated Governments (SANBAG) as the lead agency for Environmental Clearance, Design, Right-of-Way Acquisition and Construction of the Mount Vernon Avenue Viaduct over the BNSF Railway Intermodal Facility.

Background:

The Mount Vernon Avenue Viaduct over the BNSF Railway Intermodal Facility Project has been a high priority project for the City of San Bernardino for more than 15 years. In 1997, Caltrans inspectors determined that the bridge had a sufficiency rating of less than 50 out of a possible 100. Bridges rated less than 50 are considered to be structurally deficient and functionally obsolete. Due to the deficiency of the structure, Caltrans has allocated \$82 million of federal funds to the project.

In June of 2011, the City obtained environmental clearance from Caltrans for a bridge replacement. Currently in the design phase, the City is experiencing delays to the project schedule based on a variety of challenges including potential environmental revalidation needs, right-of-way issues and funding concerns. In an effort to expedite the completion of the project, the two parties have been in discussion in regards to SANBAG considering taking over the project due to SANBAG's extensive experience in delivering similarly large and complex projects. If SANBAG were to take over the project, the City would be responsible for all costs including SANBAG staff time. On February 16, 2016, the San Bernardino City Council directed City staff to begin working with SANBAG towards developing an MOU with SANBAG being the lead agency for Environmental Clearance, Design, Right-of-Way Acquisition and Construction phases.

SANBAG staff is recommending approval to develop an MOU with the City of San Bernardino, designating SANBAG as the lead agency for Environmental Clearance, Design, Right-of-Way Acquisition and Construction of the Mount Vernon Avenue Viaduct over the BNSF Railway Intermodal Facility. This MOU would be brought to the Board of Directors for approval once completed. In addition to the MOU, cooperative agreements with the City for the various phases of the project will be required.

Financial Impact:

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

Reviewed By:

This item was reviewed and recommended for approval (17-0-0) with a quorum of the Board

Entity: CTA, CTC

Board of Directors Agenda Item
April 6, 2016
Page 2

present at the Board of Directors Metro Valley Study Session on March 10, 2016.

Responsible Staff:

Garry Cohoe, Director of Project Delivery

Approved
Board of Directors
Date: April 6, 2016

Witnessed By:

Minute Action

AGENDA ITEM: 6

Date: April 6, 2016

Subject:

Transportation Development Act (TDA) Award of Article 3 Bicycle and Pedestrian Facilities and Transit Stop Access Improvement Projects

Recommendation:

A. Award Transportation Development Act (TDA) Article 3 funds for Bicycle and Pedestrian Facilities projects in the amount of \$887,977 as identified in Attachment A to this item.

B. Award TDA Article 3 funds for Transit Stop Access Improvement projects in the amount of \$634,287 as identified in Attachment B to this item.

Background:

On January 6, 2016 the SANBAG Board authorized the release of the TDA Article 3 Call for Projects for 1) Bicycle and Pedestrian Facilities projects and 2) Transit Access Improvement Projects. Local jurisdictions and transit agencies were notified of this opportunity through the SANBAG Transportation Technical Advisory Committee (TTAC) on January 7. The amount of Article 3 funds anticipated to be available for award was \$887,977 and \$634,287, respectively, for a total of \$1,522,264. In addition to the approval of the Call for Projects by the Board, staff discussed the Call for Projects with the TTAC on February 1, 2016. The closing date for the Call for Projects was February 5, 2016.

The TDA provides that 2% of the State of California Local Transportation Funds (LTF) be made available to counties and cities for facilities for the exclusive use of bicyclists and pedestrians, known as the TDA Article 3 Program. In August 1999 the SANBAG Board approved a policy that 20% of the TDA Article 3 program would be made available for projects that improve access to transit stops for pedestrians and persons with disabilities. The remaining 80% would be available for bicycle and pedestrian projects. In 2015, the Board also approved a 10% set-aside (\$253,715) from the original TDA Article 3 Bicycle and Pedestrian Projects for maintenance of existing bicycle and pedestrian facilities.

Bicycle and Pedestrian Facilities Applications

In total, nine (9) Bicycle and Pedestrian Facilities project applications from nine (9) jurisdictions were submitted for a total funding request of \$1,444,860. An evaluation panel comprised of representatives from SANBAG, the Inland Empire Biking Alliance, Safe Routes to School National Partnership, Riverside County Transportation Commission (RCTC), and Caltrans District 8 scored the projects using the evaluation criteria below. At the request of the Board, SANBAG staff did not include any local jurisdiction representatives this year.

Attachment A provides the Bicycle/Pedestrian Facilities scoring results in order and identifies five (5) projects as recommended for funding, sponsored by the Cities of Big Bear Lake, County of San Bernardino, Highland, Chino, and Ontario. There were two applications that

Entity: CTC

unfortunately did not meet the eligibility requirements of the grant program. Although innovative, Rialto's SRTS Program support is not an infrastructure project, therefore at this time, the review committee could not recommend approval of the project. For the City of San Bernardino, the project did not provide enough local match funding to be considered in the grant program. TDA applications must provide at least a 10% local funding match and be used specifically for bicycle or pedestrian facilities and not be utilized for non-infrastructure programs. After funding of four projects, there was \$45,617 left for partial funding for the City of Chino's "Talk the Walk" project. Staff contacted the City of Chino and the City agreed to reduce the scope of the project to take advantage of the remaining funds.

Project Evaluation Criteria:

Evaluation Criteria	Possible Score
Overall Quality of Application – Overall quality of the application submitted for a project considering clarity of project description, project purpose and need and satisfactorily addressing evaluation criteria.	20
Project Purpose and Need – Describe the purpose and need of the project including the extent of the potential use of the facility. Provide socioeconomic data, historic or current bicycle or pedestrian count volumes, ADT/trip generation information or other data to support the forecasted use and/or need for the project. The relation of the proposed project to the regional and local active transportation network. The level of connectivity the proposed project offers to intermodal opportunities. The extent to which the proposed project will improve safety for the non-motorized public. Consideration will be given to number of accidents in a project area, severity of accidents in an area.	30
Destinations Served – The extent that the proposed project serves destinations, the nature of destinations served and the likelihood of proposed project usage by destination related activity. (e.g., employment center, school or college, retail center and/or downtown area, park and other recreational use, public building, including library, museum and civic center).	15
Local Matching Funds – Proposed projects will receive the following points based upon the extent of local match provided: 5 points for 15-24%; 10 points for 25-34%; 15 points for 35-49%; and 20 points for 50% or greater.	20
Project readiness –Existing infrastructure such as roadways, pavement conditions and intersection signalization that may accelerate project development and delivery with ten points awarded where project design and environment clearances are complete and can be verified.	10
Timeliness of Prior Project Completion – Ability to demonstrate project completion in a timely manner.	5
Total Possible Score	100

Transit Stop Access Improvement Applications

In addition, fifteen (15) agencies submitted project applications to improve access to over 75 bus stops as part of the Transit Stop Access Improvement projects for a total funding request of \$723,368. Since the funding request was only \$89,081 over the available funding limit, SANBAG staff contacted each of the applicants and asked them to reduce their scope of work for several projects that were below the available funding limit. This allows funding of bus stops to all of the applicants who submitted an application rather than scoring each bus stop and not funding any projects in one particular jurisdiction. Also, when reviewers reviewed the applications, most of the transit stops scored in a very similar range because the majority of the applications were submitted by our County's transit agencies on behalf of the jurisdictions. Therefore, all of the reviewers agreed that it would be in the best interest of the grant program to have SANBAG staff contact each applicant to either reduce the scope or eliminate one or two stops from their proposal. As the result shows in Attachment B, the cities of Highland and Yucaipa reduced the scope of their projects, while most of the jurisdictions eliminated one or two transit stops from their proposals. Attachment B provides the results and identifies that all requested projects are recommended for funding.

If approved, the jurisdictions and transit agencies will have three years to spend the awarded grant funds. Jurisdictions and agencies with project awards in excess of \$250,000 may bill SANBAG for progress payments until \$250,000 remains on the allocation. The final payment would then be provided to the agency following documented completion of the project. Jurisdictions with project awards less than \$250,000 will be provided with cost reimbursement following documented completion of the project.

Financial Impact:

The administration of TDA funds is the responsibility of SANBAG. Expenses associated with this responsibility are included in the adopted budget under Task 0502 – TDA Administration. The funding source is Local Transportation Fund – Administration. The award of \$887,977 for Pedestrian and Bicycle Facilities projects and \$634,287 for Transit Stop Access Improvement projects is consistent with the amount of Article 3 funds held in Task 0506 – Local Transportation Funds – Pass Through.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the General Policy Committee on March 9, 2016.

Responsible Staff:

Steve Smith, Director of Planning

Approved
 Board of Directors
 Date: April 6, 2016

Witnessed By:

Attachment A: 2016 TDA Article 3 Phase II Award List (Bike/Ped Infrastructure Program)

Jurisdiction	Project Title	Rank	Project Cost	Request Amount	Award Amount	Cumulative	Notes
County of San Bernardino	Trona Bike Path Resurfacing (Maintenance)	1	\$143,000	\$128,700	\$128,700	\$128,700	Funded: 10 percent maintenance set-aside
Big Bear Lake	Stanfield Cutoff Connectivity Project	2	\$650,000	\$325,000	\$325,000	\$453,700	Funded
Highland	Water Street Bicycle and Pedestrian	3	\$186,400	\$121,160	\$121,160	\$574,860	Funded
Ontario	G Street Crosstown Route	4	\$300,000	\$267,500	\$267,500	\$842,360	Funded
Chino	"Talk the Walk"	5	\$198,000	\$143,000	\$45,617	\$887,977	Partially Funded
Redlands	City of Redlands Class II Bicycle Lane Installation	6	\$102,000	\$91,800			
Rialto	Citywide SRTS Support	7	\$43,600	\$32,700			Not Eligible: project is not an infrastructure project
Rancho Cucamonga	Sidewalk Improvements along East side of Haven Ave from Banyan St to Wilson	8	\$260,000	\$195,000			
San Bernardino	Inland Center Drive Bike Lane Segment	9	\$150,000	\$140,000			Not Eligible: project did not meet the minimum local match requirement
			\$2,033,000	\$1,444,860			
			Total Available Funding	\$887,977			

Attachment: GPC Agenda Item TDA Art 3 Award Attachment A 022416 (2683 : TDA Article 3 Award)

Attachment B: 2016 TDA Article 3 Phase II Award List (Transit Stop Access Program)

Jurisdiction	Project Title	Project Cost	Request Amount	Notes
Highland	Transit Access Improvements to Omnitrans Bus Routes #3, #4 and #15	\$85,300	\$55,123	Reduced Scope
Rancho Cucamonga	Bus Stop No. 1-9 Various Locations	\$58,246	\$46,596	Will fund 9 out of 12 bus stops proposed
Victorville	Path of Travel within City of Victorville	\$58,895	\$47,115	Will fund 8 out of 9 bus stops proposed
Yucaipa	Bus Stop Landing and Sidewalk Improvements for OmniGo Route 310	\$220,183	\$50,502	Reduced Scope
Needles	ADA Accesibility Improvements Needles Area Transit	\$60,378	\$30,189	Will fund 5 out of 5 bus stops proposed
Victor Valley Transit Authority (VVTA)	Web-based Mapping Project	\$60,000	\$48,000	
Fontana	Bus Stop No. 1-8	\$40,872	\$40,872	Will fund 8 out of 10 bus stops proposed
San Bernardino County	Bus Stops No. 1-3	\$47,319	\$47,319	Will fund 3 out of 4 bus stops proposed
Loma Linda	Bus Stop No. 1-3	\$54,628	\$54,628	Will fund 3 out of 7 bus stops proposed
Montclair	Bus Stop No. 1-2	\$20,507	\$20,507	Will fund 2 out of 2 bus stops proposed
Ontario	Bus Stop No. 1-2	\$31,134	\$31,134	Will fund 2 out of 3 bus stops proposed
Rialto	Bus Stop No. 1-5	\$47,510	\$47,510	Will fund 5 out of 6 bus stops proposed
Redlands	Bus Stop No. 1-2	\$22,489	\$22,489	Will fund 2 out of 2 bus stops proposed
San Bernardino City	Bus Stop No. 1-4	\$53,176	\$42,539	Will fund 4 out of 6 bus stops proposed
Colton	Bus Stop No. 1-4	\$49,764	\$49,764	Will fund 4 out of 5 bus stops proposed
		\$910,401	\$634,287	
		Total Available Funding	\$634,287	

Attachment: GPC Agenda Item TDA Art 3 Award Attachment B 022416 (2683 : TDA Article 3 Award)

Minute Action

AGENDA ITEM: 7

Date: April 6, 2016

Subject:

Rim of the World Park and Recreation District Active Transportation Plan Contract Award

Recommendation:

That the Board, acting as the San Bernardino County Transportation Commission, approve Contract No. 16-1001417 with Michael Baker International for the development of a Rim of the World Recreation and Park District Active Transportation Plan in an amount not-to-exceed \$256,205.

Background:

On September 2, 2015, the SANBAG Board approved Cooperative Agreement 16-1001343 with the Rim of the World Recreation and Park District (District) for the development of the Districtwide Active Transportation Plan in an amount not-to-exceed \$284,250 with SANBAG project management costs not-to-exceed \$28,000 to assist the District with project management and procurement process. Subsequently, on November 18, 2015, the SANBAG Executive Director authorized the advertisement of Request for Proposals (RFP) 16-1001417 for Professional Services for the Rim of the World Active Transportation Plan in accordance with SANBAG Contracting Procurement Policy 11000, Section VII.B.1. The scope of work for the RFP as described in Exhibit A of the Contract includes updating the Non-Motorized Transportation Plan (NMTP) and create public awareness, outreach and community input to implement active transportation improvements within and between rural villages and to plan for safe routes to schools and/or bus stops.

The Request for Proposals (RFP) 16-1001417 was released on November 18, 2015, on SANBAG's website and was sent electronically to vendors registered in PlanetBids, approximately fifty-three (53) consultants downloaded the RFP.

Four (4) proposals, KTU+A, Michael Baker International, MIG, and Transpo Group, were received by the date and time specified in the RFP. A responsiveness review was conducted by the Procurement Analyst which found the four (4) proposals to be responsive.

An evaluation committee consisting of two SANBAG representatives, one representative from Rim of the World, one representative from the City of Big Bear Lake and one representative from the County of San Bernardino evaluated the proposals based on the following criteria and weight:

- Qualifications of the Firm (30%)
- Proposed Staffing and Project Organization (30%)
- Technical Approach/Work Plan (30%)
- Cost (10%)

Entity: CTC

The weight of each of these criteria was identified in the RFP. The RFP identified that overall scoring would weigh an interview as 60% and the technical proposal as 40%, for a maximum possible score of 100%. On January 6, 2016, the evaluation committee reviewed and scored the four proposals based on the evaluation criteria. Michael Baker International received the highest score among all four submittals based on their technical proposal. On February 4, 2016, interviews were held with three of the firms. At the conclusion of the interviews, the evaluation committee discussed their interview scores for all three of the firms. The overall score given to Michael Baker International was higher than the other firms that submitted proposals. Michael Baker International indicated a superior knowledge of San Bernardino County especially in the Rim of the World Community. Also, they currently have staff working on another community project from the County that would provide some cost savings to the project. The selection panel agreed on recommending Michael Baker International to develop the Rim of the World Active Transportation Plan.

Staff is requesting approval to award Contract 16-1001417 to Michael Baker International in the amount not to exceed \$256,205, to be funded with Active Transportation - State funds.

Financial Impact:

This item is consistent with the Fiscal Year 2015/2016 SANBAG approved budget. The contract is to be funded with Active Transportation – State grant funds which were specifically awarded for the purpose of developing Rim of the World Community Active Transportation Plan.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the General Policy Committee on March 9, 2016. This item and the draft agreement have been reviewed by SANBAG General Counsel and Procurement Manager.

Responsible Staff:

Steve Smith, Director of Planning

Approved
 Board of Directors
 Date: April 6, 2016

Witnessed By:

Contract Summary Sheet

General Contract Information

Contract No: 16-1001417 Amendment No.: _____ Vendor No.: 03168
 Vendor/Customer Name: Michael Baker International Sole Source? Yes No
 Description: Rim of the World Active Transportation Plan Services
 Start Date: 4/6/2016 Expiration Date: 4/30/2018 Revised Expiration Date: _____
 Has Contract Term Been Amended? No Yes - Please Explain _____
 List Any Related Contracts Nos.: 16-1001343

Dollar Amount			
Original Contract	\$ 256,205.00	Original Contingency	\$ -
Revised Contract (Inclusive of Prior Amendments)	\$ -	Revised Contingency (Inclusive of Prior Amendments)	\$ -
Current Amendment	\$ -	Contingency Amendment	\$ -
TOTAL CONTRACT VALUE	\$ 256,205.00	TOTAL CONTINGENCY VALUE	\$ -
		TOTAL DOLLAR AUTHORITY (Contract Value and Contingency)	\$ 256,205.00

Contract Authorization

Executive Director Date: _____
 Executive Director Action: _____
 Board of Directors Date: 4/6/2016
 Board of Directors Action: Approve Contract No. 16-1001417

Contract Management: Payable/Miscellaneous

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

Contract Management: Receivable

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

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

Additional Information

Project Manager: Josh Lee

Attachment: Contract Summary Sheet (2682 : Rim of the World Recreation and Park District ATP Contract Award)

EXHIBIT A – “SCOPE OF WORK”

Introduction:

The San Bernardino County Transportation Commission (“SANBAG”) is soliciting services from Consultant to develop a Rim of the World Active Transportation Plan based on the Memorandum of Understanding (MOU) signed on September 29, 2015 between SANBAG and District. (Contract and MOU No. 16-1001343)

Background:

The Rim of the World Recreation and Park District (“District” or “ROWRPD”) received a Cycle One California Active Transportation Program grant from Caltrans in the amount of \$284,250 to develop a districtwide Active Transportation Plan. However, the District was unable to proceed with the project. In June 2015, rather than forfeiting the grant, the District applied for an extension of the grant to pursue a partnership with SANBAG. SANBAG staff believed that the project management assistance for the District was consistent with the agency’s core mission and thus agreed to move the item forward for General Policy Committee and Board consideration. In September 2015, SANBAG Board approved and signed Cooperative Agreement 16-1001343 with the District for the development of the Districtwide Active Transportation Plan and allowing SANBAG to proceed with the release of Request for Proposal (RFP) 16-1001417.

Project Description:

The Rim of the World Active Transportation Plan’s purpose is to develop a non-motorized transportation plan and create public awareness, outreach and community input to implement active transportation improvements within and between rural villages and to plan for safe routes to schools and/or bus stops. This plan is needed to address safety and health concerns and to reduce air pollution and greenhouse gas emissions. The scope of work is to produce a master plan of educational opportunities, pedestrian, bicycle, and equestrian paths and facilities with a list of prioritized projects. Local public agencies and private organizations will be consulted regarding potential route selection; most particularly CALTRANS, the Rim of the World Unified School District, San Bernardino National Forest, County of San Bernardino, SANBAG, chambers of commerce, Snow Valley Resort, Rim Nordic, MARTA and San Bernardino Mountains Land Trust.

Overall Objective:

The overall objective is to produce a master plan of pedestrian, bicycle, and equestrian improvements with a list of prioritized projects, budget, financing and maintenance plan, and a public information outreach strategy. Specific objectives for the Project and resulting master plan include:

- Achieve/exceed goals for public participation.
- Provide information exchange opportunities for the public.
- Active Transportation Program eligible projects to add and improve bicycle lanes.
- Project list to add and improve pedestrian and equestrian facilities, including but not limited to: sidewalks, pathways, trails, signage and parking with a focus on separating usage wherever possible.
- Complete street designs to expand transportation system(s), increase modal choices, and protect natural resources.
- Expand the use of Mountain Transit facilities and equipment.

- Traffic calming project list to increase pedestrian and bicycle safety (e.g. strategic crosswalk signalization and signage).
- Economic development strategies promoting jobs, training and business opportunities that capitalize on non-motorized facilities, including but not limited to eco-tourism.
- A map identifying proposed projects, land acquisition (including conservation easements and rights-of-way), public improvements and services (including transportation, police and fire management and maintenance).
- Identify funding opportunities for safe routes to school projects.

Scope of Work & Project Deliverables:

The following provides details of the scope of services that will be required under the contract.

1. Project Initiation

Task 1.1 Project Management and Project Kick-off Meeting

The Consultant will submit written/verbal monthly progress reports with invoices and will participate in regular conference calls with the District staff. District staff will regularly update SANBAG and the ROWRPD Board of Directors. Progress reports will document specific accomplishments of each task, identify percent completion by task, difficulties encountered, and recommended adjustments to the project schedule. The Consultant will maintain all electronic and hard copy files pertaining to the project and will provide District staff with an electronic version of all reports, technical memos, and backup data prior to completion of the Project. All deliverables will be provided; the first for District staff team review and comment and the second for stakeholder review and comment.

Following the Notice to Proceed, SANBAG's project manager and appropriate technical staff will attend a kick-off meeting with District staff to review the schedule and communication protocols. A final schedule and communication protocols will be established and agreed upon at the kick-off meeting.

- **Responsible Party: SANBAG/Consultant**

Task 1.2 Invoicing

Submit complete invoice packages to Caltrans based on milestone completion—at least quarterly, but no more frequently than monthly.

Deliverable Documentation

- Finalize the schedule
- Discuss communication preferences
- One kickoff meeting including meeting agenda and meeting notes
- Regular call with District staff and SANBAG for the term of the contract
- Written/verbal quarterly progress reports for the term of the contract
- Electronic and hard copy files of the Project maintained for the term of the contract

- Provide District staff with an electronic version of all reports, technical memos, and backup data prior to completion of the Project compatible with District and SANBAG software

2. Project Development

Task 2.1 Community-Based Assessment of Pedestrian, Bicycle, and Equestrian Facilities

Complete accessibility, environmental and safety analysis:

- Tour to familiarize stakeholders with existing facilities.
- Data collection and base mapping: Apply applicable Smart Mobility Framework performance metrics and map existing facilities and environmental constraints.
- Clearly define and delineate project area boundaries.
- Community field activities: Walking [Walk to School Day], biking [Bike to School Day], and horseback riding.
- Stakeholder Advisory Committee led tours to increase awareness and solicit community input.
- Community Survey: Web and paper survey to collect and rank public opinion on bike/ped usage and perception in the community to be served as the base data. This survey will include businesses, local residents, secondary home owners, and visitors.
- Identify primary origins, destinations, and access needs.
- Opportunities and constraints mapping: Develop conceptual plan identifying multi-modal, pedestrian, bicycle, and equestrian opportunities and environmental, legal, political and physical constraints.
- “Walking and Biking Safely” art contest: Provide public input into design and planning of an active transportation plan, create contest guide, and judge artwork.
- Project website: Contract Website Developer.
- Design and maintain website to enhance public involvement and communication. Utilize Facebook, Twitter and other social media sites.
- Identify funding opportunities for implantation purpose.
- **Responsible Party: Consultant/District staff**

Deliverable Documentation

- Accessibility, environmental and safety analysis: Accessibility, environmental and safety report, and public participation targets
- Existing facilities tour map, participant notes, and photos
- Data collection and base map of existing facilities and constraints map, and performance measure matrix
- Community field activities: Public announcement, participant lists, maps, leader notes, and photos
- Community survey: Survey tool and results
- Opportunities and Constraints mapping: Opportunities and constraints map, and photo summary of precedents
- Art contest: Public notices, guidebook, and artwork
- Project website: Website, number of hits, inquiries, Facebook Page and Twitter

- Funding opportunities: Social equality, and economic development

Task 2.2 Data Analysis

Completion of these tasks is a major milestone prior to the beginning of Master Plan Development and will serve as a major source of content.

- Access to Transit Opportunities: Review existing Mountain Area Regional Transportation Authority (Mountain Transit) ridership and potential for non-motorized improvements to increase ridership. Identify intermodal connection opportunities (e.g. parking, trailheads, bus stops).
- Traffic analysis: Review motorized traffic problems that affect non-motorized users, particularly all schools within project area. Review accident trends. Identify opportunities for traffic calming measures and complete street design. Coordinate with SANBAG Safe Routes to School Plan and Mountain Area Transportation Study (MATS).
- Land use analysis: Analyze existing land use patterns, the Rim of the World Community Plan and County General Plans, and Specific Plans to identify current and future location opportunities. Analyze access to Points of Interests and Designations by examining existing economic trends and plans to integrate recreational pathways into economic development strategies, focusing on major attractions, including but not limited to:
 - ✓ All Rim of the World Unified School District (ROWUSD) schools
 - ✓ Crestline, Twin Peaks and Running Springs senior/community centers
 - ✓ Villages of Crestline (including Valley of Enchantment/school/trails/stables, and Cedarpines Park)
 - ✓ Lake Arrowhead (including Twin Peaks/Harich Field/senior housing)
 - ✓ Blue Jay, Rim Forest/Strawberry Peak and trail
 - ✓ Sky Forest, Deer Lodge Park, Cedar Glen/PCT, and Running Springs (including Arrowbear Lake, Park, trail)
 - ✓ Deerlick/Caltrans yard, Green Valley Lake/trails/x-country ski, Deep Creek parcel/trail, Brulte/Caplinger Fields
 - ✓ Lake Gregory County Regional Park/trail
 - ✓ Lake Silverwood State Park trail system/connection to Pacific Crest Trail (PCT)
 - ✓ ROWRPD/ San Bernardino Mountains Land Trust Arrowhead Ridge trail
 - ✓ San Bernardino National Forest (including Heaps Peak Arboretum trail, PCT, Children's Forest/Children's Forest Trail, Snow Valley/Rim Nordic trails, Dogwood campground/trail)
 - ✓ Connecting and coordinating with the City of Big Bear Lake, pedestrian, bicycle and equestrian master plan of trails
- Based on community input and data analysis, identify specific pedestrian, bicycle, and equestrian project opportunities. Map the potential projects, identify key issues, right of way constraints, and estimated costs. Develop a prioritization of the potential project list to allow the community to begin applying for infrastructure funding.
- Discuss initial project list with Caltrans, the County, Forest Service, and SANBAG.

Deliverable Documentation

- Technical Memo documenting potential projects
- Transit Analysis: Report on ridership and intermodal connections
- Traffic Analysis: Report on traffic and pedestrian/bicycle accidents

- Land Use Analysis: Report on land use and economic generators (focus on existing and future points of interests and destinations)

Task 2.3 Pedestrian, Bicycle and Equestrian Master Plan Development

- Public Workshop 1: Strengths, weaknesses, opportunities and constraints analysis: Conduct safety survey, contrast with community survey, present existing conditions and opportunities, and host work stations for community brainstorming and input.
- Stakeholder Advisory Committee and Consultant report to discuss the Public Workshop 1: Present results of workshop and collect feedback from ROWRPD, Caltrans, U.S. Forest Service and County officials.
- Preparation of Draft Master Plan: Draft master plan based on community input and initial potential project prioritization list from Task 2.2.
- Public Workshop 2: Master Plan Concept Confirmation: Present draft master plan concept, and conduct workshop to gather feedback.
- Consultant & Stakeholder Advisory Committee report to discuss feedback on workshop. Report on workshop results and collect feedback from ROWRPD and County officials.
- Revision of Draft Master Plan: Review draft master plan based on previous task inputs.
- Public Workshop 3: Presentation of Revised Master Plan: Present revised master plan and receives final community input.
- Consultant and Stakeholder Advisory Committee report on Revised Master Plan: Report on workshop results and collect final input from ROWRPD, Caltrans, and County officials.
- Preparation of Final Master Plan: Make final revisions to the master plan.
- Presentation of Final Master Plan: Presentation of plan to San Bernardino County Planning Dept.

Deliverable Documentation

- Public Workshop 1 - Public notices
- Survey results, public comments, meeting notes and minutes
- Complete Streets Workshop/Design Team Meeting Notices, Handouts, Meeting notes, Photos, and Designs. Suitable traffic calming and complete street designs.
- Draft Master Plan: Draft conceptual plan including existing conditions, a non-motorized master plan with inter-modal connections, design guidelines, and an implementation plan (including budget, financing and maintenance)
- Public Workshop 2 - Meeting: public notices, photos, public comments, meeting notes and minutes
- Revised Draft Master Plan
- Public Workshop 3 - Meeting: Public notices, photos, public comments, meeting notes and minutes
- Final Master Plan: Final Master Plan Stakeholder Advisory Committee and ROWRPD acceptance, meeting notes and minutes

Minute Action

AGENDA ITEM: 8

Date: April 6, 2016

Subject:

Commuter Rail & Transit Committee Name Change to Transit Committee

Recommendation:

- A. Approve renaming the Commuter Rail and Transit Committee to the Transit Committee.
- B. Authorize staff to make necessary changes to all policies and procedures necessitated by a change to the committee name.

Background:

Staff is recommending that the name of the Commuter Rail & Transit Committee be changed to Transit Committee as Commuter Rail is one of the many modes of transit service topics discussed by the Committee. The name Transit Committee better represents a holistic approach to transit service in San Bernardino County, which is important as we focus on integration of the various transit modes that SANBAG supports through allocation of funding and implementation of capital projects.

Financial Impact:

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

Reviewed By:

This item was reviewed and unanimously recommended for approval by the Commuter Rail and Transit Committee on March 10, 2016.

Responsible Staff:

Carrie Schindler, Director of Transit and Rail

Approved
 Board of Directors
 Date: April 6, 2016

Witnessed By:

Entity: COG

Minute Action

AGENDA ITEM: 9

Date: April 6, 2016

Subject:

Amendment 4 to Contract No. C11207 with Nossaman, LLP for Downtown San Bernardino Passenger Rail Project

Recommendation:

That the Board, acting in its capacity as the San Bernardino County Transportation Authority:

A. Approve Amendment No. 4 to Contract No. C11207 with Nossaman, LLP for additional right-of-way legal services on the Downtown San Bernardino Passenger Rail Project, increasing the contract amount by \$700,000, to be funded by Local Transportation Funds, for an amended not-to-exceed amount of \$3,700,000, and extend the contract term through December 31, 2017.

B. Approve Fiscal Year 2015/2016 budget amendment to increase Task No. 0323-Downtown San Bernardino Passenger Rail Project in the amount of \$250,000 to be funded by Local Transportation Funds.

Background:

On December 7, 2011, the San Bernardino Associated Governments (SANBAG) Board of Directors awarded Contract No. C11207 to Nossaman, LLP for right-of-way legal services on the Downtown San Bernardino Passenger Rail Project (DSBPRP) and the San Bernardino Transit Center (SBTC) projects. The original contract value with Nossaman, LLP was for a not-to-exceed amount of \$2,000,000. On January 6, 2015, the Board approved increasing the contract amount by \$500,000 for an amended not-to-exceed amount of \$2,500,000. On July 1, 2015, the Board approved increasing the contract amount by \$500,000 for an amended not-to-exceed amount of \$3,000,000.

As part of the project, SANBAG was required to obtain a total of thirty-six (36) parcels that included permanent acquisitions, temporary construction easements, and licenses from property owners. The anticipated legal services costs for a project of this magnitude are difficult to accurately estimate, due to the number of parcels to be acquired and the variables encountered in legal representation. Right-of-way acquisitions involve negotiations between two or more parties, often with opposing counsel. Parties and attorneys differ in their levels of cooperativeness and reasonableness. In addition, the unique features of each parcel acquired can affect the amount of legal services needed. Thus, the estimated legal costs can vary significantly.

The DSBPRP and SBTC projects are moving closer toward completion and the pending acquisitions and settlements have taken longer than anticipated therefore requiring \$700,000 in additional budget and a contract amendment. The proposed amendment is needed to cover the added complexities related to the outstanding right-of-way acquisition activities for two

Entity: CTA

Board of Directors Agenda Item

April 6, 2016

Page 2

remaining properties. The cost increase exceeds the current programmed budget for the project. Staff recommends funding the cost increase with Local Transportation Funds.

Financial Impact:

This item is not consistent with the Fiscal Year 2015/2016 SANBAG Budget. A budget amendment is included in the recommendation above increasing Task No. 0323-Downtown San Bernardino Passenger Rail Project in the amount of \$250,000 to be funded by Valley Local Transportation Funds.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the Commuter Rail and Transit Committee on March 10, 2016. This item and the amendment have been reviewed by SANBAG General Counsel and SANBAG Procurement Manager.

Responsible Staff:

Carrie Schindler, Director of Transit and Rail

Approved
Board of Directors
Date: April 6, 2016

Witnessed By:

AMENDMENT NO. 4 TO CONTRACT NO. C11207

FOR

**LEGAL SERVICES FOR DOWNTOWN SAN BERNARDINO PASSENGER
RAIL AND REDLANDS PASSENGER RAIL PROJECTS**

(NOSSAMAN, LLP)

This Amendment No. 4 to Contract No. C11207 is made by and between the San Bernardino Associated Governments (“AUTHORITY”) and the firm of Nossaman, LLP (“ATTORNEY”):

RECITALS

- A. AUTHORITY, under Contract No. C11027 (“Contract”) engaged ATTORNEY to provide legal services pertaining to the acquisition of right-of-way for the Downtown San Bernardino Passenger Rail and Redlands Passenger Rail projects; and
- B. On January 6, 2015, AUTHORITY and ATTORNEY entered into Amendment No. 1 increasing the Contract price by \$500,000 in order to cover pending right-of-way legal issues; and
- C. On May 20, 2015, AUTHORITY and ATTORNEY entered into Amendment No. 2 extending the expiration date to December 31, 2015; and
- D. On July 28, 2015, AUTHORITY and ATTORNEY entered into Amendment No. 3 increasing the Contract price by \$500,000 in order to cover pending right-of-way legal issues and extend the expiration date to December 31, 2016; and
- E. AUTHORITY and ATTORNEY desire to amend the contract increasing the contract amount by \$700,000 to provide for additional legal services necessitated by the Project right-of-way acquisitions, incorporate Federal Transit Administration (FTA) terms and to extend its term to December 31, 2017.

NOW, THEREFORE, in consideration of the terms and conditions set forth herein, AUTHORITY and ATTORNEY agree as follows:

- 1. ARTICLE 2. PERIOD OF PERFORMANCE is deleted and replaced in its entirety to read as follows:

“ARTICLE 2. PERIOD OF PERFORMANCE

The period of performance by ATTORNEY under this Contract shall commence upon issuance of written Notice To Proceed (NTP) issued by AUTHORITY and shall continue

Attachment: C11207-04 - Nossaman, LLP (2674 : Amendment 4 to Contract No. C11207 with Nossaman, LLP)

in full force and effect through December 31, 2017, or until otherwise terminated, or unless extended as hereinafter provided by written amendment.”

2. ARTICLE 3. PERFORMANCE OF SERVICES AND HOURLY RATES, paragraph 3.2 is deleted and replaced in its entirety to read as follows:

“3.2 The total Not-To-Exceed amount is \$3,700,000. Services to be provided under this Contract are to be performed as set forth in Attachment "A", Scope of Services, which is incorporated herein by this reference. ATTORNEY's fee for services is included in the total Contract cost and set forth in Attachment "B", Cost Proposal, which is incorporated herein by reference. ATTORNEY's fee for services is included in the total estimated contract cost and shall be a specific rate of compensation contract, as agreed upon, and noted in Attachment "B", Cost Proposal. The hourly rates noted in Attachment "B" will remain in effect through December 31, 2011, and then will each escalate annually by five percent (5%), commencing January 1, 2012, and every succeeding January 1 thereafter. The rates noted in Attachment "B" shall apply only to the services under this Contract. The foregoing amount shall not constitute a cap or guaranty of the cost of services to perform the Scope of Services identified herein, provided. However, ATTORNEY agrees that in no event shall ATTORNEY exceed the foregoing amount without prior written authorization from AUTHORITY.”

3. Add Article 39 “ FEDERAL REQUIREMENTS” to read as follows:

“ ARTICLE 39. FEDERAL REQUIREMENTS

CONSULTANT shall at all times comply with all applicable FTA regulations, policies, procedures and directives, including without limitation those listed directly or by reference in the agreement between direct recipient or subrecipient and FTA, as they may be amended or promulgated from time to time during the term of this Contract. CONSULTANT's failure to comply shall constitute a material breach of this contract.”

4. Add Article 40 “INCORPORATION OF FTA TERMS” to read as follows:

“ARTICLE 40. INCORPORATION OF FTA TERMS

The preceding provisions include, in part, certain Standard Terms and Conditions required by DOT, whether or not expressly set forth in the preceding contract provisions. All contractual provisions required by DOT, as set forth in FTA Circular 4220. 1F, are hereby incorporated by reference. Anything to the contrary herein notwithstanding, all FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Contract. The Consultant shall not perform any act, fail to perform any act, or refuse to comply with any SANBAG requests, which would cause SANBAG to be in violation of the FTA terms and conditions. The CONSULTANT agrees to include the above two clauses in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clauses shall not be modified, except to identify the subcontractor who will be subject to the provisions.”

- 5. The Recitals set forth above are incorporated herein by this reference.
- 6. Except as amended by this Amendment No. 4, all other provisions of the Contract, and amendments thereto, shall remain in full force and effect and are incorporated herein by this reference.
- 7. This Amendment No. 4 is effective upon execution by AUTHORITY.

-----Signatures are on the following page-----

Attachment: C11207-04 - Nossaman,LLP (2674 : Amendment 4 to Contract No. C11207 with Nossaman, LLP)

IN WITNESS WHEREOF, the parties hereto have executed this Amendment No. 4 below.

NOSSAMAN LLP

SAN BERNARDINO ASSOCIATED GOVERNMENTS

By: _____
Rick E. Rayl
Partner

By: _____
Ryan McEachron
Board President

Date: _____

Date: _____

APPROVED AS TO FORM:

By: _____
Robert D. Herrick
Assistant General Counsel

Date: _____

CONCURRENCE:

By: _____
Jeffrey Hill
Procurement Manager

Date: _____

Attachment: C11207-04 - Nossaman,LLP (2674 : Amendment 4 to Contract No. C11207 with Nossaman, LLP)

Minute Action

AGENDA ITEM: 10

Date: April 6, 2016

Subject:

Use of Valley Local Transportation Funds for Right-of-Way Management & Maintenance

Recommendation:

- A. Approve the use of Valley Local Transportation Funds as the primary source of funding for management and maintenance of SANBAG owned railroad right-of-way in lieu of Rail Asset Funds.
- B. Approve a Rail Asset Reserve Fund in the amount of \$2,000,000 for unforeseen costs associated with SANBAG owned railroad right-of-way and the San Bernardino Santa Fe Depot that are ineligible for other Transit Program funds.

Background:

San Bernardino Associated Governments (SANBAG) has traditionally used Rail Asset Funds for railroad right-of-way management activities and operation of the San Bernardino Santa Fe Depot. Rail Asset funding is limited and unreliable as it is dependent upon the fees generated by the number of grants-of-use agreements in place or requested by other entities. SANBAG staff is requesting that the primary source of funding for the railroad right-of-way activities be changed to Valley Local Transportation Funds as they are a more reliable source of funding and better suited to fund known ongoing operational needs.

The average annual expenses being funded by Rail Asset Funds over the last three years is \$1,100,000. SANBAG currently generates an average of \$440,000 in Rail Asset Funds annually from grants-of-use revenue and has been using fund balance to sustain the cost of right-of-way management. Therefore, staff is seeking approval to change the primary funds source for railroad right-of-way management activities to Valley Local Transportation Funds.

SANBAG staff believes it is appropriate to continue to use Rail Asset Funds for operation of the Depot or for special circumstances. However, staff is requesting that any funds in excess of what is needed for operation of the Depot or that have been allocated to a specific use, be used to establish a Rail Asset Reserve Fund of \$2,000,000 for unforeseen costs or activities that are ineligible for Valley Local Transportation Funds or Valley Measure I Metrolink and Passenger Rail Funds. The provisions for eligibility in the Measure I 2010-2040 Ordinance for use of Valley Measure I Metrolink and Passenger Rail Funds is narrow. Specifically, the funds can be used for delivery and operation of rail service between San Bernardino and Redlands, delivery and operations of Gold Line to the Montclair Transcenter, additional parking spaces at Metrolink Stations, construction of additional track capacity necessary to increase Metrolink service, and the purchase of additional passenger cars and locomotives for Metrolink. Based on anticipated costs and expenditures, staff estimates the \$2,000,000 Rail Asset Reserve Fund could be realized in Fiscal Year 2017/2018.

Entity: CTA, CTC

Board of Directors Agenda Item

April 6, 2016

Page 2

SANBAG owns 62 miles of railroad right-of-way and has over 1,300 approved grants-of-use agreements with various entities along the right-of-way. Management of SANBAG's railroad right-of-way is done through a combination of SANBAG staff and an on-call right-of-way property management consultant. Typical right-of-way management activities include preparation and management of grants-of-use agreements, development and implementation of property management procedures, disposal of excess property, responding to inquiries, research, field inspections, and tracking maintenance needs such as weed and graffiti abatement. Other costs associated with railroad right-of-way include legal services and administrative items such as file administration.

Financial Impact:

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

Reviewed By:

This item was reviewed and unanimously recommended for approval by the Commuter Rail and Transit Committee on March 10, 2016.

Responsible Staff:

Carrie Schindler, Director of Transit and Rail

Approved
Board of Directors
Date: April 6, 2016

Witnessed By:

Minute Action

AGENDA ITEM: 11

Date: April 6, 2016

Subject:

Second Quarter of Fiscal Year 2016 Right-of-Way Grants of Use Report

Recommendation:

Receive second quarter (October, November, December) Right-of-Way Grants of Use Report.

Background:

The Board of Directors adopted the SANBAG Rail Property Policy No. 31602 on July 2, 2014. In accordance with Policy No. 31602, Section B - Policy Principals and Authority to Execute Grants of Right of Use, the Board authorized the Executive Director, or designee, to approve all grants of rights of use documents as approved to form by General Counsel.

Attachment A identifies the grants of use approved in the second quarter of Fiscal Year 2016.

Financial Impact:

This item is consistent with the approved SANBAG Fiscal Year 2015/2016 Budget. Presentation of the quarterly Right-of-Way report demonstrates compliance with the SANBAG Rail Property Policy No. 31602.

Reviewed By:

This item was received by the Commuter Rail and Transit Committee on March 10, 2016.

Responsible Staff:

Carrie Schindler, Director of Transit and Rail

Approved
 Board of Directors
 Date: April 6, 2016

Witnessed By:

Entity: CTA, CTC

Attachment A

October - December 2015 Right-of-Way Grants of Use Report

Vendor Name	Contract No.	Agreement Type	Linked Agreements	Executed Date	Term Date	Application Fee	Annual Admin Fee	Use Fee	Use Fee Duration	Fee's Waived	Waived Fee Amount	Waived Fee Comments
City of Redlands	15-1001300	License	None	12/9/15	N/A	\$ 2,230.00	\$1,200.00	\$0.00	N/A	x	\$1,500.00	Per Board action in October 2014, fees from member agencies for updated/replaced agreements are to be waived.
City of Redlands	16-1001418	ROE	C09121	11/21/15	11/21/2015	\$ 2,730.00	\$0.00	\$500.00	one-time	N/A	-	

Total One-time Application Fee	\$ 4,960.00		
Total Annual Admin Fee		\$1,200.00	
Total One-time Use Fee			\$500.00

Attachment: Agenda 1874 Attachment A (2666 : Second Quarter FY16 Right-of-Way Grants of Use Report)

Minute Action

AGENDA ITEM: 12

Date: April 6, 2016

Subject:

SANBAG-owned Properties Adjacent to the Upland Metrolink Station

Recommendation:

That the Board:

- A. Receive and file the final Upland Land Use Constraints Analysis.
- B. Authorize the Executive Director, or designee to develop and enter into an agreement with County of San Bernardino Real Estate Services Department (“RSD”) to provide Real Property Disposition Services, in an estimated amount of \$18,250, for the sale of two SANBAG-owned properties adjacent to the Upland Metrolink Station; and direct the properties to be sold through public disposition procedures.
- C. Authorize the termination of the current “Lease of Land” Agreement for the property located at 201-299 East Stowell Street, in Upland, California (Parcel No. 1046-605-01) at such a time that SANBAG staff deems appropriate.
- D. Adopt Resolution No. 16-035 declaring the subject properties to be surplus and setting forth the procedures for a proposed sale as developed by staff in consultation with the RSD and as approved by SANBAG General Counsel.
- E. Allocate the revenue generated from the sale of the properties toward additional parking for the Upland Metrolink Station and direct staff to work with the City of Upland on an agreement, which is approved prior to the sale of the properties that the additional parking will be on City owned land in the vicinity of the station.

Background:

In August 2014, the Upland Land Use and Constraints Analysis (Analysis) was initiated in collaboration with San Bernardino Associated Governments (SANBAG) and the City of Upland (City), to examine the development potential of two SANBAG owned parcels located south of the Upland Metrolink Station. The two parcels are located on the north side of Stowell Street, between Euclid Avenue and Sultana Avenue, and on either side of 2nd Avenue. The properties have development potential based on their adjacency to the Metrolink Station and their location within the downtown area of the City, which the City would like to advance.

The Executive Summary of the Analysis is included as Attachment A and outlines the study area, objectives, land use and other items discussed and analyzed as part of the process in support of the development of the two parcels. The Analysis incorporated the review of key planning documents – the City of Upland’s adopted “General Plan of 1980” and the “Historical District Upland Specific Plan” (HDUSP), adopted in 2011. In addition, the Analysis identified an estimated residual land value under a townhome development configuration that ranged from \$2.3 million to \$7.1 million at a density of 20 units per acre depending on the developable area. Since completion of the constraints analysis and discussions with the City, SANBAG staff is

Entity: CTC

Board of Directors Agenda Item

April 6, 2016

Page 2

recommending that the properties be surplus, or sold, and that the revenue generated be used to fund additional parking at the Upland Metrolink Station in partnership with the City.

As part of the recommendation to dispose of these properties, staff analyzed the potential impact to extending Gold Line east beyond the Montclair Transcenter. It is important to note that the sale of the properties has no effect on the Gold Line Extension to Montclair Transcenter, the project included in the Measure I 2010-2040 Ordinance. However, should the Gold Line proceed east beyond the Montclair Transcenter, property adjacent to the existing Metrolink Corridor is needed. The specific property needed would depend on whether the Gold Line was located north or south of the existing Metrolink tracks. If the Gold Line was located south of the existing Metrolink tracks through Upland a large portion of these parcels would be needed. In addition, right-of-way would be required from the William Lyon Homes development under construction southeast of the Upland Station. If the Gold Line was located north of the existing Metrolink tracks, the majority of the block south of A Street would be impacted including existing Metrolink parking area and the business located adjacent to the Metrolink Corridor. This is not an isolated situation. At various locations along the corridor property would be impacted in order to accommodate an additional rail service in the existing Metrolink Corridor. Attachment B provides a general overview of the parcels likely to be impacted should the Gold Line continue east in the Metrolink Corridor beyond the Montclair Transcenter to Cucamonga Creek Channel. The Cucamonga Creek Channel is the north-south corridor identified in the 2015 SANBAG Ontario Rail Access Study for the Gold Line to proceed south to Ontario Airport. As it is unknown whether the alignment would be north or south of the tracks in certain segments, both the potential impacts north and south of the existing Metrolink tracks were identified for this purpose. Table 1 below identifies some of the pros and cons related to selling or retaining the properties.

Issue	Retain the Properties		Sell the Properties	
	Pro	Con	Pro	Con
Liability			Will reduce risk associated with owning the property	
Lump Sum Revenue			Will generate revenue for a project, possibly parking	
Potential use as Gold Line Right-of-Way	Might reduce the overall right of way need	The properties are likely to remain in their existing state for a long time.		Inhibits City's ability to develop parcels and general area
Ongoing Maintenance			Will reduce ongoing maintenance needs	
Loss in Lease Revenue	Current annual revenue is \$34,000			Loss of \$34,000 in annual lease revenue

At the March 2016 Commuter Rail and Transit Committee an inquiry was made regarding the impact to the historic Upland Lemon Growers Association building located at 4th Avenue and A Street should the Gold Line proceed east of Montclair on the north side of the existing Metrolink track. An analysis was done which indicated that based on the construction type and physical size of the building it is feasible to move the building within several blocks of its existing location. While there is no official federal or state-level guidance about appropriate places to

Board of Directors Agenda Item

April 6, 2016

Page 3

relocate an historic structure, it should be noted that the choice of the relocation site would be decided through formal consultation with the State Historic Preservation Officer, with the City, and with the public. The additional cost associated with moving the build was not estimated as it is dependent upon several details that are not known at this time.

There are several steps associated with the sale of publically owned property. Some initial steps have been completed to gather the data such as the appraisals, procuring updated preliminary title reports, and conducting a Phase I environmental of both properties. The Phase I environmental analysis was completed and recommended a Phase II environmental analysis. The Phase II environmental analysis has been initiated through one of SANBAG's On-Call contracts through the Contract Task Order (CTO) selection process. The fair market value of the properties could be impacted by the results of the Phase II analysis. Concurrently, legal counsel is researching if SANBAG will need to first offer the property to other public agencies (e.g. city, county, schools, etc.) or adjacent owners, whether or not SANBAG needs to go through an auction process or can sell the land directly, and whether or not a SANBAG Board resolution is required to dispose of the properties. Since the March 2016 Commuter Rail and Transit Committee, staff has determined that in order to be consistent with SANBAG Policy 10300, Surplus Personal Property, the properties are to be sold by auction in accordance with California Government Code Section 25363.

Appraisals for both properties were completed in January 2016. The "As-Is" Market Value of the subject properties' fee simple interest is as follows:

- Property 1 (Parcel Nos. 1046-605-02, 1046-605-03) is a vacant 1.22-acre located at 120 South Euclid Avenue with an "As-Is" Market Value of \$1,670,000.
- Property 2 (Parcel No. 1046-605-01) is located at 201-299 East Stowell Street is an occupied property with an "As-Is" Market Value of \$1,520,000.
- The lease agreement for Property 2 allows for termination with 30-day notice and that the tenant returns the property to the condition it was in prior to the lease.
- The appraisals indicated the highest and best uses for the properties are multi-family developments of 20 to 30 units per acre.
- The analyses, opinions, and conclusions communicated within the appraisal reports were developed based upon the requirements and guidelines of the current Uniform Standards of Professional Appraisal Practice (USPAP), the requirements of the Code of Professional Ethics and the Standards of Professional Appraisal Practice of the Appraisal Institute; and no hypothetical conditions were made for either appraisal.

Currently, the estimated time line for the above steps is approximately 9-12 months; however the timeline may become longer depending on the results of the Phase II environmental analysis, unless SANBAG sells the property "as is." In addition, staff is confirming that the primary source of funding to acquire the properties was local funds and that no action from another funding agency is required.

The San Bernardino County Real Estate Service Department (County RES) provides services to support the sale of surplus properties. As this is a new process for the Transit Program, staff is requesting that the Executive Director, or his designee, be authorized to enter an agreement with County RES for them to assist SANBAG in this effort. At the time of the March 2016 Commuter Rail and Transit Committee meeting the costs of such services were estimated at \$15,000 but have now been revised to \$18,500. As indicated at the March 2016 Commuter Rail and Transit Committee meeting a resolution declaring the subject properties to be surplus is required. Resolution No. 16-035 is attached and recommended for approval.

Board of Directors Agenda Item
April 6, 2016
Page 4

Financial Impact:

This item is not consistent with the Fiscal Year 2015/16 Budget. An administrative budget amendment is needed to increase Task No. 0377 Commuter Rail by \$115,000 in Rails Assets Funds.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the Commuter Rail and Transit Committee on March 10, 2016. SANBAG General Counsel and Procurement Manager have reviewed this item.

Responsible Staff:

Carrie Schindler, Director of Transit and Rail

Approved
Board of Directors
Date: April 6, 2016

Witnessed By:

UPLAND METROLINK LAND USE AND CONSTRAINTS ANALYSIS

San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410-1702

In Association With:

Hatch Mott MacDonald
HDR
Lance Schulte

February 23, 2016

Attachment: Upland-LandUseConstraint-DraftFinalReport-ExecSmry022316 (2668 : SANBAG-Owned Properties Adjacent to the Upland

Table of Contents

Executive Summary ES-1

- ES.1. Study Area ES-1
- ES.2. Project Objectives and Principles ES-4
- ES.3. Land Use Analysis ES-4
- ES.4. Conceptual Alternatives ES-7
- ES.5. Circulation Patterns ES-14
- ES.6. Environmental Analysis ES-15
- ES.7. Funding and Financial Analysis ES-16
- ES.8. Grade Crossings and Quiet Zones ES-17
- ES.9. Project Option and Implementation ES-19

Attachment: Upland-LandUseConstraint-DraftFinalReport-ExecSmry022316 (2668 : SANBAG-Owned Properties Adjacent to the Upland

List of Tables

Table ES.1: Residual Land Values, by Alternative ES-17
Table ES.2: Summary of SSM Implementation Scenarios..... ES-18
Table ES.3: Estimated Costs for Each SSM Implementation Scenario ES-19
Table ES.4: Planning Options Summary ES-20

Attachment: Upland-LandUseConstraint-DraftFinalReport-ExecSmry022316 (2668 : SANBAG-Owned Properties Adjacent to the Upland

List of Figures

Figure ES.1: Location of SANBAG Property #1 ES-2
 Figure ES.2: Location of SANBAG Property #2 ES-3
 Figure ES.3: Setback for SANBAG property #1 – APN:1046-605-01 ES-5
 Figure ES.4: HDUSP Citrus Transportation District Setback and Height Limits ES-5
 Figure ES.5: Setback for SANBAG property #2 – APN:1046-605-03 ES-6
 Figure ES.6: HDUSP Euclid District Setback and Height Limits ES-6
 Figure ES.7: Alternative 1 Layout (1 of 2) ES-8
 Figure ES.8: Alternative 1 Layout (2 of 2) ES-9
 Figure ES.9: Alternative 2 Layout (1 of 2) ES-10
 Figure ES.10: Alternative 2 Layout (2 of 2) ES-11
 Figure ES.11: Alternative 3 Layout (1 of 2) ES-12
 Figure ES.12: Alternative 3 Layout (2 of 2) ES-13

Attachment: Upland-LandUseConstraint-DraftFinalReport-ExecSmry022316 (2668 : SANBAG-Owned Properties Adjacent to the Upland

Executive Summary

Transit Oriented Development, or TOD as they are commonly referred, is a fast growing trend in linking land use with transportation. It is a creation of compact mixed use land use (a combination of office, retail and housing) and walkable communities around successful transit corridors, particularly rail corridors. Starting as a “concept” in the 1980s to limit urban sprawl and revitalize decaying downtown, TODs have moved from the academic realm to implementation around the country, as law and policy makers, developers and planners have become enthusiastic and champions of building high density development around stations.

This study, in collaboration with San Bernardino Associated Governments (SANBAG) and the City of Upland, examines the development potential of two parcels located immediately south of the Metrolink Station in Upland. The two parcels located east and west of 2nd Avenue, are bounded by the San Bernardino Line (SB Line) on the north and Stowell Street to the south; Euclid Avenue to the west and Sultana Avenue to the east. The west parcel, which is currently vacant, was the home of Hoyt Lumber for 16 years, before it closed in 2012. The east parcel was historically used for industrial purposes is currently not vacant.

ES.1. Study Area

On the south side of the Upland Metrolink Station, and north of Stowell Street between Euclid and Sultana Avenues, SANBAG owns two properties. These have immense development potential based on their adjacency to the Metrolink Station and being located within the downtown area of the City. The City of Upland along with SANBAG wants to develop these two properties, one of which is currently vacant. In light of this, the “Project” involved conducting a land use and constraints analysis to create a conceptually entitled land use and circulation plan in support of the preparation of a Request for Proposals (RFP) for development of SANBAG properties #1 and #2 (**Figure ES.1** and **Figure ES.2**), as well as potential partnering with City of Upland for the current Metrolink parking located in the vicinity of the SANBAG parcels, including the upgrade of the Upland Metrolink Station to support expansion of the SB Line.

Developer Interest

At the onset of this analysis, the Project Development Team (PDT) arranged a meeting with surrounding developers and property owners. The purpose of this meeting and ensuing communications was to define private sector development interests and private sector opportunities for coordination and collaboration on, or with, the Project. Based on the Project overview provided at the meeting, the following is a summary of the major initial issues identified by the surrounding property owners and developers:

- A desire for walkable mixed-use development at pedestrian densities
- Residential density of 35 dwellings per acre or more
- Youth and young professionals residential markets
- Retirement residential demand
- Site consolidation important
- Parking costs
- Local and National developers interested in Los Angeles Metro area TOD
- Historic Downtown Upland Specific Plan (HDUSP) was updated in 2011
- Need to increase bus access and connectivity to the Metrolink Station

Figure ES.1: Location of SANBAG Property #1



Source: HDR

Figure ES.2: Location of SANBAG Property #2



Source: HDR

ES.2. Project Objectives and Principles

Based on the feedback from the PDT, surrounding property owners, and developers, at the onset of the Project, planning assumptions, responsibilities of partnering agencies and entities (SANBAG, City of Upland and Consultants), Project objectives and principles were delineated to help complete this study.

Project Objectives

- Summarizes the key assumptions of the planning options that optimize development feasibility and land use planning consistent with the project principles;
- Proposes strategies for how SANBAG and the City of Upland define responsibilities to collaborate on the implementation of the development; and
- Outlines key principles that should be included in a potential Request for Proposals (RFP) to implement the development.

Project Principles

- The site's proposed land use and development pattern/intensity was consistent with adopted plans and zoning, or the City of Upland should be able to update the adopted plans and zoning to incorporate the selected Project site plan.
- The site's proposed site plan was compatible with planned improvements to the rail corridor and station.
- The site's proposed land use supported the Vision of the Historic Downtown Upland Specific Plan (HDUSP) and development of a walkable and transit-oriented downtown around the Upland Metrolink Station.
- The City of Upland and SANBAG would need to collaborate in order to minimize public costs while achieving the goal of privately-developed transit-oriented development for the sites.
- The City of Upland should be able to update adopted plans and zoning to incorporate this study's land use and circulation plan recommendations. The City also would provide as much conceptual entitlement approval as practical within the bounds of the Project scope to promote SANBAG's implementation of an RFP for development of the sites.
- SANBAG would assist the City in pursuing implementation of a Quiet Zone (QZ) through the area if possible.

ES.3. Land Use Analysis

The land use analysis incorporated the review of key planning documents – The City of Upland's adopted General Plan of 1980 and the HDUSP, adopted in 2011

Review of Planning Documents

The City's General Plan provides the policy foundation for implementing City planning standards and public works, such as are documented in the HDUSP that covers the Project area. The current General Plan, due to its date of adoption, does not provide significant comprehensive and specific policy direction for encouraging TOD that would be relevant and supportive of the Project. The comprehensive General Plan update currently underway is expected to provide an excellent opportunity for the City to systematically incorporate TOD policy and planning direction that would support the Project.

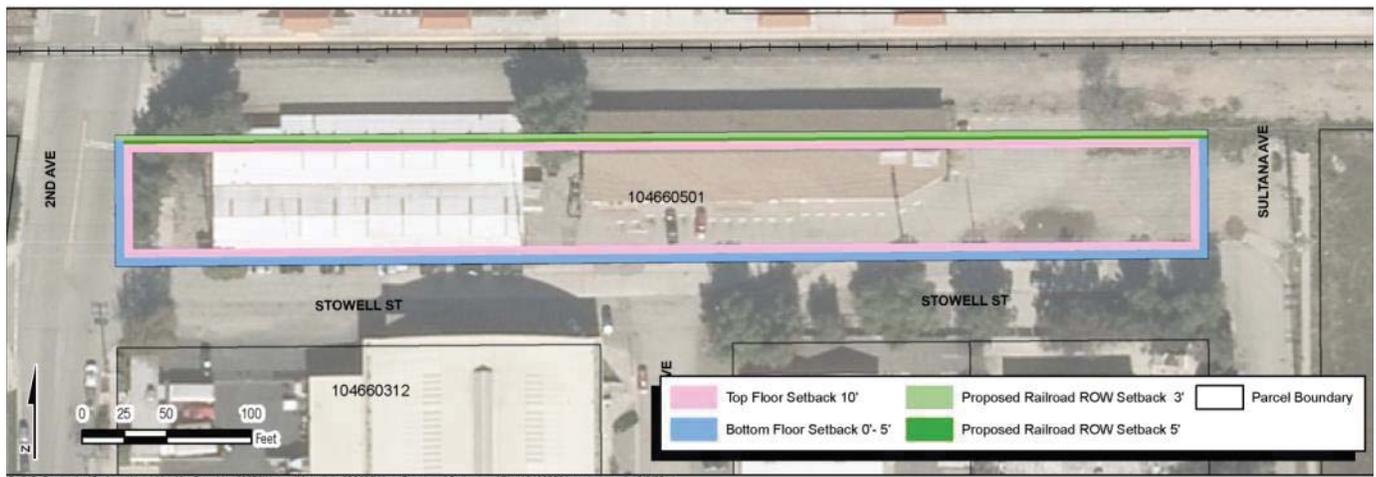
The HDUSP provides policy, regulations, and public works plans to implement the General Plan and guide individual development and community proposals in the Project area, and will be the focus of the assessment in this memo. Importantly, the HDUSP recognizes the importance of significant housing and population density that is both transit and pedestrian/bike oriented as a means to revitalize Downtown Upland and meet other City goals as well as to promote land use and transit goals supported by State and regional planning.

Historic District Upland Specific Plan - Citrus Transportation and Euclid Districts

The stated purpose of a Development Code is to provide “precise specifications” for uses, building heights, setbacks, and parking.

The HDUSP divides the specific plan area into several districts that have similar, but separate development code standards. SANBAG properties #1 and #2 are contained within the HDUSP’s Citrus Transportation and Euclid Transportation Districts. Approximately 60% of the eastern part of property #2 and the entirety of property #1 are contained in the Citrus Transportation District. The remaining 40% western part of property #2 lies within the Euclid District. **Figure ES.3** identifies the primary setbacks for property #1 as identified in the HDUSP, and **Figure ES.5** identifies the primary setbacks for property #2. The Citrus Transportation District setback and height limits are illustrated in **Figure ES.4**, and **Figure ES.6** illustrates the Euclid District setback and height limits.

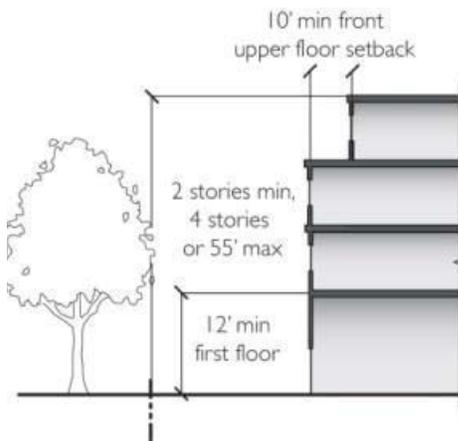
Figure ES.3: Setback for SANBAG property #1 – APN:1046-605-01



Source: HDR, 2014

Figure ES.4: HDUSP Citrus Transportation District Setback and Height Limits

Citrus Height Diagram



Source: HDUSP, Page 5-33, 2011

Citrus Setbacks Diagram

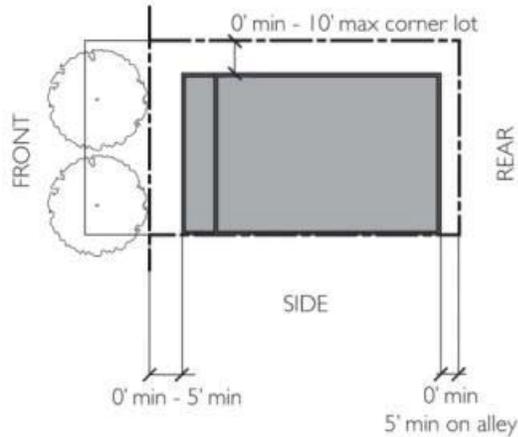
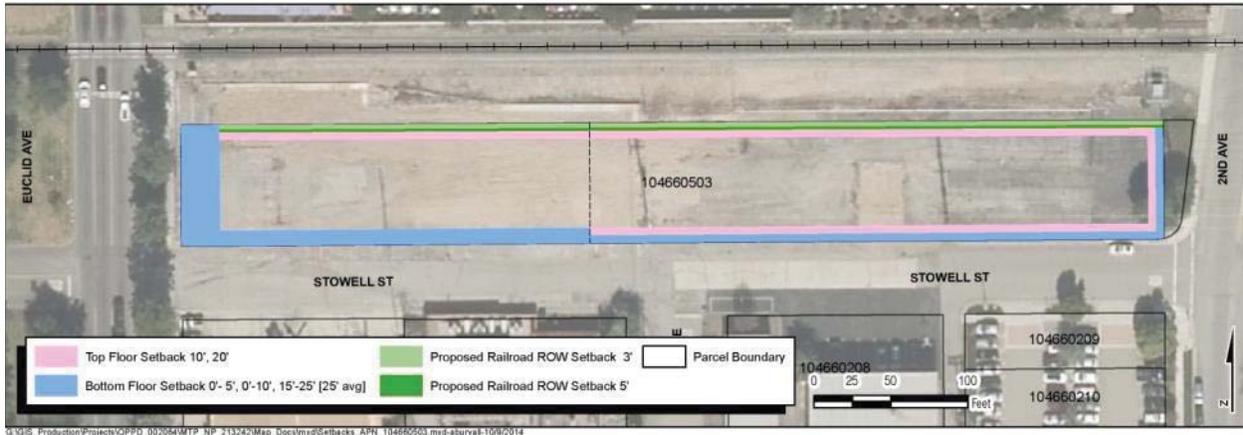
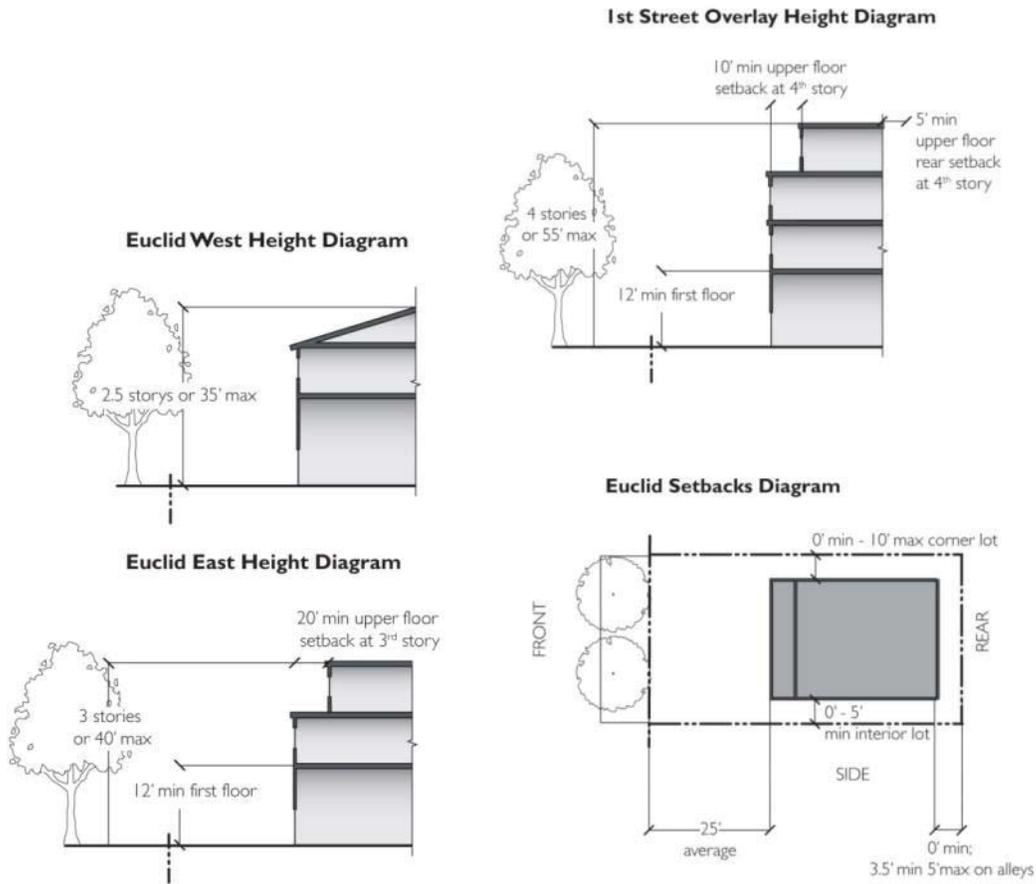


Figure ES.5: Setback for SANBAG property #2 – APN:1046-605-03



Source: HDR, 2014

Figure ES.6: HDUSP Euclid District Setback and Height Limits



Source: HDUSP, Page 5-13, 2011

Attachment: Upland-LandUseConstraint-DraftFinalReport-ExecSmry022316 (2668 : SANBAG-Owned Properties Adjacent to the Upland

Potential Planning and Policy Issues

Some of the larger possible planning and policy issues requiring Project discussion and possible inclusion into the General Plan or HDUSPS updates include:

- Future rail corridor ROW and configuration needs
- Rail corridor noise planning and funding
- Potential future rail transit services
- Potential future bus and rail transit interconnection routes, services, and facilities
- The City's loss of Redevelopment Project authority and funding
- City pedestrian and bike infrastructure funding
- Mutual cost savings and increased benefits by City and SANBAG coordination of effort
- Entitled concept land use approvals for both SANBAG properties and quiet zone infrastructure

ES.4. Conceptual Alternatives

Conceptual land use and circulation alternatives were developed to account for future growth at the Upland Metrolink Station due to future expansion of the SB Line.

Assumptions

A feasibility analysis of adding two Metrolink tracks and continuing the future Gold Line alignment was conducted. The two additional Metrolink tracks would provide for separate tracks to carry the eastbound Metrolink trains and a pass through track for express and freight trains. The existing track would carry the westbound trains. During the course of the study however, it was determined that one additional rail track through the Upland station area would be adequate to accommodate Metrolink service expansion planned through this station. Current Gold Line plans extend the light rail system from its existing terminus at Sierra Madre Villa to Montclair.

The analysis examined the impacts of carrying the Gold Line through the Upland station to serve Ontario International Airport. For the light rail to serve the airport from its planned terminus at Montclair, it is necessary for the Gold Line tracks to cross over the Metrolink tracks to continue southward towards the airport, possibly along the Cucamonga Channel. The Gold Line tracks could either cross the Metrolink tracks west of or east of the Upland station, thereby, keeping the Gold Line tracks south of, or north of the Metrolink tracks, respectively at the Upland station.

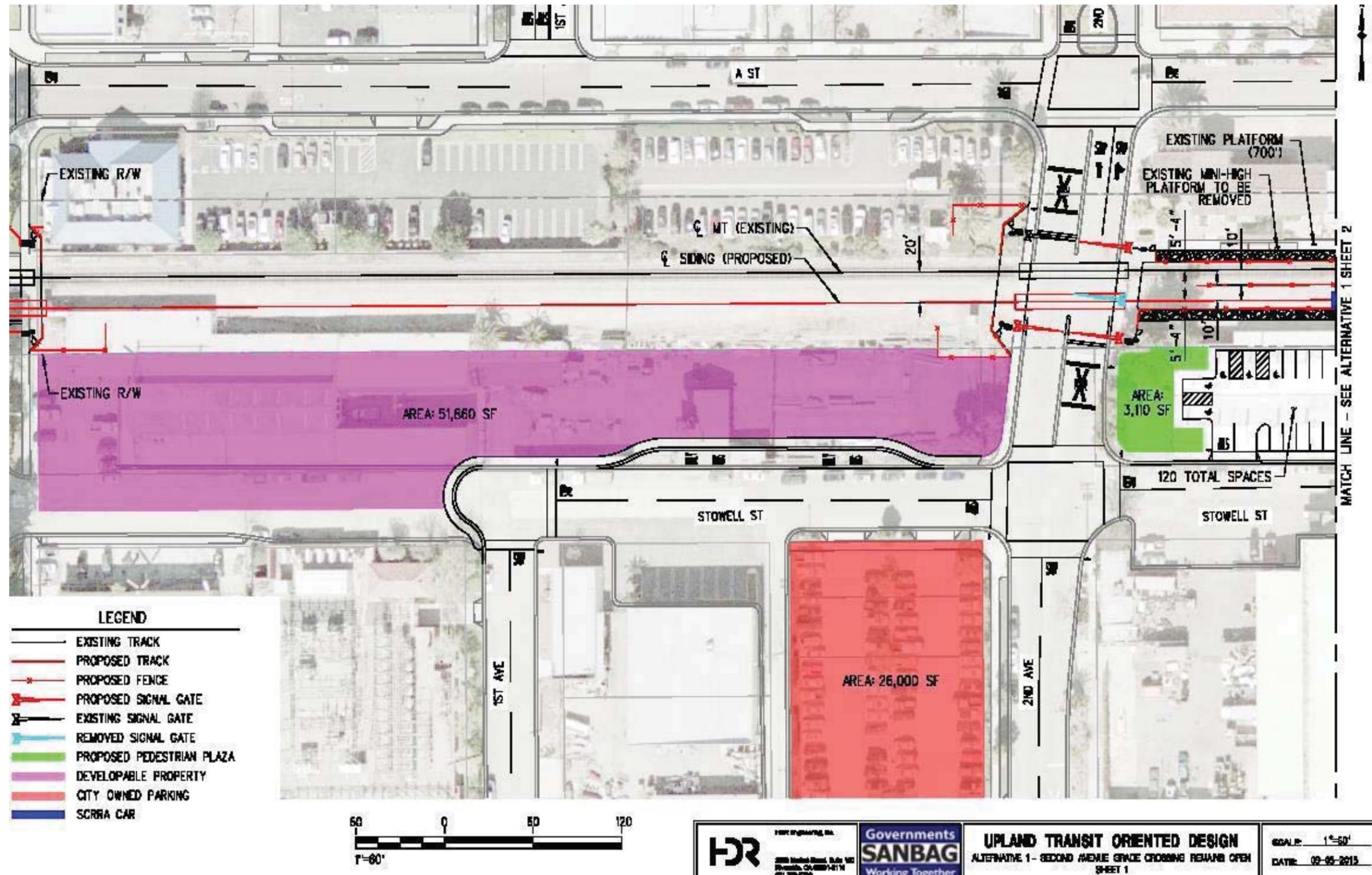
The analysis determined that there will be significant ROW impacts either in the downtown area if the Gold Line tracks are on the north side of the Metrolink tracks. If the Gold Line tracks are on the south side of the Metrolink tracks, both SANBAG properties would be impacted, leaving them undevelopable. Even with two Metrolink tracks, instead of three, Gold Line double tracks will have significant ROW impacts regardless of whether they are planned along the north or south side of the Metrolink tracks. With that in mind, land use alternatives only considered double tracking of Metrolink tracks and no Gold Line tracks through the Upland station area.

Descriptions of Alternatives

Three land use alternatives were developed by the study team in consultation with the PDT, and are presented in Figures **ES.7** through **ES.12**.

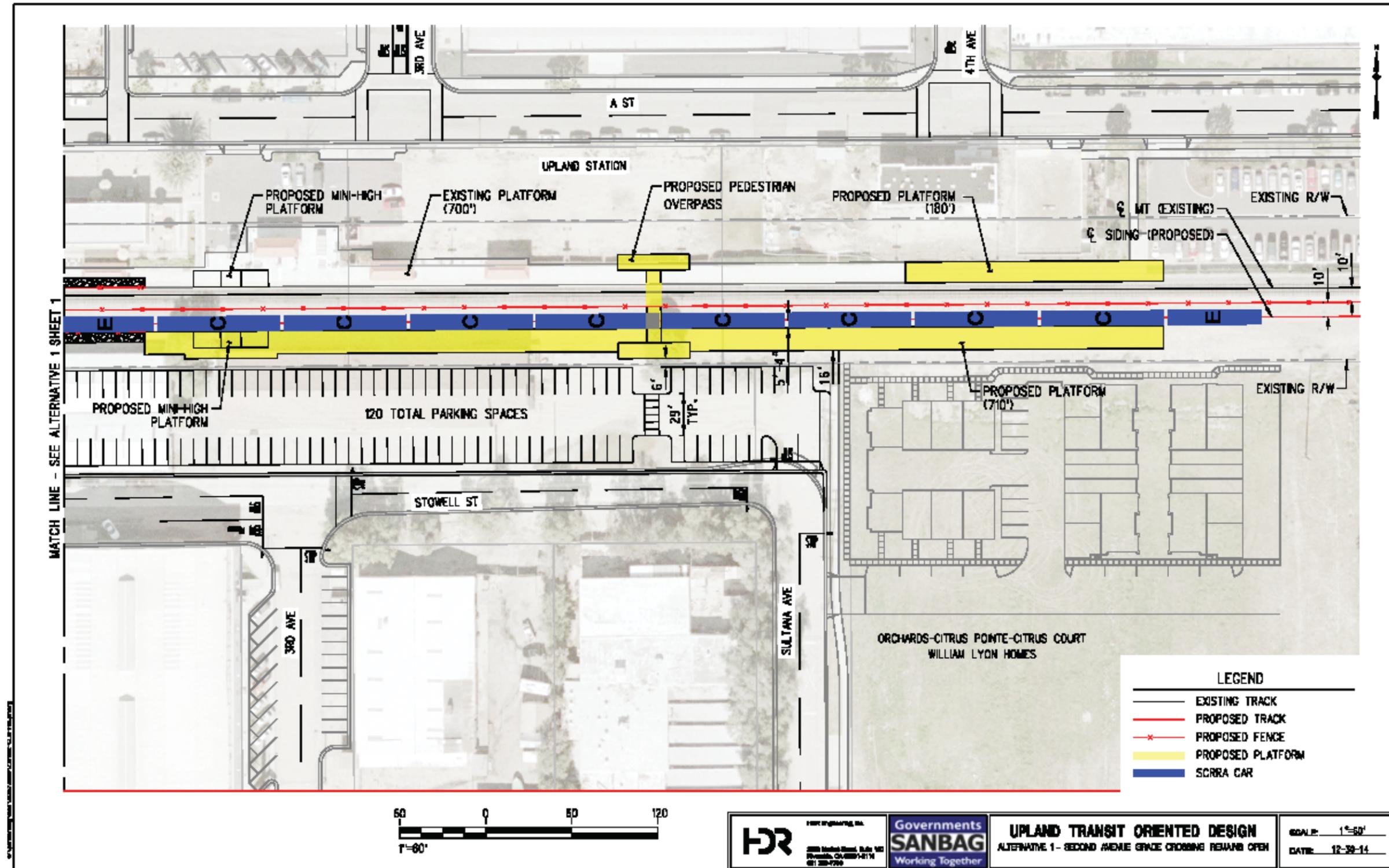
Alternative 1 proposes a mixed land use development on the west SANBAG parcel (property #2) and possibly on the existing Metrolink parking lot that is located on the southwest corner of 2nd Avenue and Stowell Street and owned by the City of Upland. The development calls for a total of 77,860 square feet of developable land. A surface parking lot and 3,110 square foot pedestrian plaza is proposed on the east SANBAG parcel (property #1).

Figure ES.7: Alternative 1 Layout (1 of 2)



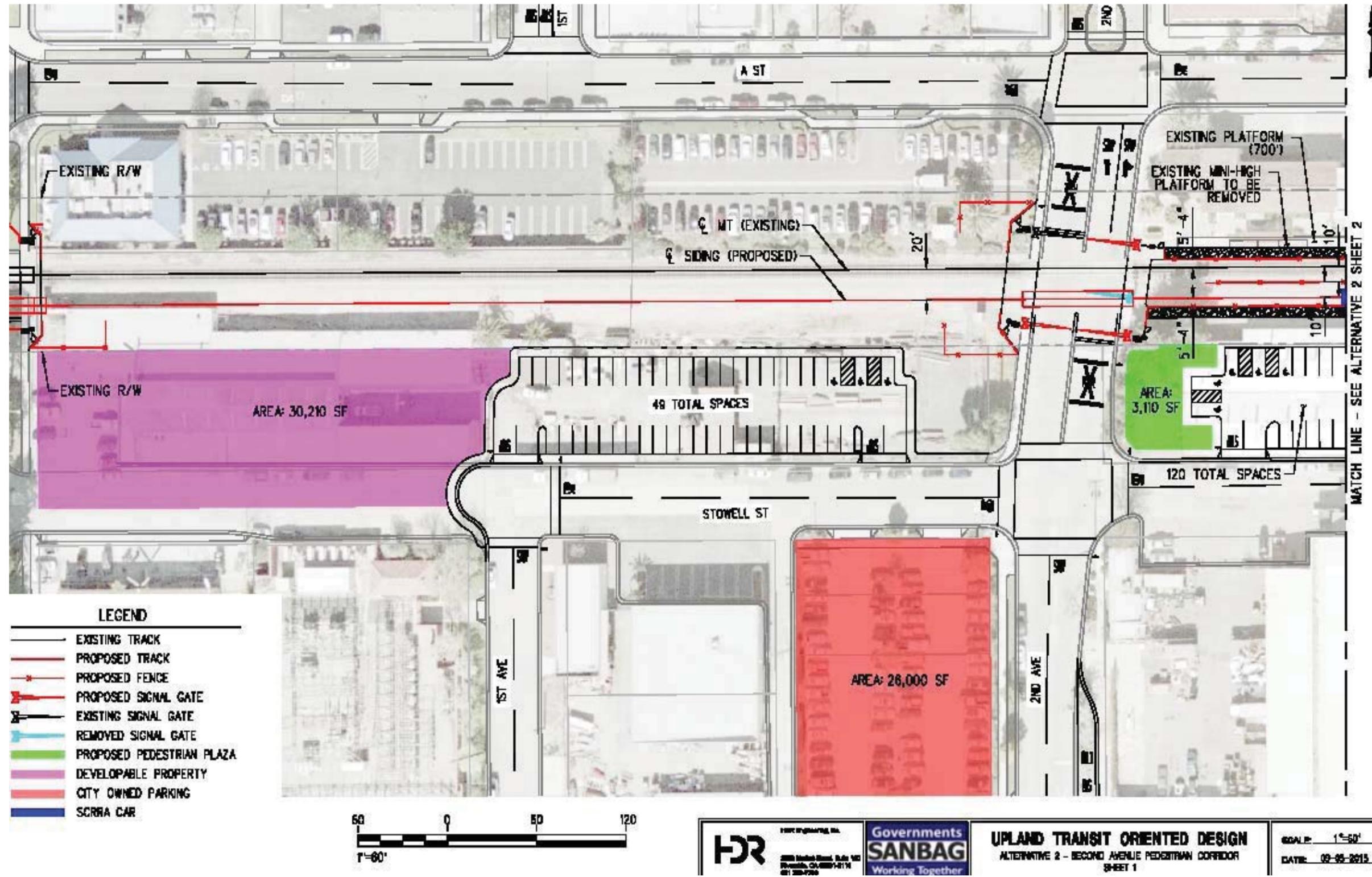
Source: HDR

Figure ES.8: Alternative 1 Layout (2 of 2)



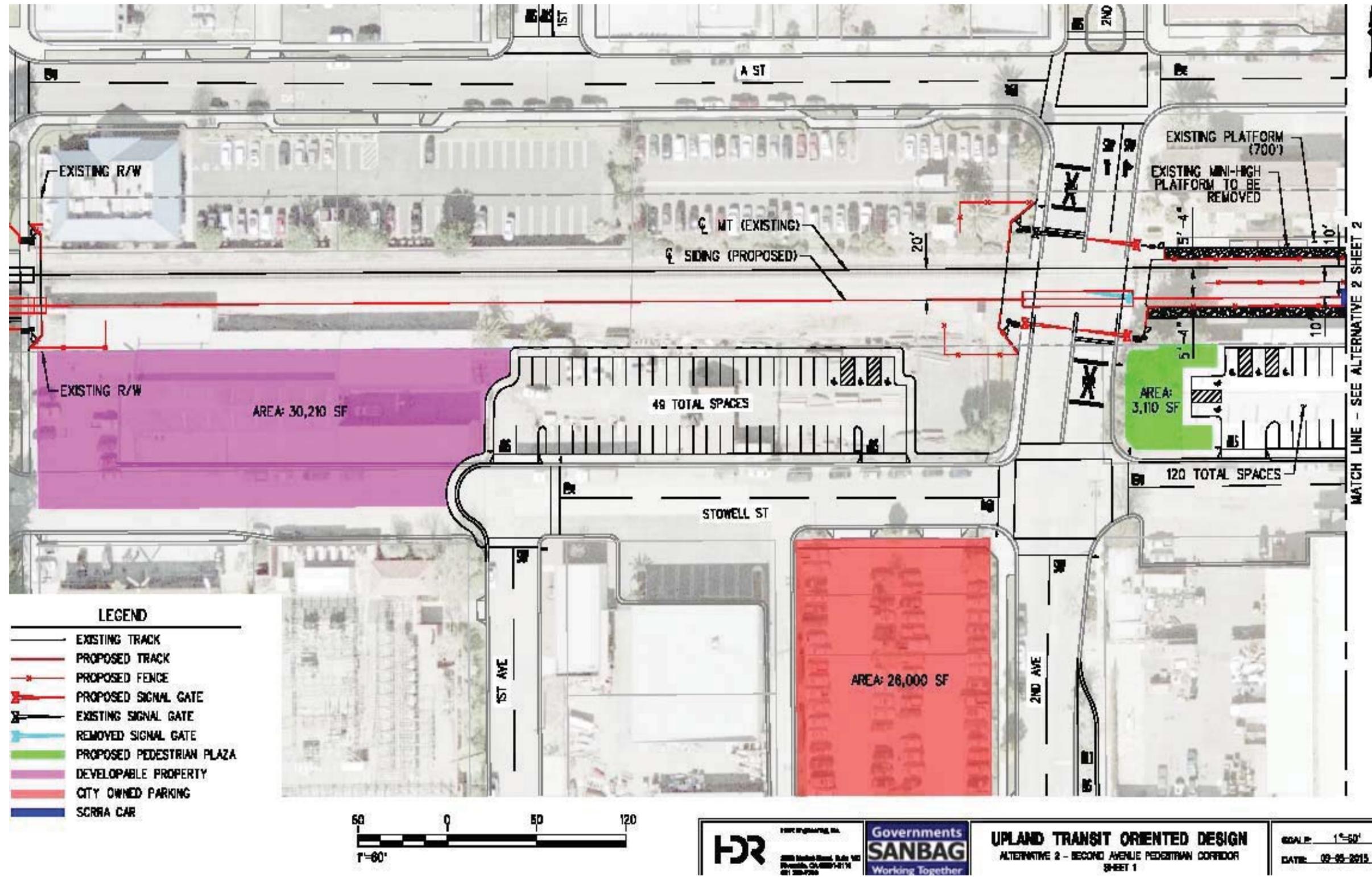
Source: HDR

Figure ES.9: Alternative 2 Layout (1 of 2)



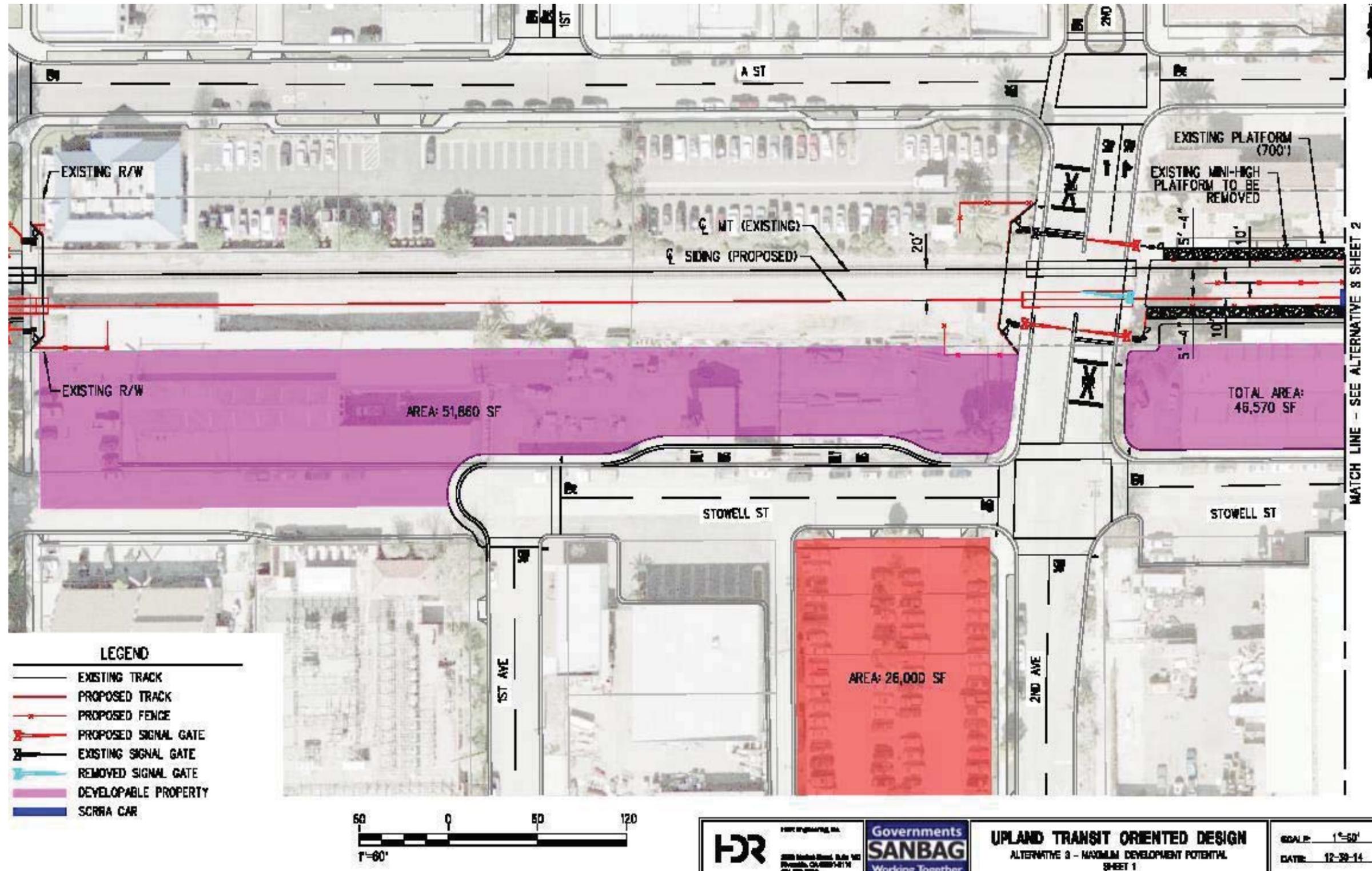
Source: HDR

Figure ES.10: Alternative 2 Layout (2 of 2)



Source: HDR

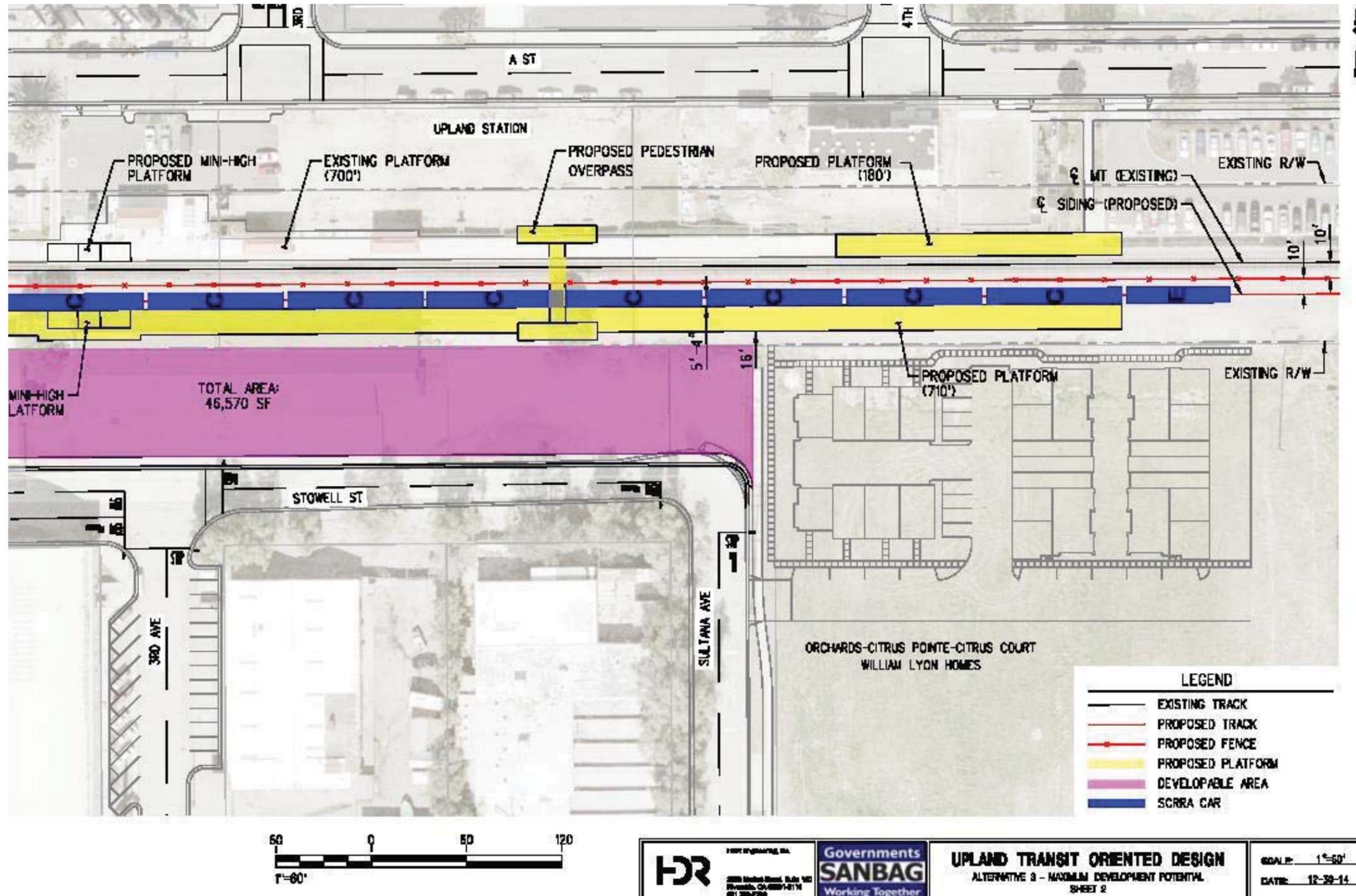
Figure ES.11: Alternative 3 Layout (1 of 2)



Source: HDR

Attachment: Upland-LandUseConstraint-DraftFinalReport-ExecSmry022316 (2668 : SANBAG-Owned Properties Adjacent to the Upland

Figure ES.12: Alternative 3 Layout (2 of 2)



Source: HDR

In Alternative 2, property #2 is partially developed into a mixed land use, while the remainder of the parcel and entirety of property #1 is a proposed parking lot with more parking spaces than Alternative 1. This alternative proposes a total of 56,210 square feet of developable land. A surface parking lot and 3,110 square foot pedestrian plaza, similar to Alternative 1, is proposed on the east SANBAG parcel (property #1).

Alternative 3 consists of developing both parcels #1 and #2, along with the existing city owned Metrolink parking lot. This alternative provides a total of 124,430 square feet of developable land, but eliminates the existing 67 parking spaces dedicated to the Metrolink Station. No pedestrian plaza is proposed.

Proposed Project features common to all three alternatives include the following:

- Two bus bays for OmniTrans future direct service to the Upland Station. For Alternatives 1 and 3, these bays are proposed along Stowell Street, between 1st Avenue and 2nd Avenue, while for Alternative 2, these bus bays are proposed along 2nd Avenue, south of Stowell Street.
- Half of Stowell Street right-of-way (ROW), west of 1st Avenue is to be included within SANBAG parcel #2 for development.
- Station improvements of a new south platform and an extension of the existing north platform to accommodate Metrolink trains with eight cars and two locomotives (this could be a stand alone project or can be included as part of the development of the SANBAG parcels).
- A pedestrian overpass bridge to facilitate safe crossing of railroad tracks (this could be a stand alone project or can be included as part of the development of the SANBAG parcels).

ES.5. Circulation Patterns

A robust multimodal transportation network includes transit and auto connectivity, parking, bike and pedestrian connections and is an essential consideration as development grows.

Review of Transportation Plans

This study drew upon previous planning work conducted in the study area to combine planned and proposed improvements, present possible transportation network scenarios adjacent to the Upland Metrolink Station, and identify strategies to be responsive to the changes in land use. Recommendations and strategies taken from these plans were analyzed within two time periods: Existing (2014-2015) and Short Term (2020). The following is a listing of the previous plans that are referenced in this analysis.

- San Bernardino Associated Governments The ARRIVE Corridor Existing Conditions Report, August 2014
- San Bernardino County Long Range Transit plan Interim Draft Report (LRTP), October 2009
- San Bernardino Associated Governments Access to Transit (ATT), November 2012
- San Bernardino County Non-Motorized Transportation Plan (NMTP), May 2014
- Omnitrans System-wide Transit Corridor Plan for the San Bernardino Valley (TCP), October 2010
- OmniCONNECTS – Omnitrans FY2015 – 2020 Short-Range Transit Plan (SRTP), 2014

Existing Conditions Analysis

Existing year conditions includes the current land use and transportation network near the Upland Metrolink Station, as well as planned solutions that are underway or will occur in the next year (2015).

The analysis assumes all planned development is in place. This development will affect the transportation network by adding more auto trips in the study area. Based on the existing levels of service on roads near the Upland Metrolink Station, there is significant capacity available before the roadways would be considered congested. Even with the additional development approved, the existing roadway capacity is sufficient to handle the trips.

The transit services in the study area include Metrolink and Omnitrans Routes 63, 68, and 83. Due to the modest levels of planned development, and a decrease in Metrolink service that took effect in October, 2014, under the Existing condition, only minor changes to the transit network are proposed. Current ridership on the three Omnitrans lines does not make it operationally feasible for Omnitrans to serve the Upland Metrolink Station directly.

It is assumed that development and increased Metrolink ridership, the major contributors towards increases in parking demand, will not occur under the Existing condition.

Near Term Analysis

A description of near term conditions roughly covers the period of time 2015-2020.

At a coordination meeting with Omnitrans staff, it was determined that Omnitrans could possibly reroute Route 83 to serve the Metrolink Station in the future, if ridership levels warrants the service. Key factors in establishing sufficient ridership are developing a significant density of transit oriented land uses within a short walking distance; particularly land uses that Omnitrans thinks would use the bus network for access.

For this study, 2nd Avenue remains as a through street, serving as a direct access from I-10 to the SANBAG properties as well as the downtown. Since safety is of paramount importance when considering changes to the roadway network in and around railroad tracks, in the future if railroad activities and ridership at the Upland station significantly increases, 2nd Avenue may be recommended for closure to augment safety measures at this crossing.

A significant amount of analysis was conducted to both establish existing parking supply and estimate future parking needs based on future land development patterns. While the existing parking supply adequately serves the Downtown community, future development and increased Metrolink ridership may cause a shortage of parking. In the event that neither increased on-street nor shared parking arrangements provide sufficient parking capacity for the future levels of demand, the final option is to construct a new parking structure. This option is considered a last resort because it is preferable that available land be allocated to development.

ES.6. Environmental Analysis

The environmental constraints analysis provided a high level, desktop constrained evaluation of the three alternative scenarios currently under consideration by SANBAG and the City of Upland. This evaluation provides a conceptual and land use constraints analysis for future TOD along the Upland Metrolink Station. The main objective of this evaluation was to identify environmental "fatal flaws" for each alternative scenario with particular focus on biological and cultural resources.

Based on the findings of this analysis, no environmental fatal flaws were identified for any of the alternative scenarios that would otherwise preclude them from further consideration; however, each alternative possesses unique challenges. This evaluation will be need to supplemented at a later date once preliminary engineering becomes available in order to develop a project footprint (or area of potential effect) to allow for the completion of a more detailed environmental analysis of the alternative scenario selected for further consideration.

It is anticipated that improvements associated with the Metrolink Upland Station (e.g. platform extensions, station modernization) could be cleared under a Statutory Exemption per California Environmental Quality Act (CEQA) Guidelines Section 15275 Specific Mass Transit Projects, which states:

CEQA does not apply to the following mass transit projects:

- The institution or increase of passenger or commuter service on rail lines or high-occupancy vehicle lanes already in use, including the modernization of existing stations and parking facilities;

- Facility extensions not to exceed four miles in length which are required for transfer of passengers from or to exclusive public mass transit guideway or busway public transit services.

While the station improvements currently contemplated may be cleared with a Statutory Exemption, the development of either or both of the SANBAG properties would require further assessment under CEQA. The level of CEQA document (e.g. Initial Study versus Environmental Impact Report) needed for the development of the properties would be determined once a more defined project footprint and development scenario is identified.

ES.7. Funding and Financial Analysis

There are two recently-enacted funding programs in California that could be used to implement the land use concepts described in the HDUSP and those developed in this study for the Upland Metrolink Station area:

- SB 628 Enhanced Infrastructure Financing Districts (EIFD)
- SB 862 Affordable Housing and Sustainable Communities (AHSC) Program.

The financial analysis was focused on EIFDs and the AHSC program because both are new opportunities to fund TOD-related infrastructure improvements.

Funding Programs

To implement the land use concepts around Upland Metrolink Station elaborated in this study, the City of Upland could focus on two recently-enacted, complimentary funding programs: 1) SB 628 EIFD, which allows cities limited use of tax increment financing (TIF) for local infrastructure projects and facilities; and 2) SB 862 AHSC Program, which provides grants for integrated affordable housing and transportation infrastructure projects that reduce greenhouse gas (GHG) emissions. While only cities or counties may be sponsors of EIFDs, the AHSC allows a broad range of (co)-applicants, including special districts and joint powers authorities.

This analysis provides an overview of each of these two programs as well as the revenue potential of a TIF-based EIFD, assuming that EIFD boundaries cover a one-half mile radius around the Upland Metrolink Station.

- A TIF-based EIFD would generate a cumulative cash flow of \$19.2 million to \$45.2 million (Year of Expenditure (YOE) dollars) over the first 20 years, with the range attributable to the level of new development and the participation of taxing entities in the EIFD.
- The estimated bonding capacity of a TIF-based EIFD over the maximum 45-year maturity period allowable under SB 628 ranges from \$11.8 million to \$27.1 million. The issuance of EIFD-backed debt would require approval of 55 percent of the voters located in the district.
- The upfront proceeds from a bond issuance could be leveraged with a grant from the AHSC program to accelerate implementation of a number of the high-priority infrastructure improvements identified in this study and the HDUSP, including the construction of a public parking garage for Metrolink commuters.
- There are two project prototypes eligible to be funded under the AHSC program; however, the Metrolink Upland Station area would only be eligible for one of these, the Integrated Connectivity Project (ICP) category, with a maximum grant award of \$8 million.
- If the City were to partner with a private developer for an AHSC program grant, it could leverage a number of publicly-owned parcels in the vicinity of the Upland Metrolink Station area to subsidize construction of new housing units or adaptively reuse existing non-residential structures, such as the historic packing houses located along A Street.
- Upland's historic downtown ranks in the top 10 percent of Census tracts identified by the California Environmental Protection Agency (CalEPA) as "disadvantaged," meaning that any ICP Project proposed around the Upland Metrolink Station would qualify for the 50 percent program set-aside for disadvantaged communities under the AHSC program.

- Starting in Fiscal Year (FY) 15/16, the AHSC program will be funded on an ongoing basis with 20 percent of cap-and-trade auction revenue proceeds. As such, it will generate anywhere from \$250 million to \$1 billion annually through FY 2020, according to the California Legislative Analyst’s Office (LAO) and independent estimates.
- The AHSC program can be expected to fund at least 30 projects statewide per year assuming the low estimate for future cap-and-trade auction revenue, and possibly over 100 projects per year assuming the high revenue estimate.

Financial Analysis for TOD

Three alternatives for use of the SANBAG-owned sites set aside different portions of the parcel for private development and station-related uses. For each of the alternatives, using prevailing construction costs and market values for residential properties in the City of Upland, the analysis assessed the financial feasibility of three different residential building typologies, each of which is capable of accommodating increasing levels of residential density:

- single-family attached townhomes at 20 dwelling units (DU) per acre (AC);
- podium construction at 35 DU per acre; and
- wrap apartments at 46 DU per acre.

The residual land value for the three alternatives was calculated at the above range of development densities, as summarized below in **Table ES.1**.

For the podium construction and wrap apartment building typologies, per-square foot development costs exceed the per-square foot capitalized market value, resulting in a negative residual land value and indicating that these development intensities are not yet feasible in the Upland market. Current rent levels/sale prices per square foot in Upland do appear to support the development of single-family attached townhomes, at a density of 20 units per acre. The analysis estimates that the residual land value of the SANBAG-owned sites under a townhome configuration ranges from \$2.3 million to \$7.1 million, depending on the site alternative. This range represents the maximum amount that a developer could afford to pay for the land at the specified density level. Conversely, a negative value indicates the subsidy that would be required to underwrite development.

Table ES.1: Residual Land Values, by Alternative

		Alternative 1	Alternative 2	Alternative 3
Parcel Area (SF)		51,140	32,305	99,370
Building Typology	Typical DU/AC	Residual Land Value		
<i>Townhomes</i>	20	\$3,696,000	\$2,310,000	\$7,084,000
<i>Podium</i>	35	(\$968,000)	(\$541,000)	(\$1,802,000)
<i>Wrap Apartments</i>	46	(\$4,130,000)	(\$2,249,000)	(\$8,186,000)

Source: HDR

ES.8. Grade Crossings and Quiet Zones

The term “Quiet Zone” (QZ) refers to a segment of a railroad line that has one or more consecutive public highway-rail crossings at which locomotive horns are not routinely sounded. However, when a locomotive engineer perceives a dangerous condition, such as trespassers on the railroad or a car stopped on the tracks, he or she can use the locomotive horn at their discretion. Railroad construction activities within a QZ require the locomotive engineer to sound the train horn as an added safety measure. Under normal conditions within the QZ, train horns will not be used. Trains entering a station are required to sound a bell as the train moves adjacent to the platform. The requirement for trains to use their bell within the station area remains once a QZ is established.

QZ Approval Process

Establishment of a QZ is a City-initiated process. The City would need to obtain approval from the Southern California Regional Rail Authority (SCRRA), the California Public Utilities Commission (CPUC), and the Federal Railroad Administration (FRA). An existing conditions analysis was performed at the City's five grade crossings to determine the feasibility of a QZ. Determination of the feasibility of a proposed QZ relies on two basic parameters: Risk Index and Safety Measures. The term "risk index" refers to the predicted cost to society of casualties that are expected to result from collisions at an individual crossing.

There are two categories of safety measures that can be implemented to establish a quiet zone:

- Supplemental Safety Measures (SSM)
 - SSMs are engineering improvements which, when installed at highway-rail grade crossings within a quiet zone, would reduce the risk of a collision at the crossing.
- Alternative Safety Measures (ASM)
 - ASMs are a safety system or procedure provided by the appropriate traffic control authority which, after individual review and analysis, is determined by the FRA to be an effective substitute for the locomotive horn at specific highway-rail grade crossings.

QZ Implementation Scenarios

Although this study assumes that 2nd Avenue will remain open, the SSM alternatives included scenarios where 2nd Avenue is permanently closed, in case in the future FRA mandates closure of this grade crossing based on safety issues and vehicular volumes.

Key considerations in identifying the QZ implementation scenarios were:

- How many crossings to include?
- What SSMs are most appropriate or feasible at each crossing? 2nd

Table ES.2 presents the summary of findings for SSM implementation scenarios.

Table ES.2: Summary of SSM Implementation Scenarios

Scenario	Description	Campus Avenue	2nd Avenue	Euclid Avenue (SR 83)	San Antonio Avenue	Mountain Avenue
1	HDUSPA Crossings, 2nd Avenue. Closed	✓	✓	✓	○	○
2	HDUSPA Crossings, 2nd Avenue. Open	✓	✓	✓	○	○
3	Citywide Quiet Zone, 2nd Avenue. Closed	✓	✓	✓	✓	✓
4	Citywide Quiet Zone, 2nd Avenue. Open	✓	✓	✓	✓	✓

Legend

- ✓ Crossing included in Quiet Zone
- Crossing not included in Quiet Zone

Source: HDR

Attachment: Upland-LandUseConstraint-DraftFinalReport-ExecSmry022316 (2668 : SANBAG-Owned Properties Adjacent to the Upland

QZ Conceptual Cost Estimate

Table ES.3 presents estimated costs for each SSM implementation scenario. Based on existing site characteristics, SSMs were selected for each crossing. The SSM number (No.) represents proposed SSM installations at specific crossings within each quiet zone scenario: SSM No. 1 indicates permanent closure; SSM No. 6 is a four-quadrant gate installation and SSM No. 13 raised medians extending a minimum of 100 ft. from the crossing gate arms.

Table ES.3: Estimated Costs for Each SSM Implementation Scenario

Street	SSM Scenario 1- Historic District Crossings Only, 2 nd Avenue Remains Open		SSM Scenario 2- Historic District Crossings Only, Permanently Close 2 nd Avenue		SSM Scenario 3- Citywide Quiet Zone, 2 nd Avenue Remains open		SSM Scenario 4- Citywide Quiet Zone, Permanently Close 2 nd Avenue	
	SSM No.	Estimated Cost	SSM No.	Estimated Cost	SSM No.	Estimated Cost	SSM No.	Estimated Cost
Campus Avenue	6	\$1,440,000	6	\$1,440,000	6	\$1,440,000	6	\$1,440,000
2 nd Avenue	6	\$1,440,000	1	\$100,000	6	\$1,440,000	1	\$100,000
Euclid Avenue (SR 83)	13	\$480,000	13	\$480,000	13	\$480,000	13	\$480,000
San Antonio Avenue					6	\$1,440,000	6	\$1,440,000
Mountain Avenue					13	\$480,000	13	\$480,000
Total		\$3,360,000		\$2,020,000		\$5,280,000		\$3,940,000

Source: HDR

QZ Implementation

The FRA and SCRRRA each have guidelines and procedures for implementation of a QZ. In summary, the next steps of the QZ implementation process contain the following items:

- Fund the project
- Engineering design
- Obtain CPUC approval
- Submit a Notice of Intent to Create a Quiet Zone
- Construct crossing improvements
- Provide Notice of Quiet Zone Establishment

ES.9. Project Option and Implementation

The PDT established project principles in order to evaluate planning issues and the circulation, environmental, funding, and rail corridor crossing issues. The outcomes of these evaluations led to the development of the Project design alternatives and identification of several major planning preferences. The PDT's major planning preferences regarding the Project's regional rail corridor components, along with current and potential financial feasibilities of the Project's TOD component, greatly influence planning options. Planning options that coordinate optimal implementation of the rail transit and rail corridor facilities as well as the development feasibility of the TOD sites are best expressed in a basic order that recognizes project principles, a logical sequence, likely timing, and optimal implementation of possible actions to further each part of the Project. This basic order is presented in the **Table ES.4**.

Based on the financial analysis, Alternatives 1 and 3 were recommended to be moved forward.

Table ES.4: Planning Options Summary

Project Principles for Development	Rail Corridor Facilities & Bus service Planning Options	TOD Sites Development Planning Options	Likely Timing	Logical Sequence	Optimal Implementation	Lead Agency or Agencies
The site's proposed site plan is compatible with planned improvements to the rail corridor and station.	Additional track		When track capacity is reached and the project is funded	Same as Likely Timing	Just prior to capacity need and with external funding Before TOD development on SANBAG sites due to construction staging and land use compatibility	SANBAG, Metrolink, SCAG, FTA
The site's proposed site plan is compatible with planned improvements to the rail corridor and station.	Additional station platform and passenger connection		When Metrolink passenger capacity dictates and the project is funded	Same as Likely Timing	Just prior to capacity need and with external funding Before TOD development on SANBAG sites due to construction staging and land use compatibility	SANBAG, Metrolink, SCAG, FTA
1. The site's proposed land use will support the Vision of the Historic Downtown Upland Specific Plan and development of a walkable and transit-oriented downtown around the Upland Metrolink Station. 2. The City of Upland will update adopted plans and zoning to incorporate this study's land use and circulation plan recommendations.	Bus Route 83 re-routing and bus stop		When Omnitrans determines sufficient bus ridership warrants	Most likely in next 10-20 years with HDUSP implemented and sufficient TOD land use surrounding the Metrolink	As soon as justified by bus ridership demand	City leads developing sufficient TOD to create bus ridership demand. Omnitrans to implement re-routing and bus stop.
1. SANBAG will assist the City in pursuing implementation of a Quiet Zone through the area if possible. 2. The City of Upland will update adopted plans and zoning to incorporate this study's land use and circulation plan recommendations.	Quiet Zone improvements		Several years	When City has funded design and construction	City funding program established as soon as possible to allow existing/future surrounding land use to contribute Construction coordinated with and concurrent or after rail corridor double tracking and double platform construction	City leads in applying for Quiet Zone improvements. CPUC, FRA, SANBAG, Metrolink will be involved.
Not applicable, as this would be a transportation safety issue	Maintaining safety of City 2 nd Avenue Crossing of the Rail Corridor		When required by rail safety requirements	Crossing accidents or changes in the rail corridor may trigger safety improvements		City and SANBAG, CPUC, FRA
The City of Upland and SANBAG will collaborate in order to minimize public costs while achieving the goal of privately-developed transit-oriented development for the sites.		Interim uses on SANBAG TOD sites to help fund TOD feasibility	When request for interim use is received by SANBAG	After SANBAG has defined any rail corridor uses for the sites	After the Project analysis is accepted by SANBAG, and SANBAG has defined any rail corridor uses for the sites	SANBAG
Not applicable, as this would be a SANBAG policy		Define SANBAG land use policy	When SANBAG receives sufficient requests for lease/sale of their land resource	Needed prior to definition of minimum required Return on Investment (ROI)	As soon as possible. A land use policy will define how SANBAG land is planned, managed and under what situations is available for private use	SANBAG
Not applicable, as this would be a SANBAG policy		Define the minimum desired ROI based on surrounding market values for lease/sale of SANBAG land	When SANBAG receives sufficient requests for lease/sale of their land resources	Needed prior to RFP preparation to inform proposers of the minimum required ROI	As soon as possible. An ROI Threshold policy for SANBAG land leases or sales will allow SANBAG to quickly respond to developer inquiries and determine when an RFP will likely be prepared	SANBAG
1. The site's proposed land use and development pattern/intensity is consistent with adopted plans and zoning, or the City of Upland will be able to update the adopted plans and zoning to incorporate the selected Project site plan. 2. The City will provide as much conceptual entitlement approval as practical within the bounds of the Project scope to promote SANBAG's implementation of an RFP for development of the sites.		Prepare RFP for TOD development	Possibly in next 10-15 years when TOD demand and land values increase	Pre-RFP coordination to define or pre-approve allowed development to advance City goals and reduce developer entitlement risk	The Logical Sequence, and when land values are higher and allow TOD development more consistent with the City HDUSP	SANBAG

Attachment: Upland-LandUseConstraint-DraftFinalReport-ExecSmry022316 (2668 : SANBAG-Owned Properties Adjacent to the Upland

SANBAG – Upland Strategies

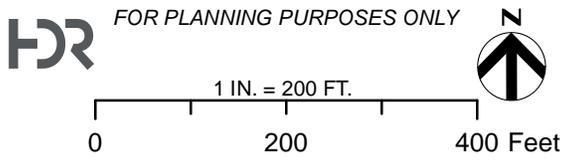
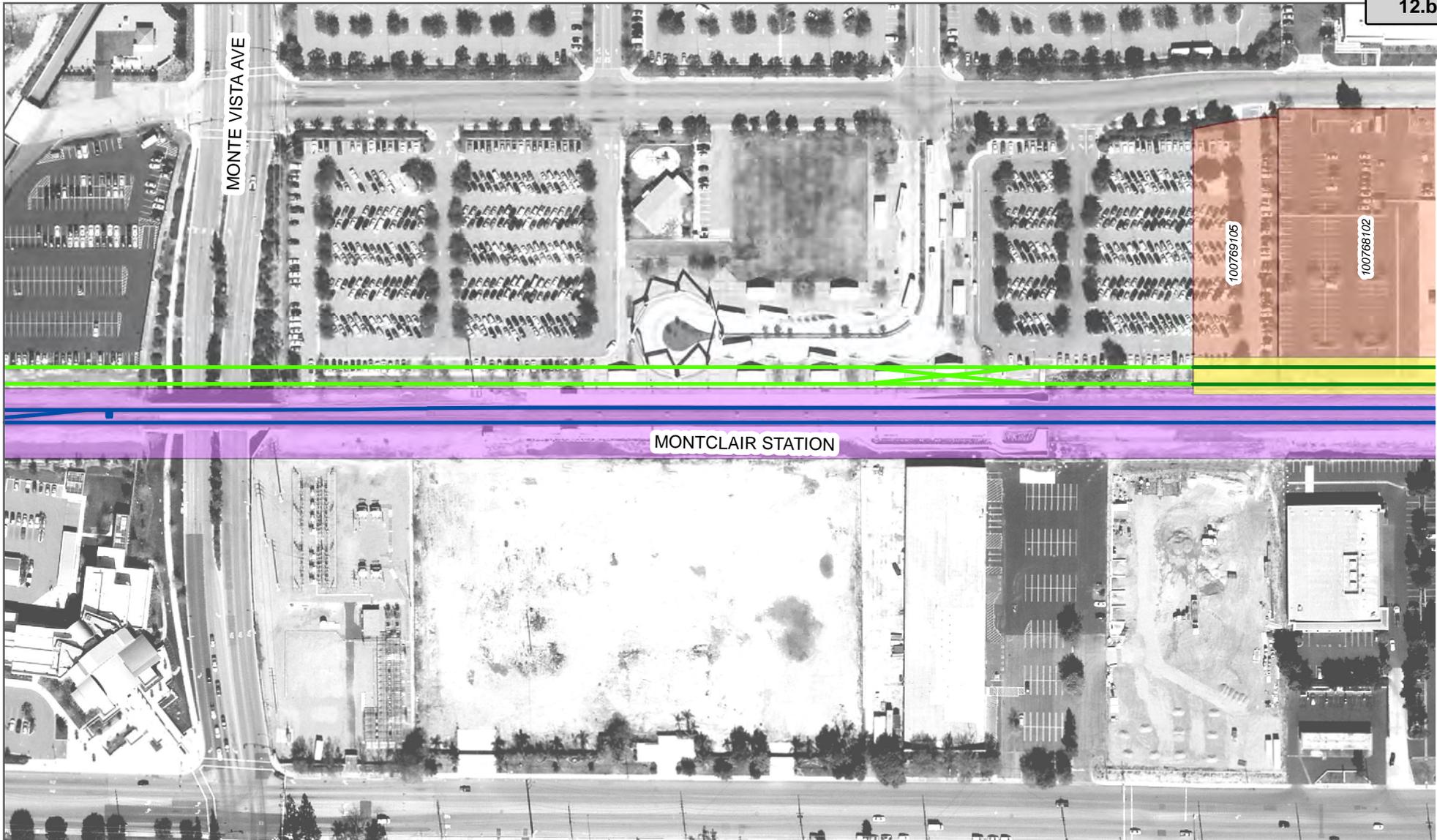
The City and SANBAG can together collaborate in a variety of ways to most effectively implement the project. Key basic areas of collaboration include:

- Incorporating agreements, procedures and coordinated timing to minimize both City and SANBAG project costs while maintaining project performance and quality goals
- Updating adopted plans, regulations and capital projects to incorporate the project and coordinate actions
- Providing as much conceptual entitlement approval as practical
- SANBAG assisting the City in pursuing implementation of a QZ if possible

Implementation

The key and most fundamental land use implementation feature is the clear recognition, planning and regulatory support for transit and TOD. The Project is at the heart of the regional Metrolink transit system in Upland. The City of Upland's transit connectivity to the region and the region's transit connection to Upland are centered at around the Project, and enhancing the feasibility of both transit and the Project helps the City of Upland best benefit from this situation.

ATTACHMENT B-1
GOLD LINE EXTENTION BEYOND MONTCLAIR TRANSCENTER
SOUTH ALIGNMENT



LEGEND

- Gold Line Extension to Montclair
- Gold Line Extension to Ont
- Metrolink San Bernardino Line
- Gold Line
- Metrolink SB Line
- Parcel Impacts
- SANBAG Upland Parcels
- Flood Control Property

**METRO GOLD LINE
ONTARIO AIRPORT EXTENSION**
SOUTH ALIGNMENT OPTION
PROPERTY REQUIREMENTS

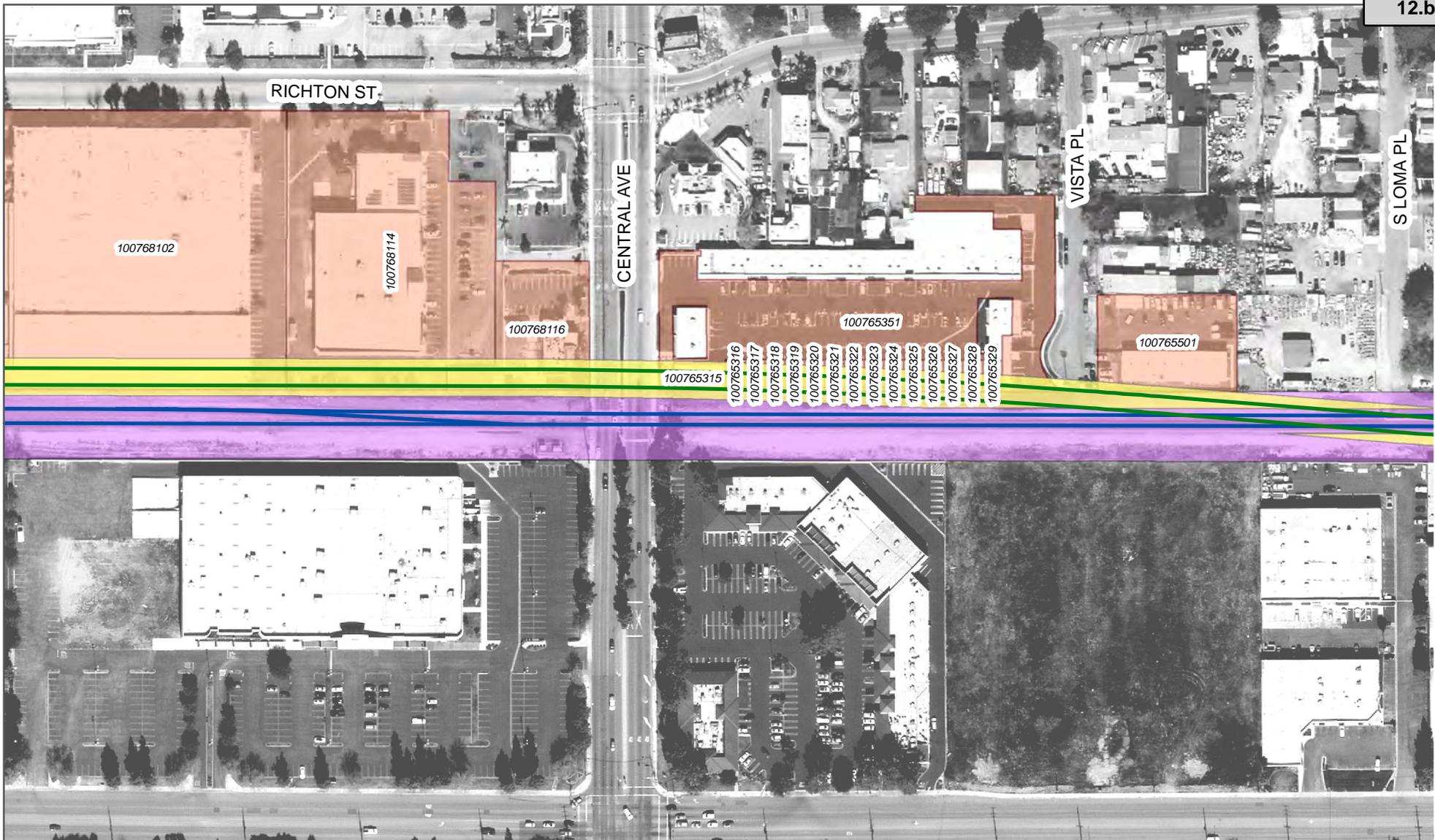


Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and



EXHIBIT A
MAP 1 of 14

Attachment: GL-South-1-7.Rev.022916 (2668 : SANBAG-Owned Properties Adjacent to the Upland



HR FOR PLANNING PURPOSES ONLY

1 IN. = 200 FT.

0 200 400 Feet

LEGEND

- Gold Line Extension to Montclair
- Gold Line Extension to ONT
- Metrolink San Bernardino Line
- Gold Line
- Metrolink SB Line
- Parcel Impacts
- SANBAG Upland Parcels
- Flood Control Property

**METRO GOLD LINE
ONTARIO AIRPORT EXTENSION**
SOUTH ALIGNMENT OPTION
PROPERTY REQUIREMENTS

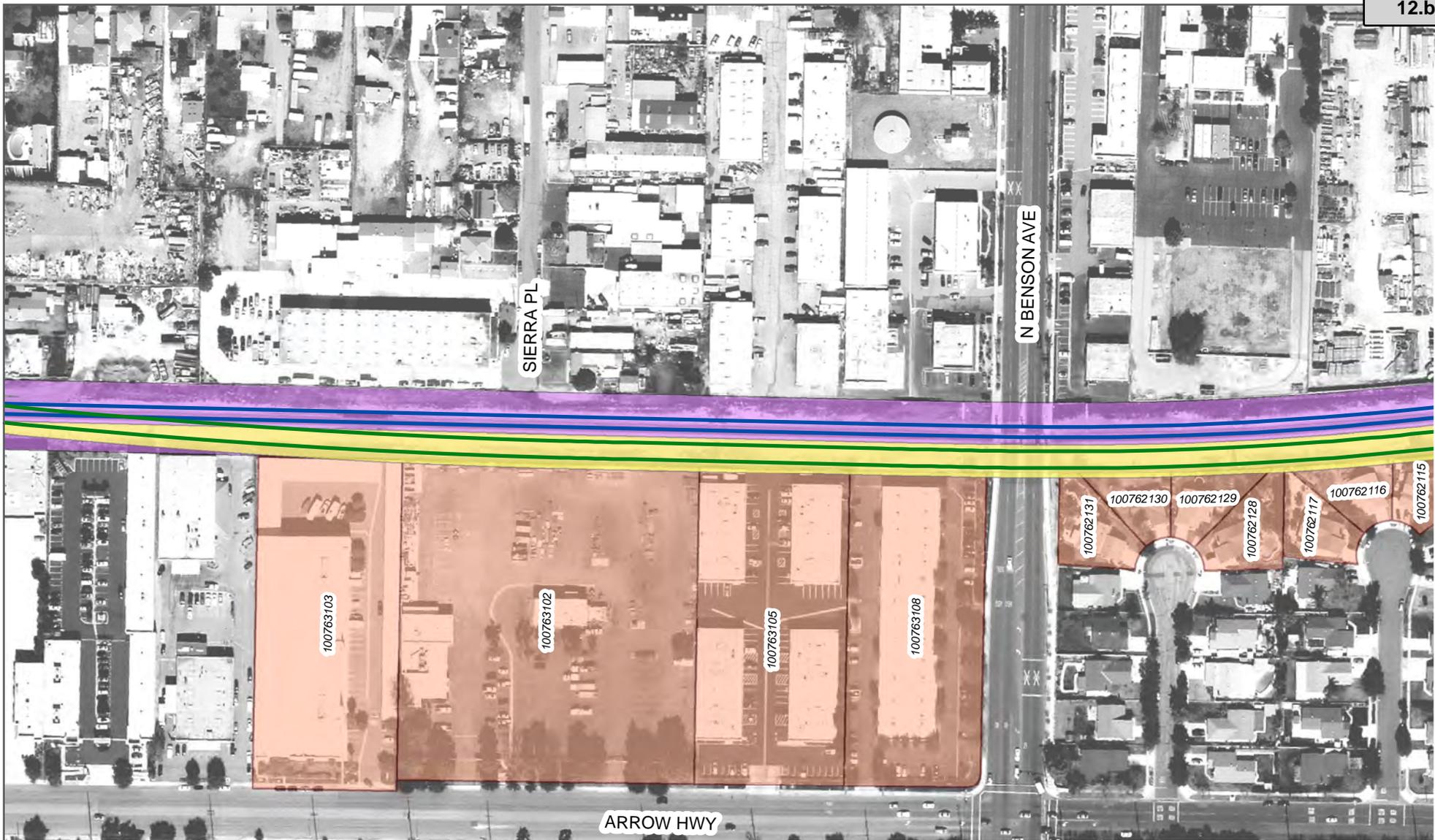


Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and



EXHIBIT A
MAP 2 of 14

Attachment: GL-South-1-7.Rev.022916 (2668 : SANBAG-Owned Properties Adjacent to the Upland



HR FOR PLANNING PURPOSES ONLY

1 IN. = 200 FT.

0 200 400 Feet

N

LEGEND

- Gold Line Extension to Montclair
- Gold Line Extension to Ontario
- Metrolink San Bernardino Line
- Gold Line
- Metrolink SB Line
- Parcel Impacts
- SANBAG Upland Parcels
- Flood Control Property

**METRO GOLD LINE
ONTARIO AIRPORT EXTENSION**
SOUTH ALIGNMENT OPTION
PROPERTY REQUIREMENTS



Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and



EXHIBIT A
MAP 3 of 14



HR FOR PLANNING PURPOSES ONLY

1 IN. = 200 FT.

0 200 400 Feet

N

LEGEND

- Gold Line Extension to Montclair
- Gold Line Extension to ONT
- Metrolink San Bernardino Line
- Gold Line
- Metrolink SB Line
- Parcel Impacts
- SANBAG Upland Parcels
- Flood Control Property

**METRO GOLD LINE
ONTARIO AIRPORT EXTENSION**
SOUTH ALIGNMENT OPTION
PROPERTY REQUIREMENTS



Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and



EXHIBIT A
MAP 4 of 14

Attachment: GL-South-1-7.Rev.022916 (2668 : SANBAG-Owned Properties Adjacent to the Upland



HR FOR PLANNING PURPOSES ONLY

1 IN. = 200 FT.

0 200 400 Feet

LEGEND

- Gold Line Extension to Montclair
- Gold Line Extension to ONT
- Metrolink San Bernardino Line
- Gold Line
- Metrolink SB Line
- Parcel Impacts
- SANBAG Upland Parcels
- Flood Control Property

**METRO GOLD LINE
ONTARIO AIRPORT EXTENSION**
SOUTH ALIGNMENT OPTION
PROPERTY REQUIREMENTS

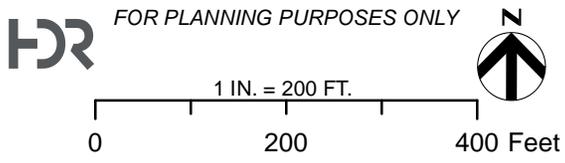


Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and



EXHIBIT A
MAP 5 of 14

Attachment: GL-South-1-7.Rev.022916 (2668 : SANBAG-Owned Properties Adjacent to the Upland



LEGEND	
	Gold Line
	Metrolink SB Line
	Gold Line Extension to Montclair
	Gold Line Extension to ONT
	Metrolink San Bernardino Line
	Parcel Impacts
	SANBAG Upland Parcels
	Flood Control Property

**METRO GOLD LINE
ONTARIO AIRPORT EXTENSION**
SOUTH ALIGNMENT OPTION
PROPERTY REQUIREMENTS



Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and



EXHIBIT A
MAP 6 of 14

Attachment: GL-South-1-7.Rev.022916 (2668 : SANBAG-Owned Properties Adjacent to the Upland



HR FOR PLANNING PURPOSES ONLY

1 IN. = 200 FT.

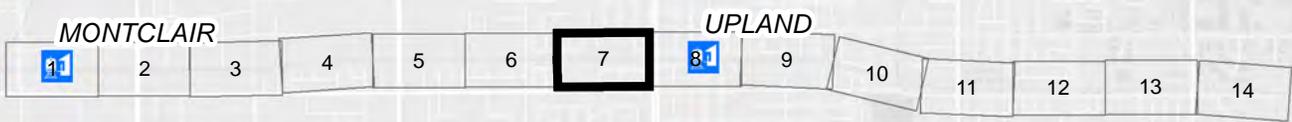
0 200 400 Feet

N

LEGEND

- Gold Line Extension to Montclair
- Gold Line Extension to Ontario
- Metrolink San Bernardino Line
- Gold Line
- Metrolink SB Line
- Parcel Impacts
- SANBAG Upland Parcels
- Flood Control Property

**METRO GOLD LINE
ONTARIO AIRPORT EXTENSION**
SOUTH ALIGNMENT OPTION
PROPERTY REQUIREMENTS

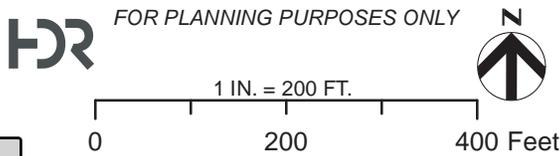


Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and



EXHIBIT A
MAP 7 of 14

Attachment: GL-South-1-7.Rev.022916 (2668 : SANBAG-Owned Properties Adjacent to the Upland



LEGEND

- Gold Line Extension to ONT
- Metrolink San Bernardino Line
- Gold Line Extension to Montclair
- Flood Control Property
- SANBAG Upland Parcels
- Parcel Impacts
- Metrolink SB Line

**METRO GOLD LINE
ONTARIO AIRPORT EXTENSION
SOUTH ALIGNMENT OPTION
PROPERTY REQUIREMENTS**



Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and



EXHIBIT A
MAP 8 of 14



HR FOR PLANNING PURPOSES ONLY

1 IN. = 200 FT.

0 200 400 Feet

N

LEGEND

- Gold Line Extension to Montclair
- Gold Line Extension to Ontario
- Metrolink San Bernardino Line
- Gold Line
- Metrolink SB Line
- Parcel Impacts
- SANBAG Upland Parcels
- Flood Control Property

**METRO GOLD LINE
ONTARIO AIRPORT EXTENSION**
SOUTH ALIGNMENT OPTION
PROPERTY REQUIREMENTS

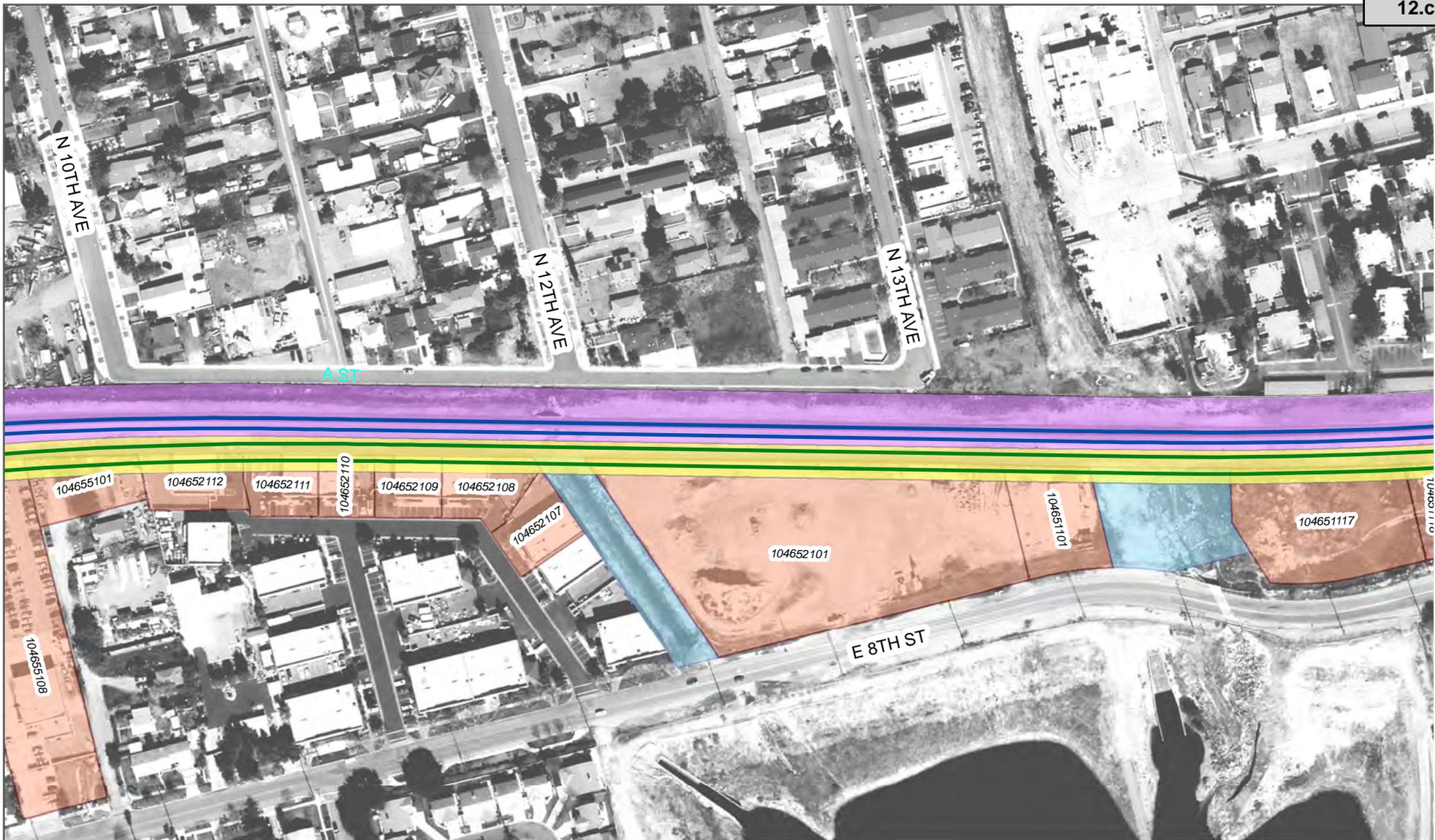


Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and



EXHIBIT A
MAP 9 of 14

Attachment: GL-South-8-14.Rev.022916 (2668 : SANBAG-Owned Properties Adjacent to the Upland



HR FOR PLANNING PURPOSES ONLY

1 IN. = 200 FT.

0 200 400 Feet

LEGEND

- Gold Line Extension to Montclair
- Gold Line Extension to ONT
- Metrolink San Bernardino Line
- Gold Line
- Metrolink SB Line
- Parcel Impacts
- SANBAG Upland Parcels
- Flood Control Property

**METRO GOLD LINE
ONTARIO AIRPORT EXTENSION**
SOUTH ALIGNMENT OPTION
PROPERTY REQUIREMENTS

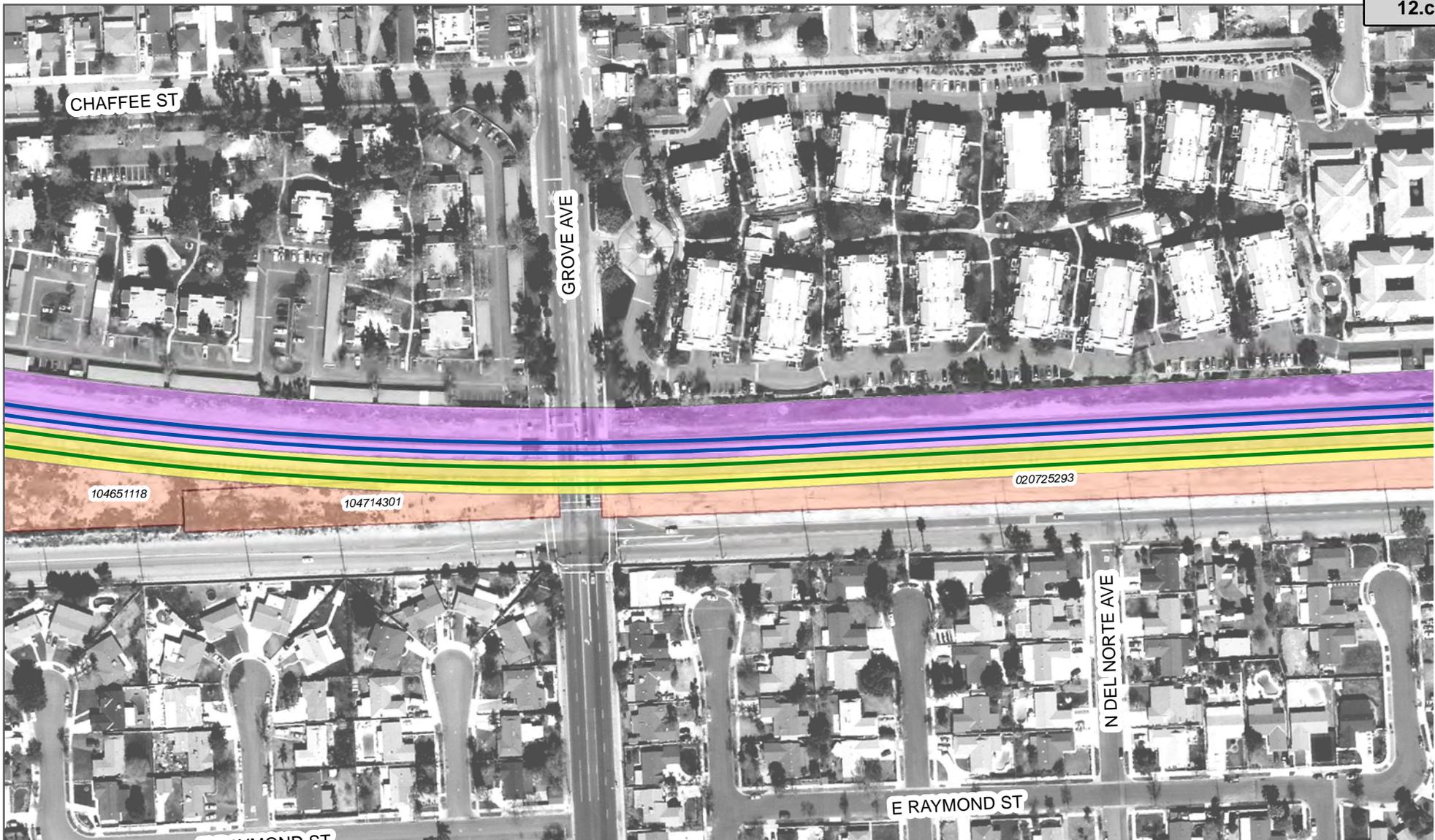


Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and



EXHIBIT A
MAP 10 of 14

Attachment: GL-South-8-14.Rev.022916 (2668 : SANBAG-Owned Properties Adjacent to the Upland



HR FOR PLANNING PURPOSES ONLY

1 IN. = 200 FT.

0 200 400 Feet

LEGEND

- Gold Line Extension to Montclair
- Gold Line Extension to ONT
- Metrolink San Bernardino Line
- Gold Line
- Metrolink SB Line
- Parcel Impacts
- SANBAG Upland Parcels
- Flood Control Property

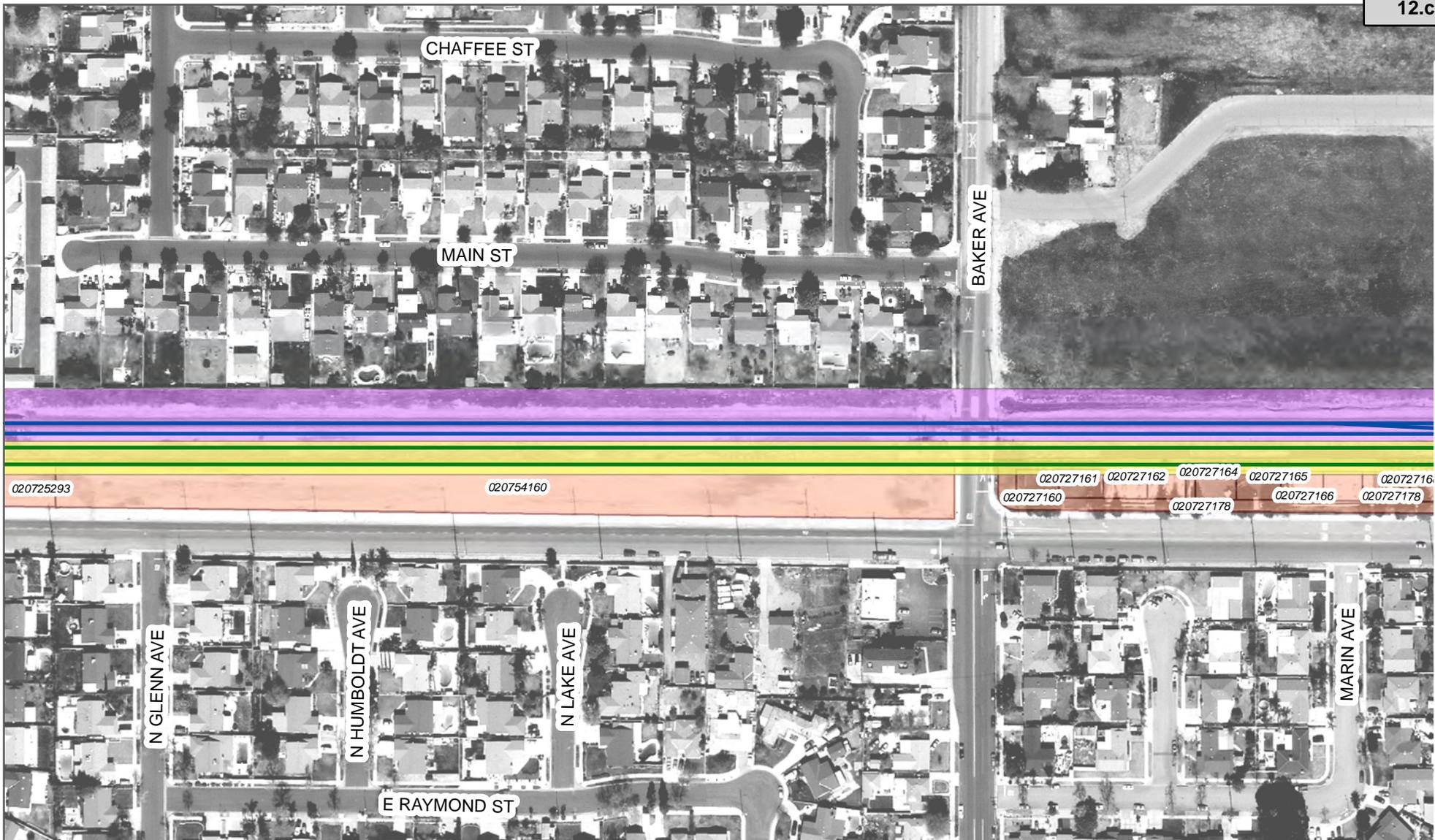
**METRO GOLD LINE
ONTARIO AIRPORT EXTENSION**
SOUTH ALIGNMENT OPTION
PROPERTY REQUIREMENTS



EXHIBIT A
MAP 11 of 14

Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and

Attachment: GL-South-8-14.Rev.022916 (2668 : SANBAG-Owned Properties Adjacent to the Upland



HR FOR PLANNING PURPOSES ONLY

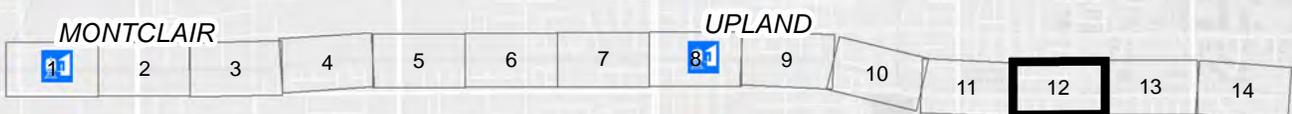
1 IN. = 200 FT.

0 200 400 Feet

LEGEND

- Gold Line Extension to Montclair
- Gold Line Extension to ONT
- Metrolink San Bernardino Line
- Gold Line
- Metrolink SB Line
- Parcel Impacts
- SANBAG Upland Parcels
- Flood Control Property

**METRO GOLD LINE
ONTARIO AIRPORT EXTENSION**
SOUTH ALIGNMENT OPTION
PROPERTY REQUIREMENTS

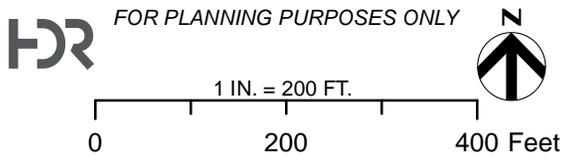
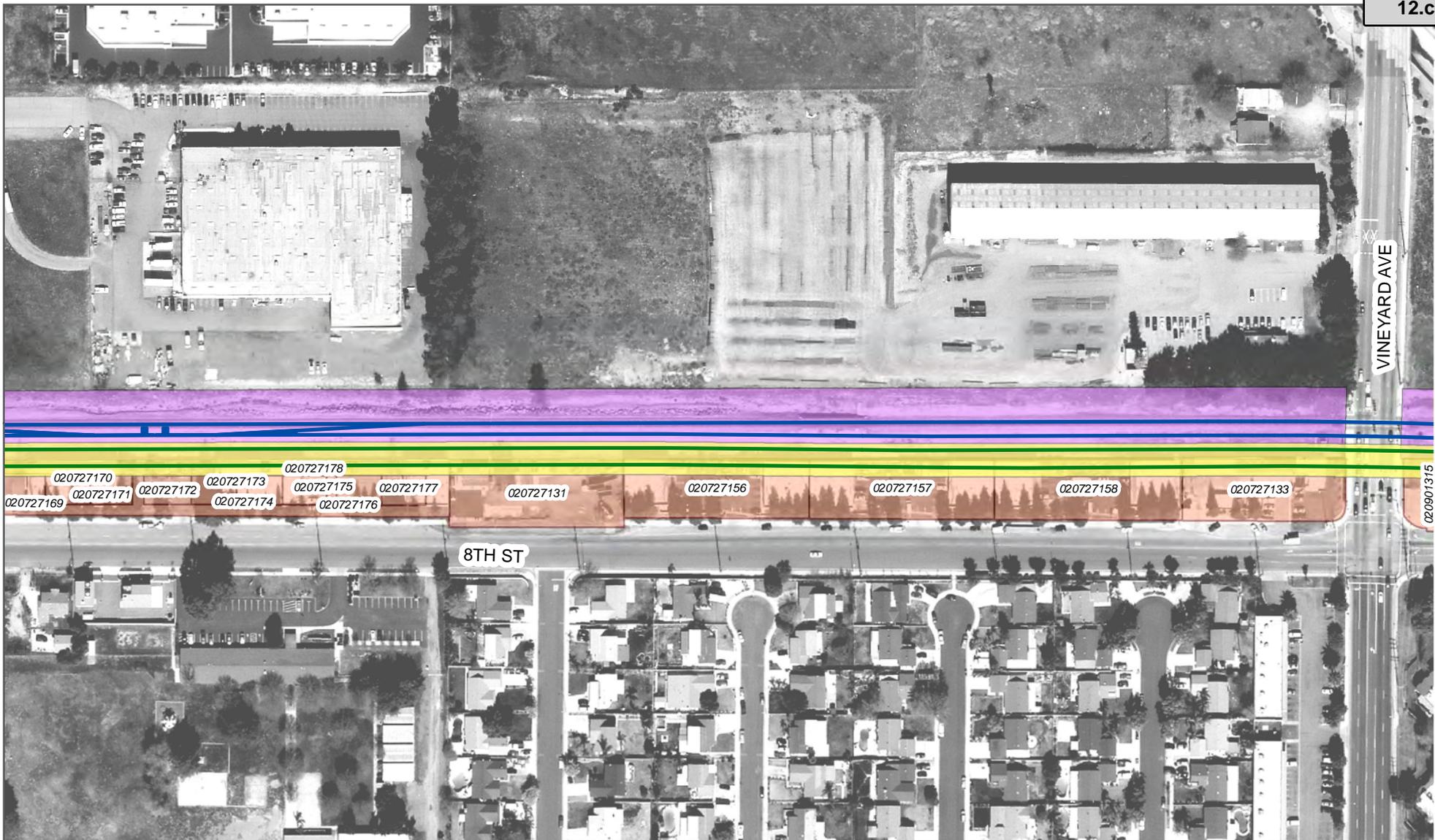


Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and



EXHIBIT A
MAP 12 of 14

Attachment: GL-South-8-14.Rev.022916 (2668 : SANBAG-Owned Properties Adjacent to the Upland



- LEGEND**
- Gold Line Extension to Montclair
 - Gold Line Extension to Ontario
 - Metrolink San Bernardino Line
 - Gold Line
 - Metrolink SB Line
 - Parcel Impacts
 - SANBAG Upland Parcels
 - Flood Control Property

**METRO GOLD LINE
ONTARIO AIRPORT EXTENSION**
SOUTH ALIGNMENT OPTION
PROPERTY REQUIREMENTS



Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and



EXHIBIT A
MAP 13 of 14

Attachment: GL-South-8-14.Rev.022916 (2668 : SANBAG-Owned Properties Adjacent to the Upland



HR FOR PLANNING PURPOSES ONLY

1 IN. = 200 FT.

0 200 400 Feet

LEGEND

- Gold Line
- Metrolink SB Line
- Parcel Impacts
- Gold Line Extension to Montclair
- Gold Line Extension to ONT
- SANBAG Upland Parcels
- Metrolink San Bernardino Line
- Flood Control Property

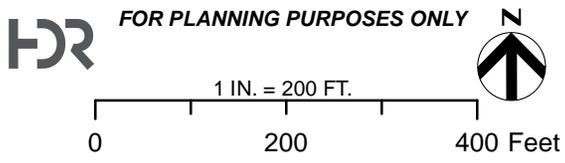
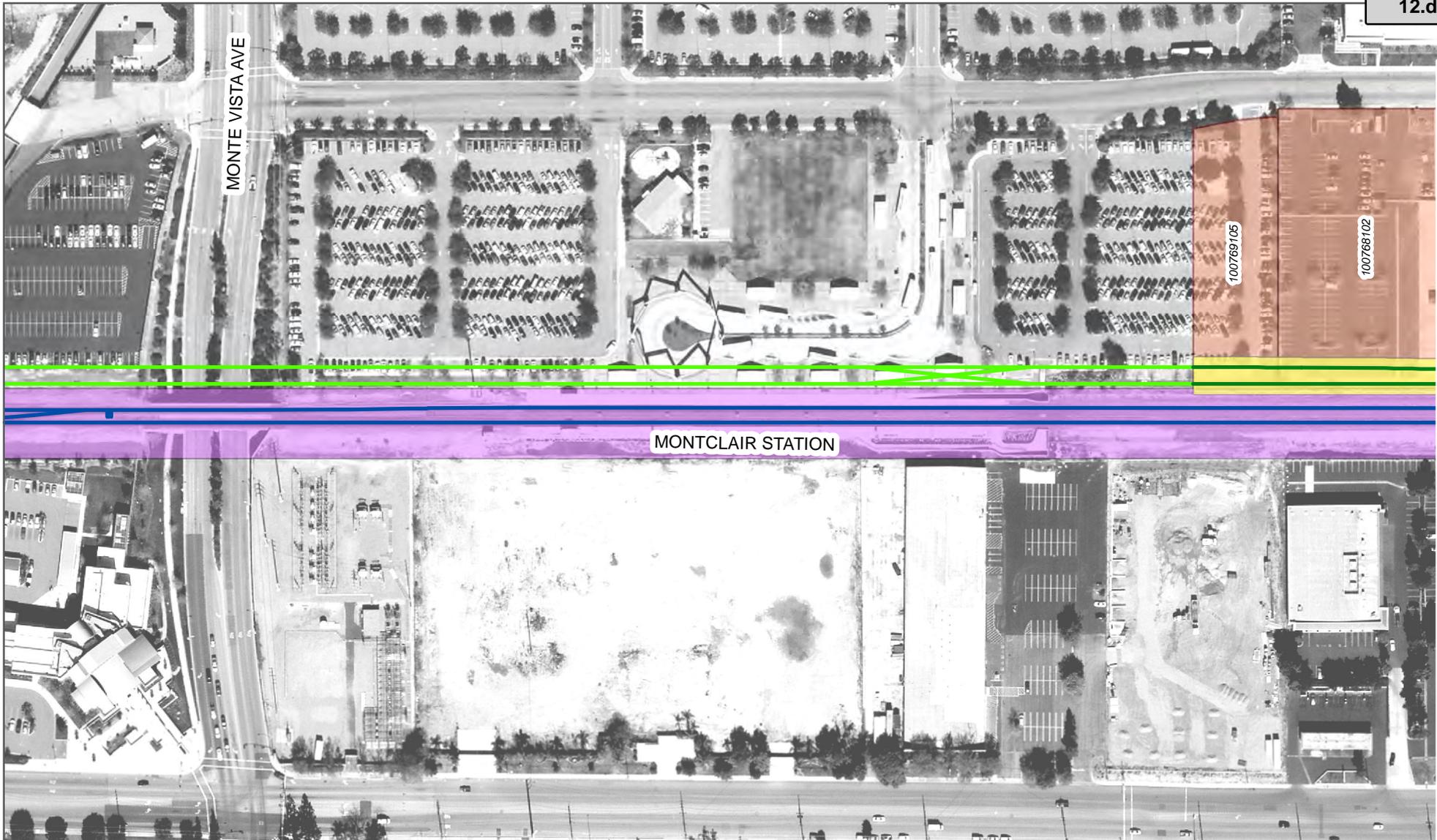
**METRO GOLD LINE
ONTARIO AIRPORT EXTENSION**
SOUTH ALIGNMENT OPTION
PROPERTY REQUIREMENTS



EXHIBIT A
MAP 14 of 14

Attachment: GL-South-8-14.Rev.022916 (2668 : SANBAG-Owned Properties Adjacent to the Upland

ATTACHMENT B-2
GOLD LINE EXTENTION BEYOND MONTCLAIR TRANSCENTER
NORTH ALIGNMENT



LEGEND

- Gold Line Extension to Montclair
- Gold Line Extension to Ontario
- Metrolink San Bernardino Line
- Gold Line
- Metrolink SB Line
- Parcel Impacts
- SANBAG Upland Parcels
- Flood Control Property

**METRO GOLD LINE
ONTARIO AIRPORT EXTENSION
NORTH ALIGNMENT OPTION
PROPERTY REQUIREMENTS**

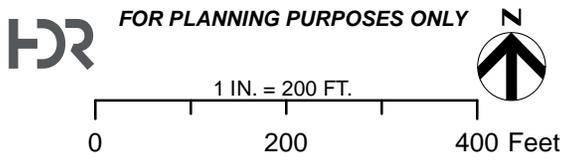
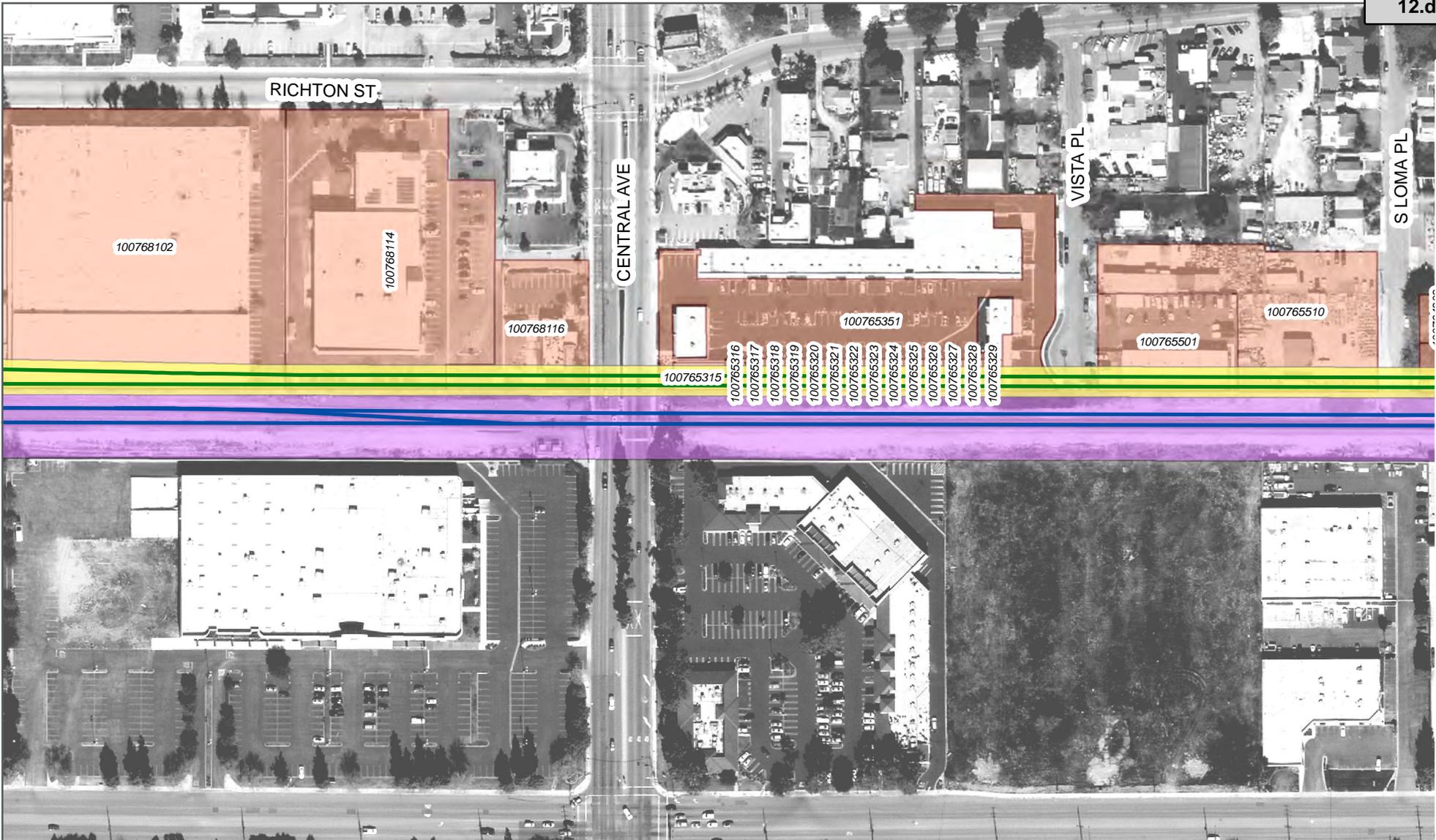


Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and



EXHIBIT B
MAP 1 of 14

Attachment: GL-North-1-7.Rev.022916 (2668 : SANBAG-Owned Properties Adjacent to the Upland



LEGEND

	Gold Line		Metrolink SB Line
	Gold Line Extension to Montclair		Parcel Impacts
	Gold Line Extension to ONT		SANBAG Upland Parcels
	Metrolink San Bernardino Line		Flood Control Property

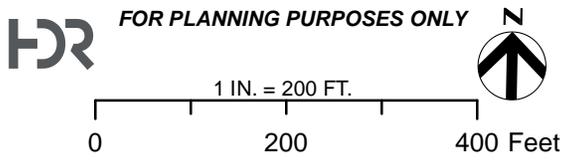
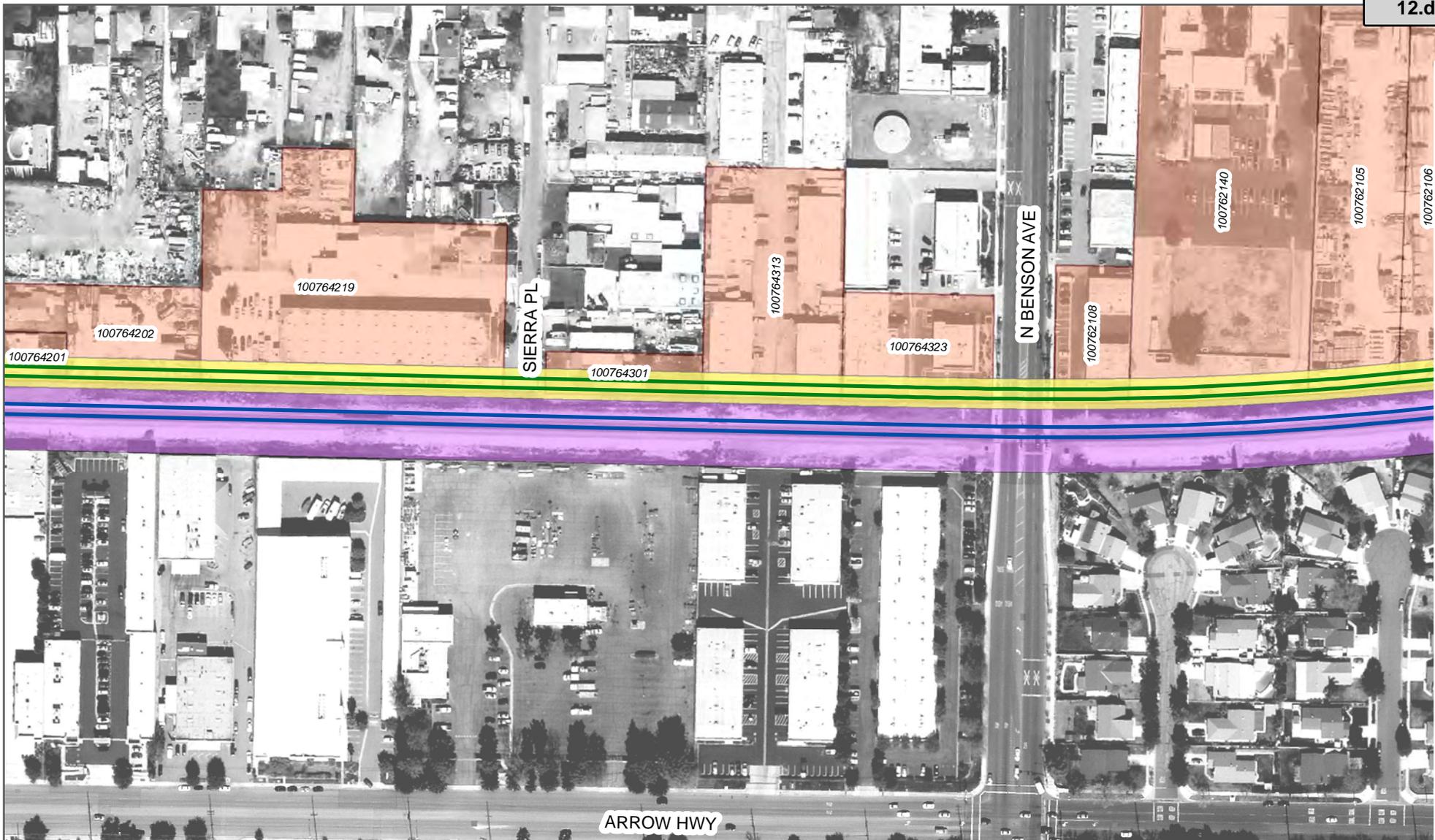
METRO GOLD LINE
ONTARIO AIRPORT EXTENSION
 NORTH ALIGNMENT OPTION
 PROPERTY REQUIREMENTS



Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and



EXHIBIT B
 MAP 2 of 14



LEGEND

- Gold Line
- Metrolink SB Line
- Parcel Impacts
- SANBAG Upland Parcels
- Flood Control Property
- Gold Line Extension to Montclair
- Gold Line Extension to ONT
- Metrolink San Bernardino Line

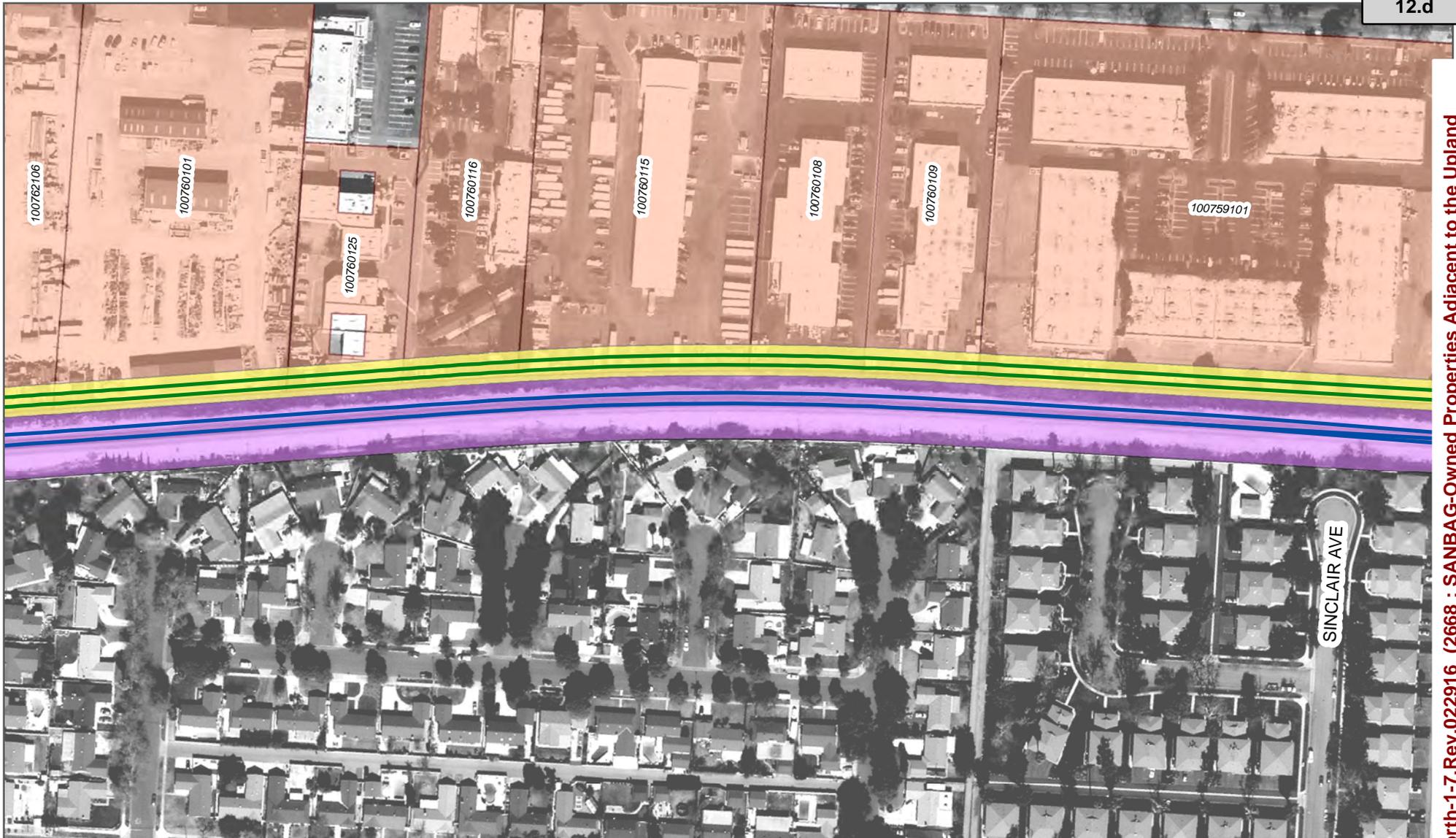
**METRO GOLD LINE
ONTARIO AIRPORT EXTENSION**
NORTH ALIGNMENT OPTION
PROPERTY REQUIREMENTS



Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and



EXHIBIT B
MAP 3 of 14



HR FOR PLANNING PURPOSES ONLY

1 IN. = 200 FT.

0 200 400 Feet

N

LEGEND

- Gold Line
- Gold Line Extension to Montclair
- Gold Line Extension to Ontario
- Metrolink SB Line
- Metrolink San Bernardino Line
- Parcel Impacts
- SANBAG Upland Parcels
- Flood Control Property

**METRO GOLD LINE
ONTARIO AIRPORT EXTENSION**
NORTH ALIGNMENT OPTION
PROPERTY REQUIREMENTS

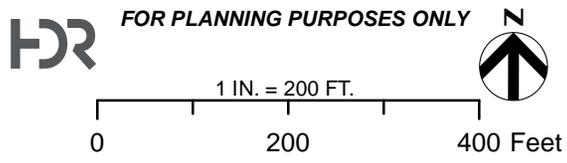
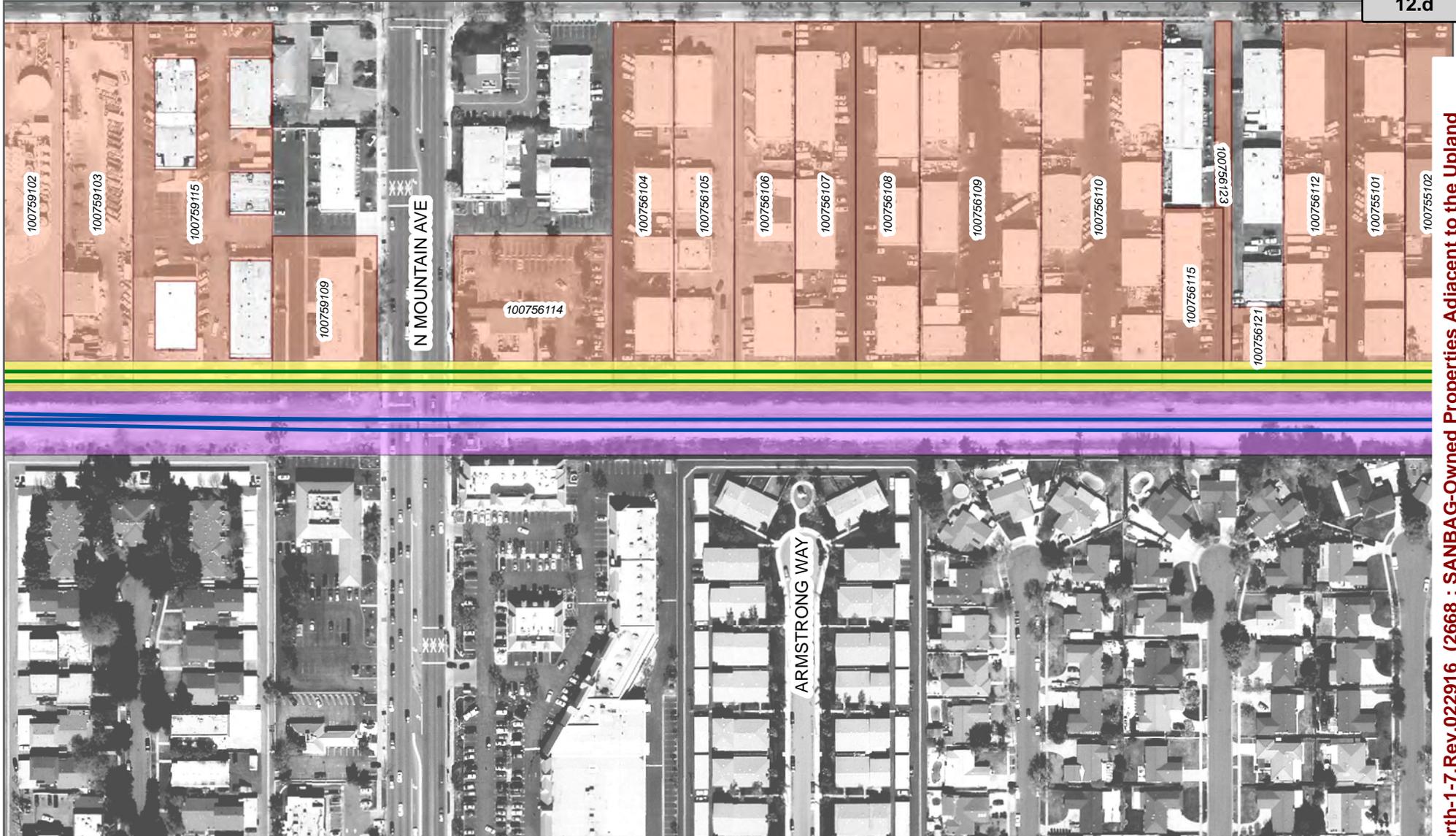


Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and



EXHIBIT B
MAP 4 of 14

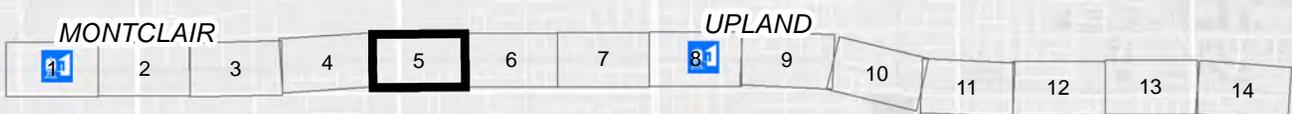
Attachment: GL-North-1-7.Rev.022916 (2668 : SANBAG-Owned Properties Adjacent to the Upland



LEGEND

- Gold Line
- Gold Line Extension to Montclair
- Gold Line Extension to ONT
- Metrolink San Bernardino Line
- Metrolink SB Line
- Parcel Impacts
- SANBAG Upland Parcels
- Flood Control Property

**METRO GOLD LINE
ONTARIO AIRPORT EXTENSION**
NORTH ALIGNMENT OPTION
PROPERTY REQUIREMENTS

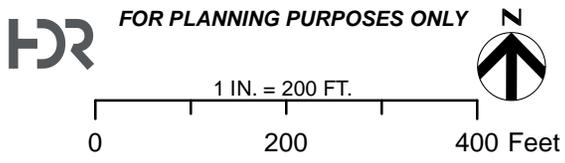
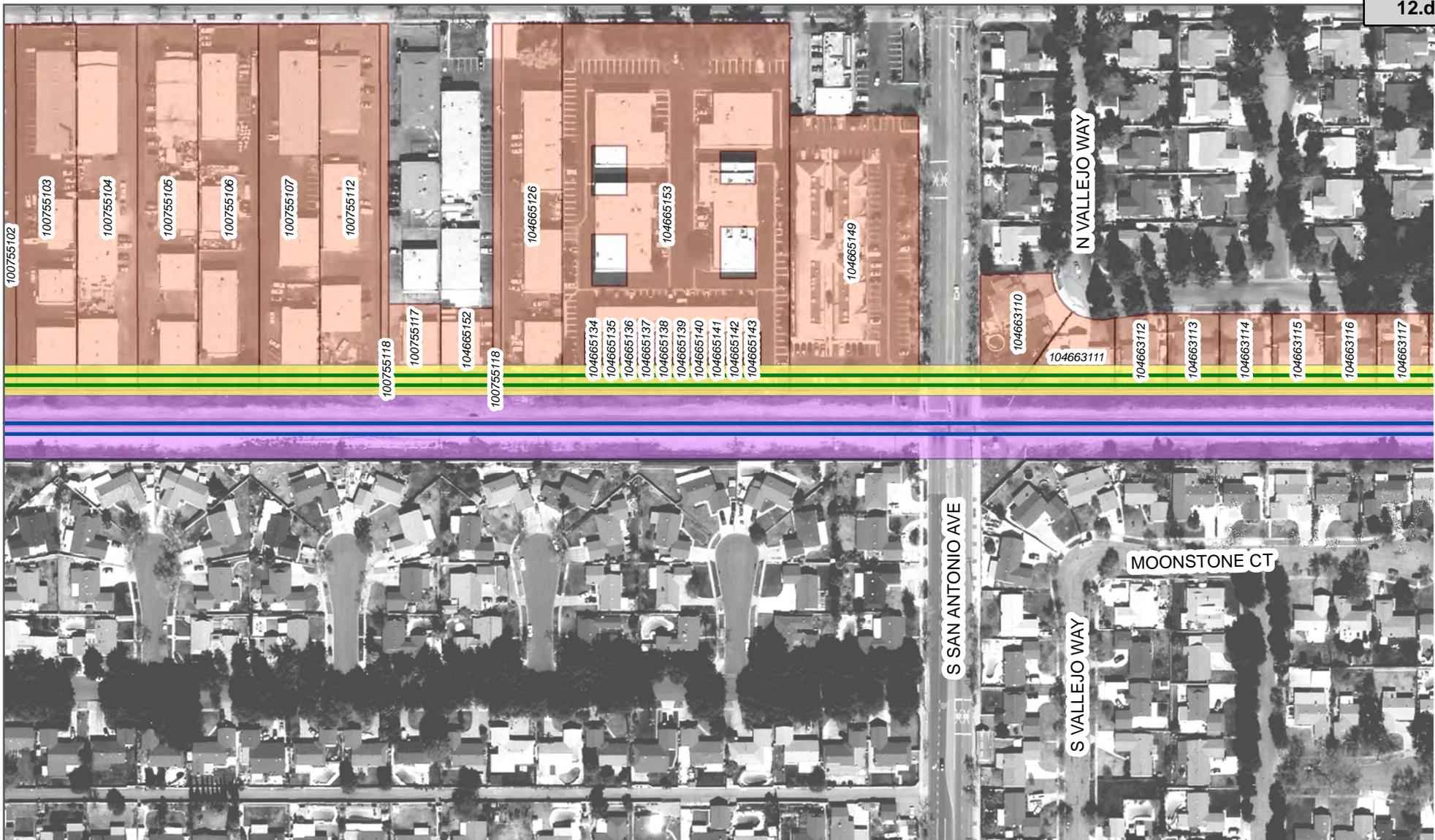


Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and



EXHIBIT B
MAP 5 of 14

Attachment: GL-North-1-7.Rev.022916 (2668 : SANBAG-Owned Properties Adjacent to the Upland



LEGEND

- Gold Line
- Metrolink SB Line
- Gold Line Extension to Montclair
- Parcel Impacts
- Gold Line Extension to Ontario
- SANBAG Upland Parcels
- Metrolink San Bernardino Line
- Flood Control Property

**METRO GOLD LINE
ONTARIO AIRPORT EXTENSION
NORTH ALIGNMENT OPTION
PROPERTY REQUIREMENTS**

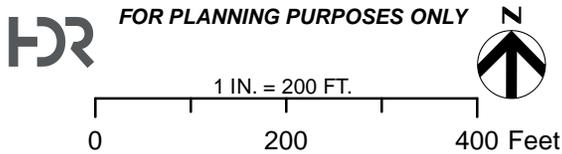


Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and



EXHIBIT B
MAP 6 of 14

Attachment: GL-North-1-7.Rev.022916 (2668 : SANBAG-Owned Properties Adjacent to the Upland



LEGEND

- Gold Line
- Metrolink SB Line
- Parcel Impacts
- Gold Line Extension to Montclair
- Metrolink San Bernardino Line
- SANBAG Upland Parcels
- Flood Control Property

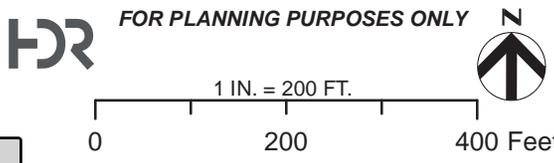
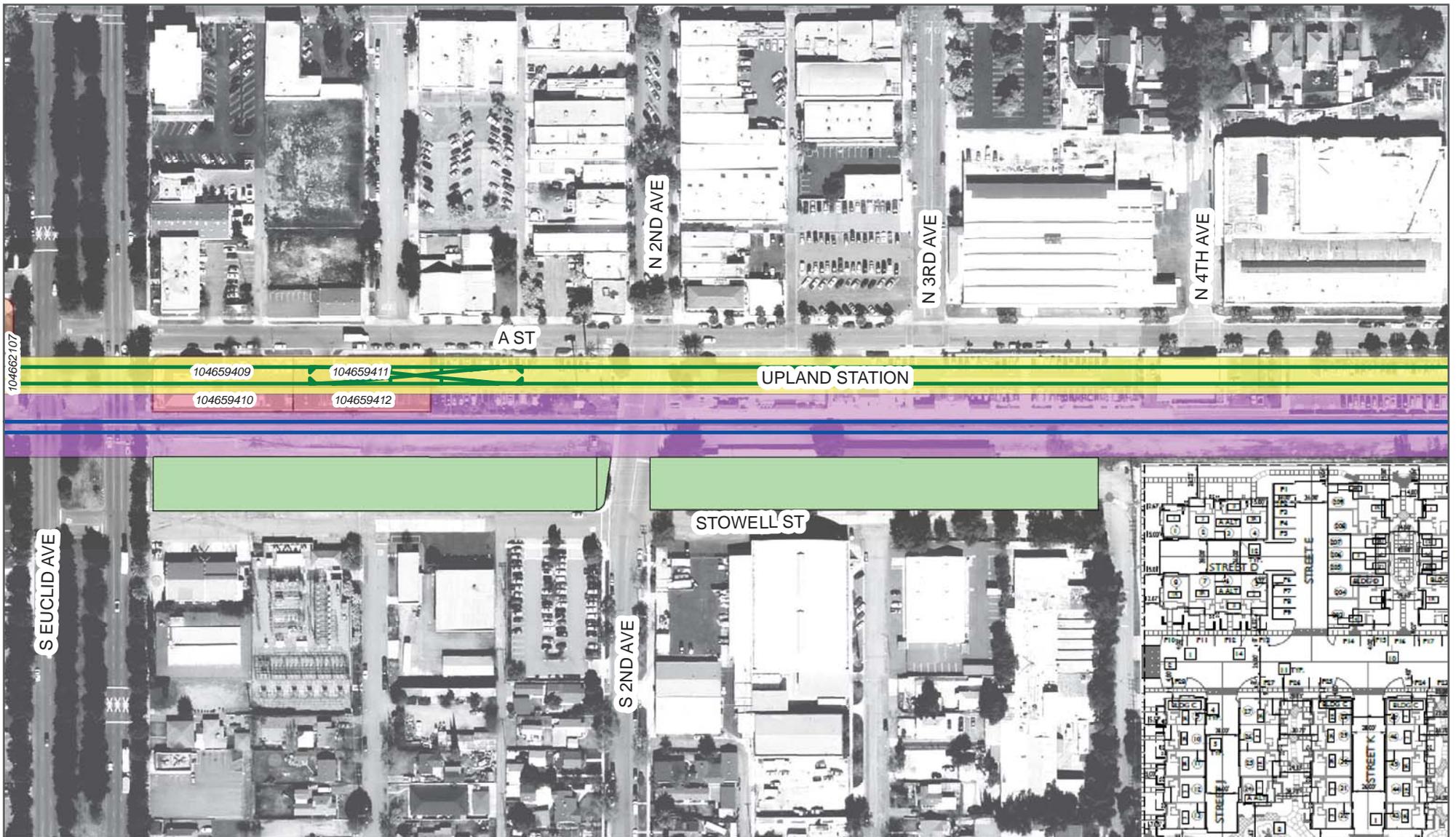
**METRO GOLD LINE
ONTARIO AIRPORT EXTENSION**
NORTH ALIGNMENT OPTION
PROPERTY REQUIREMENTS



Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and



EXHIBIT B
MAP 7 of 14



- LEGEND**
- Gold Line Extension to ONT
 - Metrolink San Bernardino Line
 - Gold Line Extension to Montclair
 - Gold Line
 - Flood Control Property
 - SANBAG Upland Parcels
 - Parcel Impacts
 - Metrolink SB Line

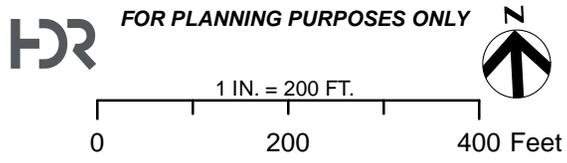
**METRO GOLD LINE
ONTARIO AIRPORT EXTENSION
NORTH ALIGNMENT OPTION
PROPERTY REQUIREMENTS**



Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and



EXHIBIT B
MAP 8 of 14



LEGEND

- Gold Line
- Gold Line Extension to Montclair
- Gold Line Extension to ONT
- Metrolink San Bernardino Line
- Metrolink SB Line
- Parcel Impacts
- SANBAG Upland Parcels
- Flood Control Property

**METRO GOLD LINE
ONTARIO AIRPORT EXTENSION**
NORTH ALIGNMENT OPTION
PROPERTY REQUIREMENTS



EXHIBIT B
MAP 9 of 14

Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and

Attachment: GL-North-8-14.Rev.022916 (2668 : SANBAG-Owned Properties Adjacent to the Upland



HR FOR PLANNING PURPOSES ONLY

1 IN. = 200 FT.

0 200 400 Feet

LEGEND

- Gold Line
- Metrolink SB Line
- Parcel Impacts
- Gold Line Extension to Montclair
- Flood Control Property
- Gold Line Extension to ONT
- SANBAG Upland Parcels
- Metrolink San Bernardino Line

**METRO GOLD LINE
ONTARIO AIRPORT EXTENSION**
NORTH ALIGNMENT OPTION
PROPERTY REQUIREMENTS

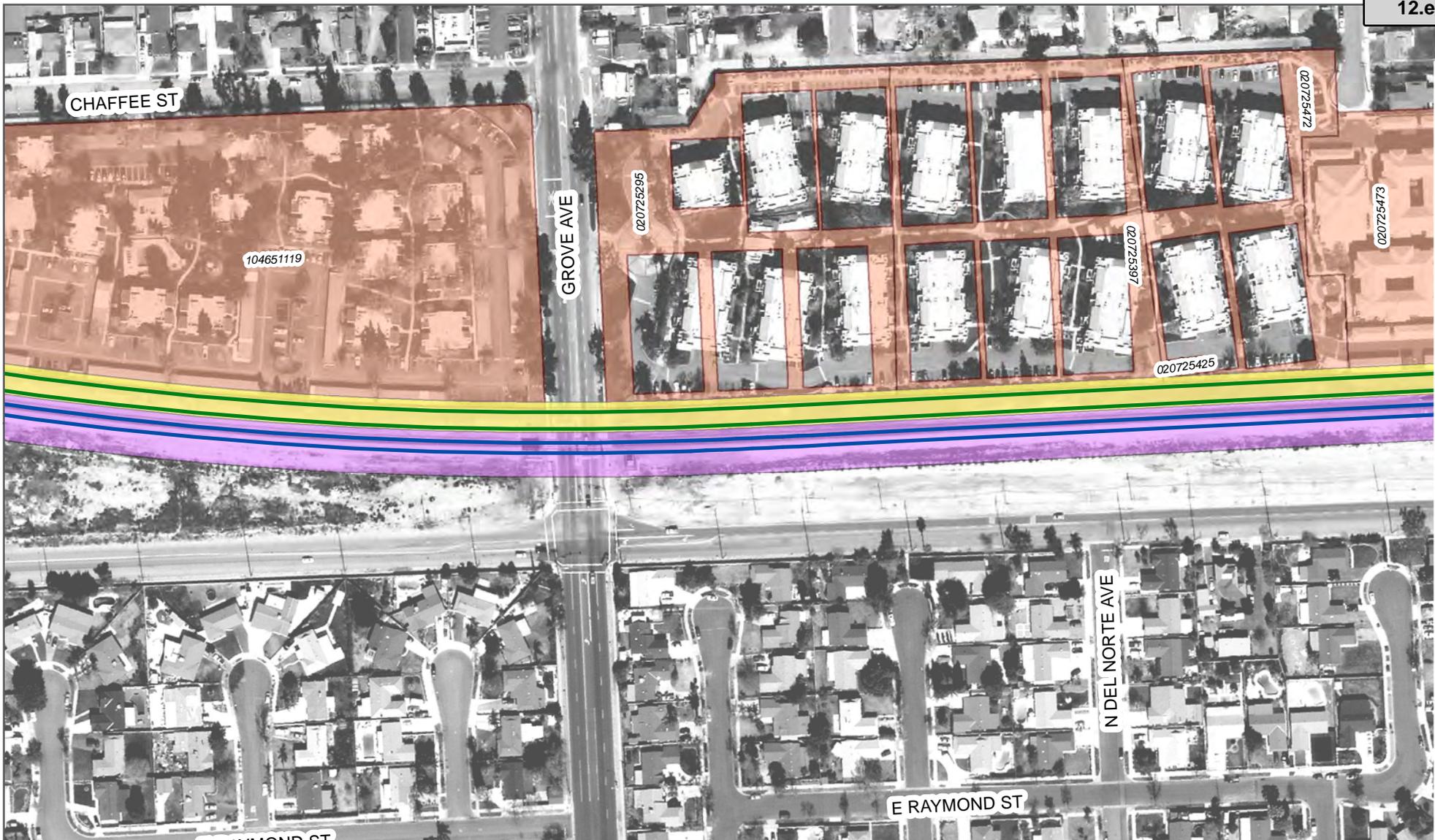


Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and



EXHIBIT B
MAP 10 of 14

Attachment: GL-North-8-14.Rev.022916 (2668 : SANBAG-Owned Properties Adjacent to the Upland



HR FOR PLANNING PURPOSES ONLY

1 IN. = 200 FT.

0 200 400 Feet

N

LEGEND

- Gold Line Extension to Montclair
- Gold Line Extension to Ontario
- Metrolink San Bernardino Line
- Gold Line
- Metrolink SB Line
- Parcel Impacts
- SANBAG Upland Parcels
- Flood Control Property

**METRO GOLD LINE
ONTARIO AIRPORT EXTENSION**
NORTH ALIGNMENT OPTION
PROPERTY REQUIREMENTS

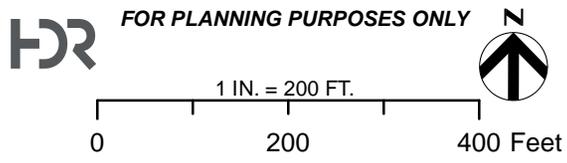


Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and



EXHIBIT B
MAP 11 of 14

Attachment: GL-North-8-14.Rev.022916 (2668 : SANBAG-Owned Properties Adjacent to the Upland



LEGEND

- Gold Line Extension to Montclair
- Gold Line Extension to ONT
- Metrolink San Bernardino Line
- Gold Line
- Metrolink SB Line
- Parcel Impacts
- SANBAG Upland Parcels
- Flood Control Property

**METRO GOLD LINE
ONTARIO AIRPORT EXTENSION**
NORTH ALIGNMENT OPTION
PROPERTY REQUIREMENTS



EXHIBIT B
MAP 12 of 14

Attachment: GL-North-8-14.Rev.022916 (2668 : SANBAG-Owned Properties Adjacent to the Upland



HR FOR PLANNING PURPOSES ONLY

1 IN. = 200 FT.

0 200 400 Feet

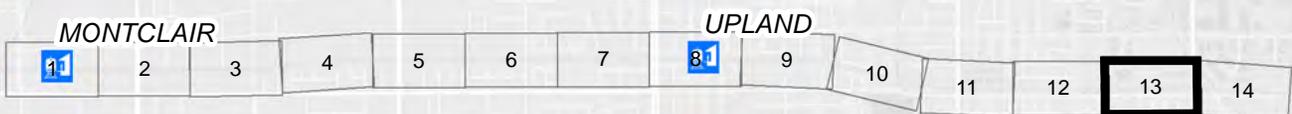
N

LEGEND

- Gold Line Extension to Montclair
- Gold Line Extension to ONT
- Metrolink San Bernardino Line
- Gold Line
- Metrolink SB Line
- Parcel Impacts
- SANBAG Upland Parcels
- Flood Control Property

**METRO GOLD LINE
ONTARIO AIRPORT EXTENSION**

NORTH ALIGNMENT OPTION
PROPERTY REQUIREMENTS



Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and



EXHIBIT B
MAP 13 of 14

Attachment: GL-North-8-14.Rev.022916 (2668 : SANBAG-Owned Properties Adjacent to the Upland



HR FOR PLANNING PURPOSES ONLY

1 IN. = 200 FT.

0 200 400 Feet

LEGEND

- Gold Line
- Gold Line Extension to Montclair
- Gold Line Extension to ONT
- Metrolink San Bernardino Line
- Metrolink SB Line
- Parcel Impacts
- SANBAG Upland Parcels
- Flood Control Property

**METRO GOLD LINE
ONTARIO AIRPORT EXTENSION**
NORTH ALIGNMENT OPTION
PROPERTY REQUIREMENTS



EXHIBIT B
MAP 14 of 14

Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and

Attachment: GL-North-8-14.Rev.022916 (2668 : SANBAG-Owned Properties Adjacent to the Upland

RESOLUTION NO. 16-035**RESOLUTION OF THE SAN BERNARDINO COUNTY
TRANSPORTATION COMMISSION DECLARING PROPERTY
SURPLUS AND AUTHORIZING ITS SALE**

WHEREAS, the San Bernardino Associated Governments was designated by California state law as the San Bernardino County Transportation Commission (Commission); and

WHEREAS, the following property was acquired by the Commission for public purposes and is no longer necessary to be retained for the uses and purposes of the Commission:

Property #1: SEC Stowell Street & 2nd Avenue, Upland – APN 1046-605-01 – 1.18 acres
Property #2: 120 S. Euclid Street, Upland – APNs 1046-605-02, 03 – 1.22 acres

WHEREAS, in 1992, the Commission adopted its policy 10300, thereby voluntarily adopting the procedures for sale of surplus property by public auction applicable to county governments under sections 25363 and 25526 of the California Government Code, which would not otherwise be applicable to the Commission; and

NOW, THEREFORE BE IT RESOLVED that the San Bernardino County Transportation Commission hereby:

- A. Declares the above referenced properties to be surplus, and further declares its intention to sell, exchange, or convey said parcels by public auction pursuant to Government Code Sections 25526, 25363 and 25365, or by the alternate procedures authorized in this resolution.
- B. Declares that any public auction shall be conducted in accordance with the terms set forth below:

<u>PUBLIC AUCTION</u>	<u>MINIMUM BID*</u>	<u>DEPOSIT WITH BIDS</u>
Property #1	\$1,520,000.00	\$152,000.00
Property #2	\$1,670,000.00	\$167,000.00

*The Executive Director is authorized to reduce the minimum bid amounts in proportion to the cost of any environmental remediation found to be necessary or advisable for an economically reasonable sale of the properties after completion of the currently ongoing Phase II environmental assessment of the properties.

MINIMUM ACCEPTABLE TERMS:

- 1) All bids will require a deposit in the form of a cashier's or certified check in the amount of \$152,000 and \$167,000
- 2) The successful bidder will be required to enter into a purchase and sale agreement provided by the Commission within five (5) days following the auction.

In accordance with California Government Code Section 25531, "Oral Bids", the following will apply:

“Before accepting any written proposal, the board shall call for oral bids. If, upon the call for oral bidding, any responsible person offers to purchase the property ... upon the terms and conditions specified in the resolution for a price ... exceeding by at least 5 percent, the highest written proposal which is made by a responsible person, such highest oral bid shall be finally accepted.”

All bids will require a deposit in the form of a cashier's or certified check. The purchase price is to be paid in cash. The auction shall take place at the Offices of the San Bernardino Associated Governments, First Floor Boardroom, 1170 W. 3rd St., San Bernardino, on **Tuesday, October 18, 2016 at 10:00 a.m.**

Final acceptance of any bid will be subject to Commission approval. The Commission reserves the right to reject any and all bids and may withdraw the property from sale.

- C. Directs staff to give all notices and take all actions on behalf of the Commission necessary or advisable to assure that all applicable laws and regulations governing the sale of surplus property are complied with, including but not limited to, Sections 54220 et seq. of the California Government Code.

Adopted by the San Bernardino County Transportation Commission on _____,
2016, by the following vote:

AYES:

NOES:

ABSENT:

Ryan McEachron, Board President
San Bernardino County Transportation Commission

ATTEST:

Vicki Watson,
Clerk of the Commission

Minute Action

AGENDA ITEM: 13

Date: April 6, 2016

Subject:

Cooperative Agreement with the University of Redlands for Betterments to the Redlands Passenger Rail Project - University Station

Recommendation:

That the Board, acting as the San Bernardino County Transportation Commission:

A. Authorize the Executive Director or his designee to negotiate the final form of and execute a Cooperative Agreement, Contract No. 16-1001469 with the University of Redlands, for the design and construction of betterments to the Redlands Passenger Rail Project University Station, for an amount still being negotiated, but currently estimated at \$1,144,807 as approved by SANBAG legal counsel.

B. Approve an expense budget amendment to the SANBAG Fiscal Year 2015/2016 Budget to increase Task No. 0324 Redland Passenger Rail Project in the amount of \$50,000 in accordance with the final negotiated value of Contract No. 16-1001469 in reimbursable Redlands Passenger Rail Project Funds from the University of Redlands.

Background:

This Cooperative Agreement defines the roles and responsibilities between San Bernardino Associated Governments (SANBAG) and the University of Redlands (U of R) for the design and construction of betterments to the University Station as part of the Redlands Passenger Rail Project (RPRP). The University Station, located at the southern end of the U of R campus will be the eastern terminus for RPRP and will provide access to passenger rail service to the U of R and the surrounding community. The U of R intends to fund betterments consisting of architectural, landscaping, and pedestrian access enhancements that are similar and contiguous with U of R campus themes.

SANBAG has established basic design criteria for RPRP stations and budgeted for those associated costs as part of the implementation of RPRP. The U of R has completed a preliminary conceptual design of specific station enhancements or betterments to the basic design that will be cost-neutral to SANBAG and will not impact the RPRP delivery schedule. This agreement will allow for SANBAG to incorporate those enhancement design features into the RPRP design and construction package. SANBAG will fund the design and construction of the standard RPRP station components, as defined in the RPRP design criteria; and the U of R will fund all costs related to the design, construction, and maintenance of any betterments identified. SANBAG will act as the lead agency for the design, construction, and implementation of the RPRP; including all improvements at the University Station. This agreement is currently in draft form and is undergoing final negotiations with the U of R. The final agreement and contract cost will be completed and reviewed by SANBAG Legal Counsel prior to the Executive Director or designee executing the agreement.

Entity: CTC

Board of Directors Agenda Item

April 6, 2016

Page 2

A future Operations and Maintenance Agreement will be executed with the U of R prior to the completion of station construction that will specifically detail the maintenance and security roles and responsibilities at the University Station.

Financial Impact:

This item is not consistent with the approved SANBAG Fiscal Year 2015/2016 Budget. A budget amendment is requested in Recommendation B.

Reviewed By:

This item was reviewed and recommended for approval (7-0-1; Abstained: Ramos) by the Commuter Rail and Transit Committee on March 10, 2016. SANBAG General Counsel and Procurement Manager have reviewed this item.

Responsible Staff:

Carrie Schindler, Director of Transit and Rail

Approved
Board of Directors
Date: April 6, 2016

Witnessed By:

Contract Summary Sheet

General Contract Information

Contract No: 16-1001469 Amendment No.: N/A Vendor No.: 3194
 Vendor/Customer Name: University of Redlands Sole Source? Yes No
 Description: Coop Agreement for the RPRP University Station
 Start Date: 4/6/2016 Expiration Date: N/A Revised Expiration Date: _____
 Has Contract Term Been Amended? No Yes - Please Explain _____
 List Any Related Contracts Nos.: 15-1001093 Amendment 1 - HDR Engineering, Inc.

Dollar Amount			
Original Contract	\$ 934,860.00	Original Contingency	\$ 209,947.00
Revised Contract (Inclusive of Prior Amendments)		Revised Contingency (Inclusive of Prior Amendments)	
Current Amendment		Contingency Amendment	
TOTAL CONTRACT VALUE	\$ 934,860.00	TOTAL CONTINGENCY VALUE	\$ 209,947.00
		TOTAL DOLLAR AUTHORITY (Contract Value and Contingency)	\$ 1,144,807.00

Contract Authorization

Executive Director Date: _____
 Executive Director Action: _____
 Board of Directors Date: 4/6/2016
 Board of Directors Action: Authorize Executive Director to execute 16-1001469

Contract Management: Payable/Miscellaneous

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

Contract Management: Receivable

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

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

Additional Information

Project Manager: Justin Fornelli, PE

Attachment: SANBAG Contract Summary Sheet (2665 : RPRP Cooperative Agreement with U of R)

COOPERATIVE AGREEMENT NO. 16-1001469

**BETWEEN
SAN BERNARDINO ASSOCIATED GOVERNMENTS
AND
UNIVERSITY of REDLANDS
FOR
PASSENGER RAIL STATION BETTERMENTS**

This Cooperative Agreement (“AGREEMENT”) is made and entered into on this 6th day of April, 2016, by and between the San Bernardino County Transportation Commission, hereinafter referred to as “COMMISSION” and the University of Redlands, hereinafter referred to as “U of R” or “the University”, and may hereinafter be individually or collectively referred to as “PARTY” or “PARTIES”.

RECITALS

WHEREAS, the U of R is recognized as a distinguished institution of higher education and respected member of the Redlands community;

and

WHEREAS, COMMISSION is responsible for implementation of the Redlands Passenger Rail Project;

and

WHEREAS, COMMISSION and U of R wish to work cooperatively to promulgate passenger rail transit related infrastructure improvements within the City of Redlands and County of San Bernardino adjacent to the U of R campus;

and

WHEREAS, COMMISSION intends to construct the Redlands Passenger Rail Project (RPRP) an approximately nine-mile passenger rail transit system on existing railroad right-of-way between the western terminus at the San Bernardino Transit Center located at Rialto Avenue and E Street in the City of San Bernardino to the eastern terminus located south of the U of R campus

between University Street and Cook Street in the City of Redlands adjacent to the U of R campus;

and

WHEREAS, COMMISSION received environmental approval through a single document in a manner that addresses the requirements of both the California Environmental Quality Act (CEQA) and the Federal National Environmental Protection Act (NEPA) in March 2015 and has obtained or intends to obtain the necessary clearances, permits, authorizations and funding to perform the engineering, design and construction work necessary to complete the RPRP;

and

WHEREAS, COMMISSION and U of R mutually desire an RPRP passenger station facility serving the U of R and adjacent communities at the line's eastern terminus ("University Station"), for which COMMISSION has established basic design criteria and provided for in the RPRP budget, described in greater detail in Exhibit A-1;

and

WHEREAS, U of R has expressed its desire for an enhanced station design with betterments and features not included in COMMISSION's basic design or cost criteria for the University Station, described in greater detail in Exhibit A-2;

and

WHEREAS, COMMISSION is supportive of U of R's desired station enhancements provided the enhancements are cost-neutral to COMMISSION and do not impact the RPRP delivery schedule;

NOW, THEREFORE, it is mutually understood and agreed by COMMISSION and U of R as follows:

ARTICLE 1: TERMS & CONDITIONS

COMMISSION will support U of R's desired RPRP station enhancements (herein referred to as BETTERMENTS) provided these betterments:

1. Are mutually agreed-upon by both COMMISSION and U of R;

2. Are cost-neutral to COMMISSION;
3. Do not diminish or conflict with COMMISSION’s design criteria with regards to safety, security and platform height;
4. Are aesthetically compatible with City of Redlands architectural and cultural themes and requirements;
5. Are consistent with all applicable state, federal, local and industry regulations, codes and standards including, but not limited to, the Americans With Disabilities Act (ADA), National Fire Prevention Association (NFPA), the American Public Transportation Association (APTA), the California Public Utilities Commission (CPUC), the Federal Railroad Administration (FRA) and the Federal Transit Administration (FTA);
6. Are designed in accordance with U of R’s betterment criteria, by COMMISSION’s engineering and design contractors, managed directly by COMMISSION;
7. Are defined in a timely manner and do not delay COMMISSION’s ability to advertise for construction bids as defined in Exhibit “C”.

ARTICLE 2: FUNDING

COMMISSION agrees to fund the design and construction of the University Station to the extent of the cost of a standard RPRP station as defined in the RPRP design criteria. The standard design costs are already accounted for in the COMMISSION’s contract for final design. The U of R will fund all costs related to the design and construction of the BETTERMENTS, unless U of R elects not to proceed with construction of the BETTERMENTS as set forth below.

DESIGN COSTS

The BETTERMENT design costs are currently estimated at \$256,132 above and beyond COMMISSION’s budget for the design of a standard RPRP station, as indicated in Exhibit “B”. U of R shall pay this amount to COMMISSION within thirty (30) days after execution of this Agreement.

CONSTRUCTION AND CONSTRUCTION COSTS

Based on conceptual planning, the cost of constructing the BETTERMENTS is estimated at \$888,675 for construction capital and construction management services, above and beyond COMMISSION's budget for the construction of a standard RPRP station, as indicated in Exhibit "B".

Since the actual cost of constructing the BETTERMENTS cannot be known with any degree of certainty until the COMMISSION receives the RPRP construction bids, the cost of constructing the BETTERMENTS, as indicated in Exhibit "B" are based on the conceptual planning done by the U of R. During the design process, a construction cost estimate will be prepared by COMMISSION and its consultants showing the estimated cost of construction of the identified BETTERMENTS prior to advertising for construction bids. Based on the cost estimate, U of R shall notify COMMISSION in writing of its election to proceed with and pay for construction of, and construction-related services for, the BETTERMENTS within ten (10) business days of receiving the cost estimate.

After U of R's written notification of its intention to proceed is received by COMMISSION, COMMISSION shall advertise for construction bids. Bid specifications shall include a statement that the University Station shall not be the first station to be constructed on the project.

After the successful RPRP construction bid is selected, the COMMISSION will send that bid to U of R for review. Should the cost of the bid associated with the BETTERMENTS exceed the engineer's estimate, the U of R unilaterally may elect not to proceed with all or some of the BETTERMENTS based upon the construction cost of the BETTERMENTS contained in the successful RPRP construction bid. U of R shall notify COMMISSION in writing of its election to (a) proceed with and pay for construction of, and construction-related services for, the selected BETTERMENTS, or (b) not pursue any BETTERMENTS and terminate its involvement in the University Station construction. This notification shall be within ten (10) business days of receiving the successful construction bid.

Upon execution of this Agreement, U of R will set aside in a bank account the estimated costs of the BETTERMENTS so that it is fully funded. U of R shall pay to COMMISSION the proportional amount of the RPRP construction bid related to the BETTERMENTS that is due based on a percent completion construction schedule of the BETTERMENTS. U of R will make

these payments within five (5) business days after COMMISSION gives notice to U of R. U of R will be permitted to have reasonable, good faith input on how the construction contingency associated with the Betterments is spent.

U of R acknowledges that time pressures are likely to be present during this process and will work diligently and in good faith to respond in a timely manner so that, for example, U of R will attempt to take less time to make the written election(s) contemplated in this section of the Agreement, particularly when a prompt election reasonably would permit COMMISSION to take action without delaying or deferring to a subsequent meeting of the COMMISSION board.

Whether after the construction estimate or the construction bid, if U of R elects not to proceed with its commitment to construct the BETTERMENTS as defined in the final bid contract documents, U of R will be responsible for the reasonable costs of re-design to a base station or to the different selection of BETTERMENTS.

The parties agree that upon completion of construction and acceptance of the Station and BETTERMENTS by COMMISSION, title to all improvements at the Station, including the BETTERMENTS will belong to COMMISSION.

PROGRESS REPORTS, ADDITIONAL COSTS AND SCHEDULE

COMMISSION will submit status reports on progress and expenditures related to the BETTERMENTS to U of R on at least a quarterly basis. Such reports shall include invoices for the amount of any change orders or other unforeseen cost increases related to the design and/or construction of the BETTERMENTS. U of R shall pay any such invoices within thirty (30) days of receipt of invoice. U of R understands that there will be additional costs for design and/or construction of the BETTERMENTS should U of R seek to make changes after April 6, 2016. Additionally, the U of R acknowledges that COMMISSION will not delay the project to accommodate additional changes related to BETTERMENTS that are not identified in Exhibit "A-2."

ARTICLE 3: STATION NAMING RIGHTS

Assuming that U of R elects to proceed with the construction of at least some of the BETTERMENTS as set forth in Article 2 above, COMMISSION grants naming privileges for the University Station to U of R, subject to COMMISSION Board review and approval.

ARTICLE 4: STATION MAINTENANCE

The PARTIES will negotiate and enter into a separate maintenance agreement relating to the University station. The parties will cooperate with the mutual goal of executing the maintenance agreement prior to award of the contract for construction of the project.

ARTICLE 5: STATION SECURITY

The PARTIES will negotiate and enter into a separate agreement setting forth agreed upon security responsibilities and procedures for the University station, which may also include the City of Redlands as a party with respect to its police department's role in such station security. The parties will cooperate with the mutual goal of executing the maintenance agreement prior to award of the contract for construction of the project.

ARTICLE 6: TRANSIT USERS PARKING

In accordance with COMMISSION Contract No. 97-026 between the City of Redlands and COMMISSION, The City of Redlands is to provide 100 parking spaces for patrons of the future RPRP service within ¼ mile of the University Station. The U of R agrees not to unreasonably interfere with the City of Redlands' obligation to meet its commitment in time for the commencement of RPRP revenue service in 2020.

ARTICLE 7: QUIET ZONES

In accordance with COMMISSION Memorandum of Understanding 15-1001047 between the City of Redlands and COMMISSION, the necessary safety enhancements at the University Street at-grade crossing and any in-station at-grade crossings will be designed and constructed for the crossings to comply with all state, federal and local Quiet Zone requirements and specifications as part of RPRP.

ARTICLE 8: COMPLETE COOPERATIVE AGREEMENT

- A. Except as stated herein, this Agreement, including any exhibits and documents incorporated herein and made applicable by reference, constitute the complete and exclusive statement of the terms and conditions of the Agreement between COMMISSION and U of R concerning U of R's desired BETTERMENTS for the University Station.

- B. The Recitals of this document are true and correct and are incorporated into this agreement by reference.
- C. This Cooperative Agreement defines the specific terms, conditions, and funding responsibilities of the Parties as they pertain to the subjects and projects addressed herein. Both COMMISSION and U of R agree that each will, in good faith, cooperate and coordinate with each other in all activities covered by this Agreement and any other supplemental agreements that may be required to facilitate purposes thereof.

ARTICLE 9: DELEGATED AUTHORITY

The actions taken by COMMISSION in the implementation of this Agreement are delegated to its Executive Director or designee; the actions required to be taken by U of R in the implementation of this Agreement are delegated to its President or designee.

ARTICLE 10: RESPONSIBILITIES OF COMMISSION

COMMISSION agrees to the following responsibilities:

- A. Act as the lead agency for the RPRP and shall manage, administer, coordinate, and oversee all work related to it, including design and construction of the agreed upon BETTERMENTS as identified in COMMISSION approved contracts.
- B. Monitor all elements related to the BETTERMENTS detailed in Exhibits A-2 and B to ensure schedules, quality, and budget goals are met, including proper identification of the construction bid items related to the BETTERMENTS in the RPRP advertisement for construction bids.
- C. Comply with all notice, funding, reporting and other obligations it may have under Article 2 above, including providing reasonable backup documentation for reports and invoices.
- D. Notify U of R in writing of any changes, or potential budgetary changes, in the schedule, scope of work, or description of the BETTERMENTS detailed in Exhibits A-2 and B within 30 days of identifying and confirming these changes. This includes notifying U of R of the construction bid results pertaining to the BETTERMENTS.
- E. Provide and pay for electrical service to the station area adjacent to the U of R campus.

- F. Relocate and/or replace at the cost of the COMMISSION any fixtures located on the U of R campus to the extent that such fixtures must be moved or removed due to the construction of the RPRP project, unless required only to accommodate the BETTERMENTS, in which case U of R shall bear such cost.
- G. Work cooperatively with U of R to identify any permanent or temporary right-of-way needed from the U of R for the RPRP project.
- H. Include U of R project manager as a member of the project team who may attend and participate in project team meetings with respect to decisions pertaining to the BETTERMENTS. Such meetings are anticipated to be held monthly, but shall be subject to scheduling by the project team as need arises.
- I. Submit to the U of R the 60%, 90%, and 100% design packages for review and comment and provide a written response to any comments formally received by the U of R.

ARTICLE 11: RESPONSIBILITIES OF U OF R

U of R agrees to the following responsibilities:

- A. Provide to COMMISSION written requests for services to be performed by COMMISSION or their contractors under this Agreement.
- B. Comply with all notice, funding, reporting and other obligations it may have under Article 2 above.
- C. Designate a project manager to be the point of contact between the PARTIES and to coordinate with COMMISSION on the design of BETTERMENTS.
- D. Assert any franchise agreements or rights the U of R might have in order to expedite the relocation of applicable utilities.
- E. Assume all responsibility for managing and coordinating all activities of U of R's consultants, contractors, suppliers, and vendors for activities that go beyond the scope of this Agreement and for activities not included in COMMISSION-approved contracts (e.g. procurement of specialized material or equipment to be installed by the RPRP contractor, tie-in of improvements between COMMISSION-led efforts and U of R-led efforts, etc.).

- F. Pay for all costs incurred by COMMISSION pertaining to the inclusion and/or removal of the BETTERMENTS in the RPRP, up to the termination date should this AGREEMENT be terminated in accordance with Article 15 – Additional Provisions, Section A.
- G. Provide and pay for water service, which may be non-potable or potable at U of R’s discretion, for any landscape irrigation for the station area.
- H. Work cooperatively with COMMISSION to identify and grant to COMMISSION any permanent or temporary right-of-way needed by COMMISSION from the U of R for the RPRP project and provide the needed permanent or temporary title and access at no cost to COMMISSION and without requiring eminent domain proceedings.
- I. Provide all comments on the 60%, 90%, and 100% design submittals in writing within fourteen (14) calendar days of receipt.

ARTICLE 12: AUDIT & INSPECTION

COMMISSION shall maintain a complete set of records in accordance with generally accepted engineering, design and accounting principles. Upon reasonable notice, COMMISSION shall permit the authorized representatives of U of R to inspect and audit all work, material, payroll, books, accounts, and other data and records related to the BETTERMENTS for a period of five (5) years after final payment or until any on-going audit is completed.

ARTICLE 13: INDEMNIFICATION

The indemnification and defense obligations of this Agreement shall survive its expiration or termination. U of R shall indemnify, defend, and hold harmless COMMISSION, its officers, directors, employees, and agents from and against any and all claims (including attorney’s fees and reasonable expenses for litigation or settlement) from any claims, costs, loss or damages, including without limitation, for bodily injuries, death, worker’s compensation subrogation claims, or damage to or loss of use of property caused by or arising from the negligent acts, omissions, or willful misconduct by U of R, its officers, directors, employees, or agents in connection with or arising out of the performance of this Agreement.

COMMISSION shall indemnify, defend, and hold harmless U of R, its officers, directors, employees, and agents from and against any and all claims (including attorney's fees and reasonable expenses for litigation or settlement) for any claims, costs, loss or damages, including for bodily injuries, death, worker's compensation subrogation claims, or damage to or loss of use of property caused by or arising from the negligent acts, omissions, or willful misconduct by COMMISSION, its officers, directors, employees, or agents in connection with or arising out of the performance of this Agreement.

ARTICLE 14: NO THIRD PARTY BENEFICIARIES

This Agreement will not confer any rights or remedies upon any person or entity other than the PARTIES to this Agreement, and the PARTIES' respective successors and assigns.

ARTICLE 15 – ADDITIONAL PROVISIONS

- A. This agreement shall continue until terminated as provided below:
- a. Voluntary or involuntary transfer or assignment by either party hereto without the consent of the other party of any of the rights, titles, or obligations set forth in this Agreement;
 - b. Mutual agreement of the PARTIES hereto to terminate this AGREEMENT;
 - c. Any default or breach of the AGREEMENT by either PARTY hereto which has not been cured within thirty (30) days after notice of such default by the other party, or such later time as is reasonably necessary if the default cannot feasibly be cured within such thirty (30) day period:
- B. Notwithstanding paragraph A above, this agreement shall be terminated upon thirty (30) days written notice by COMMISSION to U of R, without liability of any kind on the part of COMMISSION, in the event that a) the RPRP or the University Station is, for any reason whatsoever, either not funded or defunded by COMMISSION or by any funding source upon which COMMISSION relies for funding for the project; b) any necessary governmental approval, permit or authorization for either the RPRP or the University Station is denied, withheld or revoked, including any such action by COMMISSION's Board of Directors; or c) construction of the RPRP or the University Station is enjoined

or otherwise prevented by order of any court or government agency having jurisdiction. In such a case, COMMISSION shall return to U of R any funds received for the design of the BETTERMENTS under this agreement not yet expended, but shall have no further obligation or liability.

- C. All PARTIES hereto warrant that they are duly authorized to execute this AGREEMENT on behalf of said PARTIES and that by so executing this AGREEMENT, the PARTIES hereto are formally bound to this AGREEMENT.
- D. Except on subjects preempted by Federal law, this AGREEMENT shall be governed and construed in accordance with the laws of the State of California. All PARTIES agree to follow all local, state, county and federal laws and ordinances with respect to performance under this AGREEMENT.
- E. If any clause or provision of this AGREEMENT is illegal, invalid or unenforceable under applicable present or future laws, then it is the intention of the PARTIES that the remainder of this AGREEMENT shall not be affected but shall remain in full force and effect.
- F. This AGREEMENT can be amended with a written amendment when agreed upon and duly authorized to be executed by both PARTIES.
- G. In the event of litigation arising from allegation of breach of this AGREEMENT, each PARTY to this AGREEMENT shall bear its own costs, including attorney(s) fees.
- H. This AGREEMENT may be signed in counterparts, each of which shall constitute an original document.
- I. Any notice required or authorized to be given hereunder or any other communications between the PARTIES provided for under the terms of this AGREEMENT shall be in writing, unless otherwise provided for herein, and shall be served personally or by reputable courier or by facsimile addressed to the relevant party at the address/fax number stated below.
- J. Notice given under or regarding this AGREEMENT shall be deemed given (a) upon actual delivery, if delivery is personally made; or (b) upon delivery into the United States Mail if delivery is by postage paid certified mail (return receipt requested), fax or private courier including overnight delivery services. Notice shall be sent to the respective Party

at the address indicated below or to any other address as a Party may designate from time to time by a notice given in accordance with this paragraph.

If to COMMISSION:

San Bernardino County Transportation Commission
1170 West 3rd Street, 2nd Floor
San Bernardino, CA 92410
Attention: Carrie Schindler, PE, Director of Transit & Rail Programs

If to University of Redlands:

Vice President for Finance and Administration
University of Redlands
1200 E. Colton Ave.
Redlands, CA 92373

The Recitals stated above are true and correct and are incorporated by this reference into the AGREEMENT. Exhibits “A-1”, “A-2”, “B”, and “C” are attached to and incorporated into this AGREEMENT.

SIGNATURES ON THE FOLLOWING PAGE:

IN WITNESS WHEREOF, the PARTIES hereto have caused this AGREEMENT to be entered into as of the date set forth above.

University of Redlands:

San Bernardino Associated Governments:

By: _____
Ralph Kuncel
President

By: _____
Raymond Wolfe, PhD
Chief Executive Officer

By: _____
Cory Nomura
VP, Finance and Administration

Attest: _____
Vicki Watson
Board Secretary

Attest: _____
Stan Weisser
Corporation Secretary

Approved as to form:

Approved as to form:

By: _____
Robert D. Herrick
Assistant General Counsel

By: _____
Brent Geraty
General Counsel

Attachment: 16-1001469 U of R_RPRP Draft 4r-rdh rev JRF [Revision 3] (2665 : RPRP Cooperative Agreement with U of R)

EXHIBIT A-1

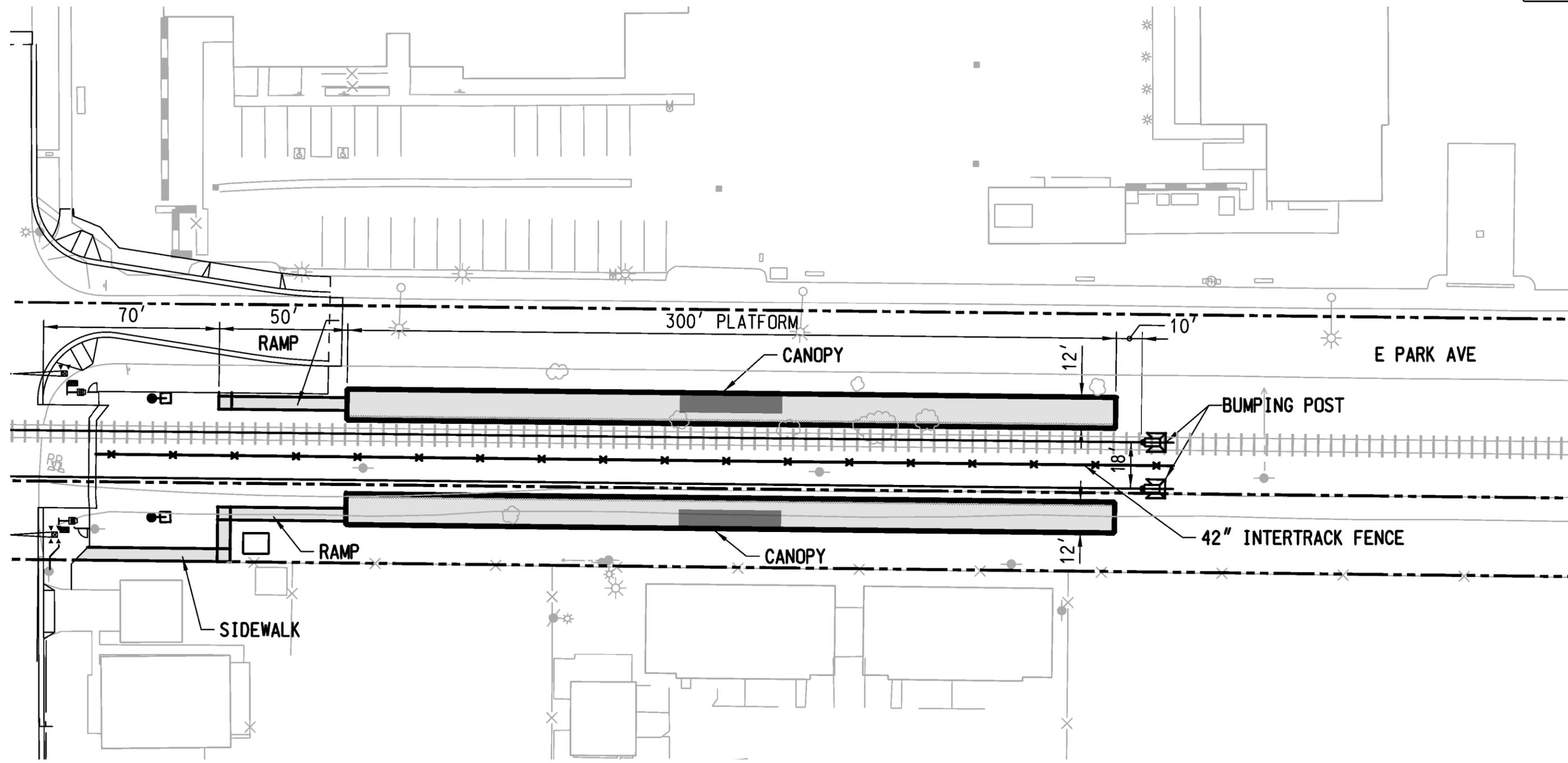
Baseline Station Description – University of Redlands (following FTA SCC)

10 GUIDEWAY & TRACK ELEMENTS (route miles)		
10.02	Guideway: At-grade semi-exclusive (allows cross-traffic)	Baseline design consists of all trackwork for two tracks @ 18' on-centers from the east end of the crossing panels at University Street, east to the bumpers or approximately 410' of track x 2. Intertrack fence, 42" height, welded wire mesh fabric.
10.11	Track: Ballasted	Track structure will be 136# CWR with concrete ties and clip system, locally available ballast 8" min depth from bottom of tie to top of subballast section.
10.12	Track: Special (switches, turnouts)	Two bumping posts at end of track
10.13	Track: Vibration and noise dampening	None proposed
20 STATIONS, STOPS, TERMINALS, INTERMODAL (number)		
20.01	At-grade station, stop, shelter, mall, terminal, platform	<ul style="list-style-type: none"> • Two 12' x 300' side platforms at DMU floor height (approx. 24" ATOR) • ADA complaint ramps at west end of each platform (see 40.06 below) • One modern style canopy (27'x5') • Bench seating on the north side platform only • Railings along ramps and landings along the path of travel meeting minimum dimensions, etc. per ADA 42" • Railing at back of both platforms. • ADA compliant detectable warning pavers/tiles at edge of both platforms • Fire extinguisher in cabinet at standard mounting height at each light pole • 22 single-head lensed pole-mounted lights • Canopy mounted lighting • 8 trash receptacles • Kiosk/Display case • Hose bib for platform wash down • Standard platform signage including station area wayfinding signage
40 SITEWORK & SPECIAL CONDITIONS		
40.01	Demolition, Clearing, Earthwork	<ul style="list-style-type: none"> • Structural excavation for 2-12'x300' transit station platforms • New 2" water service with meter and BFP • 150-ft 2" Sch-40 Water • New 100A electrical service with meter pedestal/panel
40.06	Pedestrian / bike access and accommodation, landscaping	<ul style="list-style-type: none"> • Accessible path of travel/walkway from bottom of ramp landing at west end of each platform to the public right-of-way of University Street. Transitional surface sidewalk; standard city sidewalk and style with PCC material meeting SSPWC "green book" specs. • Remove and replace curb along south side of Park Ave (add sidewalk) from grade crossing east to end of new platform. • Pedestrian track crossing contiguous with University Street west of station platform.

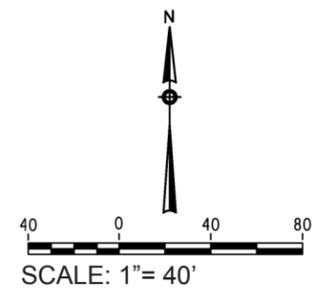
Attachment: Baseline Station Description - FINAL - EXHIBIT A-1 (2665 : RPRP Cooperative Agreement with U of R)

EXHIBIT A-1

		Standard configuration (gates, flashers, swing gates, channelization railing).
40.07	Automobile, bus, van accessways including roads, parking lots	<ul style="list-style-type: none"> • Parking east of station by others.
50 SYSTEMS		
50.05	Communications	<ul style="list-style-type: none"> • Station area local network with communication interface cabinet (CIC) • Electronic Passenger Information System (EPIS) • Station loudspeaker/annunciation system • Train control and signal system with instrument house • Video surveillance – 10 cameras mounted on light poles • Communication antenna
50.06	Fare collection system and equipment	<ul style="list-style-type: none"> • 1 Ticket Vending Machine. • Conduit stub-ups for future Ticket Vending Machine
60 ROW, LAND, EXISTING IMPROVEMENTS		
60.01	Purchase or lease of real estate	<ul style="list-style-type: none"> • Acquisition of UP Parcel #170-181-49
80 PROFESSIONAL SERVICES (applies to Cats. 10-50)		
80.02	Final Design	<ul style="list-style-type: none"> • Final engineering design for baseline station
80.03	Project Management for Design and Construction	<ul style="list-style-type: none"> • Includes Program Management Consultant time for baseline station
80.04	Construction Administration & Management	<ul style="list-style-type: none"> • CM for baseline station (assume 9% of construction costs) • DSDC (assume 4% of construction costs)
80.05	Professional Liability and other Non-Construction Insurance	N/A
80.06	Legal; Permits; Review Fees by other agencies, cities, etc.	<ul style="list-style-type: none"> • Review fees and permitting for utility service connections for baseline station
80.07	Surveys, Testing, Investigation, Inspection	Included in 80.04
80.08	Start up and Commissioning	Included in 80.04



Attachment: Baseline Station Description - FINAL - EXHIBIT A-1 (2665 : RPRP Cooperative Agreement with U of R)



University of Redlands Station Design
 Workshop 2 Resolution
 February 8, 2016

Station Platform Site Plan
 Baseline



T4-1

EXHIBIT A-1.3

EXHIBIT A-2

Betterment Station Description – University of Redlands (following FTA SCC)

10 GUIDEWAY & TRACK ELEMENTS (route miles)		
10.02	Guideway: At-grade semi-exclusive (allows cross-traffic)	Baseline design consists of all trackwork for two tracks @ 18' on-centers from the east end of the crossing panels at University Street, east to the bumpers or approximately 410' of track x 2. Intertrack fence, 42" height, welded wire mesh fabric.
10.11	Track: Ballasted	Track structure will be 136# CWR with concrete ties and clip system, locally available ballast 8" min depth from bottom of tie to top of subballast section.
10.12	Track: Special (switches, turnouts)	Two bumping posts at end of track
10.13	Track: Vibration and noise dampening	None proposed
20 STATIONS, STOPS, TERMINALS, INTERMODAL (number)		
20.01	At-grade station, stop, shelter, mall, terminal, platform	<ul style="list-style-type: none"> • Two 12' x 300' side platforms at DMU floor height (approx. 24" ATOR) • Exposed Aggregate Platform Finish • Monumental stairs (north platform) 240 SF • Platform stairs (south platform) 120 SF • Stair railings both sides • Raised bed planters (30") • ADA complaint ramps at west end of each platform (see 40.06 below) • Add ramps at east end of each platform (ADA compliant with railings, detectable warnings, landing, etc.) • One upgraded canopy ("Temple" style @ 13' x 60' with cupola with 9' O.C. north-south column spacing and 10' O.C. east-west column spacing One modern style canopy (25' x 7') • Additional/upgraded bench seating on both platforms Bench seating on the north side platform only • Upgrade canopy mounted lighting • Railings along ramps and landings along the path of travel meeting minimum dimensions, etc. per ADA 42" • Railing at back of both platforms and safety guardrails removed where planters will be constructed (credit) • Benches at platform level behind the TVMs and Emergency Phone Pedestal/display case • ADA compliant detectable warning pavers/tiles at edge of both platforms • Fire extinguisher in cabinet at standard mounting height at each light pole • Upgraded light poles and fixtures (22) 22 single-head lensed pole-mounted lights • 8 trash receptacles • Kiosk/Display case • Hose bib for platform wash down • Standard platform signage including station area

Attachment: Exhibit A-2 Betterment Discription FINAL 160324 (2665 : RPRP Cooperative Agreement with U of R)

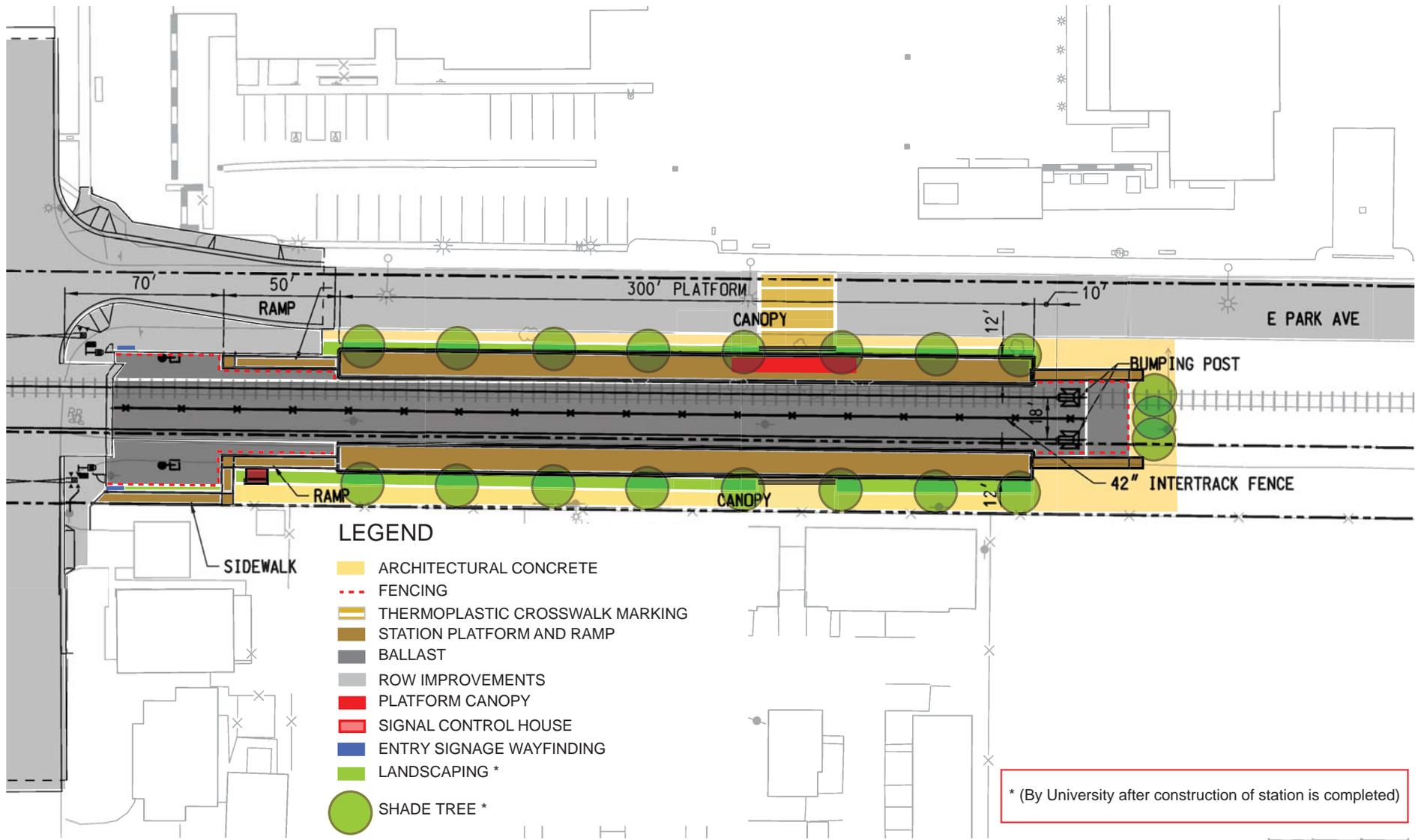
EXHIBIT A-2

		<ul style="list-style-type: none"> wayfinding signage Additional signage, add second kiosk; provide conduit stub-up for future use.
40 SITEWORK & SPECIAL CONDITIONS		
40.01	Demolition, Clearing, Earthwork	<ul style="list-style-type: none"> Structural excavation for 2-12'x300' transit station platforms New 2" water service with meter and BFP 150-ft 2" Sch-40 Water New 100A electrical service with meter pedestal/panel
40.06	Pedestrian / bike access and accommodation, landscaping	<ul style="list-style-type: none"> Accessible path of travel/walkway from bottom of ramp landing at west end of each platform to the public right-of-way of University Street. Transitional surface sidewalk; standard city sidewalk and style with PCC material meeting SSPWC "green book" specs. Additional walkway at east end of each platform ramp ("non-protected crossing" between platforms beyond rails)
		<ul style="list-style-type: none"> Remove and replace curb along south side of Park Ave (add sidewalk) from grade crossing east to end of new platform Remove and replace an additional 60' of curb along Park Ave (add sidewalk) at east end of station
		<ul style="list-style-type: none"> Pedestrian track crossing contiguous with University Street west of station platform. Standard configuration (gates, flashers, swing gates, channelization railing).
		<ul style="list-style-type: none"> Upgrade to decomposed granite between track ballasted section and walkways or planters.
		<ul style="list-style-type: none"> Irrigation system
		<ul style="list-style-type: none"> Irrigation meter (meter connection costs and permit fees presented in 80.06)
40.07	Automobile, bus, van accessways including roads, parking lots	<ul style="list-style-type: none"> Parking east of station by others
50 SYSTEMS		
50.05	Communications	<ul style="list-style-type: none"> Station area local network with communication interface cabinet (CIC) Electronic Passenger Information System (EPIS) Station loudspeaker/annunciation system Train control and signal system with instrument house Video surveillance – 20 40 cameras mounted on light poles, structure and adjacent locations as appropriate Video surveillance – connect video data and imagery stream to University of Redlands Public Safety Office (assumes method of connection will be hard-wired underground) Communication antenna
50.06	Fare collection system and equipment	<ul style="list-style-type: none"> 1 Ticket Vending Machine. Conduit stub-ups for future Ticket Vending Machine

Attachment: Exhibit A-2 Betterment Discription FINAL 160324 (2665 : RPRP Cooperative Agreement with U of R)

EXHIBIT A-2

60 ROW, LAND, EXISTING IMPROVEMENTS		
60.01	Purchase or lease of real estate	• Acquisition of UP Parcel #170-181-49
80 PROFESSIONAL SERVICES (applies to Cats. 10-50)		
80.02	Final Design	• Final engineering design for baseline station
80.03	Project Management for Design and Construction	• Includes Program Management Consultant time for baseline station
80.04	Construction Administration & Management	• CM for baseline station (assume 9% of construction costs) • DSDC (assume 4% of construction costs)
80.05	Professional Liability and other Non-Construction Insurance	N/A
80.06	Legal; Permits; Review Fees by other agencies, cities, etc.	• Review fees and permitting for utility service connections for baseline station
80.07	Surveys, Testing, Investigation, Inspection	Included in 80.04
80.08	Start up and Commissioning	Included in 80.04



- LEGEND**
- ARCHITECTURAL CONCRETE
 - FENCING
 - THERMOPLASTIC CROSSWALK MARKING
 - STATION PLATFORM AND RAMP
 - BALLAST
 - ROW IMPROVEMENTS
 - PLATFORM CANOPY
 - SIGNAL CONTROL HOUSE
 - ENTRY SIGNAGE WAYFINDING
 - LANDSCAPING *
 - SHADE TREE *

* (By University after construction of station is completed)

SCALE: 1"= 40'



University of Redlands Station Design
Workshop 2 Resolution
March 21, 2016

Station Platform Site Plan
Betterments



T5-1

EXHIBIT A-2.4

13.d

RPRP UNIVERSITY STATION COST ESTIMATE

<u>Cost Category</u>	<u>Baseline Costs</u>	<u>Baseline + Betterments Costs</u>	<u>Betterment Differential</u>
FTA SCC 10 - Guideway & Track Element:	\$ 63,860	\$ 63,860	\$ -
FTA SCC 20 - Stations, Stops, Terminals, Intermodal	\$ 963,110	\$ 1,529,300	\$ 566,190
FTA SCC 40 - Sitework & Special Conditions	\$ 114,600	\$ 159,920	\$ 45,320
FTA SCC 50 - Systems	\$ 503,120	\$ 518,760	\$ 15,640
Construction Sub-Total	\$ 1,644,690	\$ 2,271,840	\$ 627,150
30% Contingency	\$ 493,407	\$ 681,552	\$ 188,145
Total Construction Cost with Contingency	\$ 2,138,097	\$ 2,953,392	\$ 815,295
 FTA SCC 80 - Design, and Professional Services & Other Soft Costs			
Design	\$ 277,870	\$ 495,890	\$ 218,020
Betterment Design Contingency (10%)			\$ 21,802
Construction Management	\$ 192,430	\$ 265,810	\$ 73,380
Design Services During Construction	\$ 42,760	\$ 59,070	\$ 16,310
Review Fees and Permits	\$ 5,000	\$ 5,000	\$ -
Professional Services Sub-Total	\$ 518,060	\$ 825,770	\$ 329,512
 Baseline Total	\$ 2,656,157	\$ 3,779,162	\$ 1,144,807

Summary of Design Fees for Betterments Only

Design:	\$ 218,020
Betterment Design Contingency (10%):	\$ 21,802
Design Services During Construction:	\$ 16,310
Total Design fee for Betterments:	\$ 256,132

~Construction Contingency set at 30% based on the level of completion of the design

~values escalated at 3.5% to 2018 based on 2013 unit prices

Attachment: UofR Station Cost Estimate - 20160321 JRF (2665 : RPRP Cooperative Agreement with U of R)

Exhibit C

PROJECT SCHEDULE

Milestone	Date
Environmental Clearance	March 2015
Begin Design	November, 2015
60% Design	Aug. 2016
90% Design	March 2017
Ready to Advertise for Construction	April 2017
Begin Construction	January 2018
End Construction	Early 2020

Minute Action

AGENDA ITEM: 14

Date: *April 6, 2016*

Subject:

Cooperative Agreement with Esri for the Redlands Passenger Rail Project - New York Street Station

Recommendation:

That the Board, acting as the San Bernardino County Transportation Commission:

A. Authorize the Executive Director or his designee to negotiate the final form of and execute a Cooperative Agreement, Contract No.16-1001470 with Environmental Systems Research Institute, for the design and construction of the Redlands Passenger Rail Project New York Street Station, for an amount still being negotiated, but currently estimated at \$3,540,826 as approved by SANBAG legal counsel.

B. Approve a revenue budget amendment to the SANBAG Fiscal Year 2015/2016 Budget to increase Task No. 0324 Redland Passenger Rail Project in an amount of \$50,000 in accordance with the final negotiated value of Contract No. 16-1001470 in reimbursement Redlands Passenger Rail Project Funds from Environmental Systems Research Institute.

Background:

This Cooperative Agreement defines the roles and responsibilities between San Bernardino Associated Governments (SANBAG) and Environmental Systems Research Institute (Esri) for the design, construction, and maintenance of the New York Street Station as part of the Redlands Passenger Rail Project (RPRP). The New York Street Station, located at the intersection of Redlands Blvd. and New York Street in the City of Redlands is directly north of the Esri business campus. This station will provide access to passenger rail service to Esri and the surrounding community.

In a letter dated October 28, 2008, Esri expressed willingness and desire to develop, fund, construct, and maintain a station to serve the Esri campus and adjacent community that will be cost-neutral to SANBAG and will not impact the Redlands Passenger Rail Project (RPRP) delivery schedule. Esri has already provided an initial investment towards the New York Street Station, completing a conceptual plan for the station design.

SANBAG will act as the lead agency for design and construction of the New York Street Station. Per the attached agreement, Esri will reimburse SANBAG for all costs associated with the design, construction, and maintenance of the station. This agreement is currently in draft form and is undergoing final negotiations with Esri. The final agreement and contract cost will be completed and reviewed by SANBAG Legal Counsel prior to the Executive Director or designee executing the agreement.

Entity: CTC

Board of Directors Agenda Item

April 6, 2016

Page 2

A separate Operations and Maintenance Agreement defining roles and responsibilities will be entered into prior to the completion of station construction. It is anticipated that Esri will assume responsibility for maintenance of the station.

Financial Impact:

This item is not consistent with the approved SANBAG Fiscal Year 2015/2016 Budget. A budget amendment is requested in Recommendation B.

Reviewed By:

This item was reviewed and recommended for approval (7-0-1; Abstained: Ramos) by the Commuter Rail and Transit Committee on March 10, 2016. SANBAG General Counsel and Procurement Manager have reviewed this item.

Responsible Staff:

Carrie Schindler, Director of Transit and Rail

Approved
Board of Directors
Date: April 6, 2016

Witnessed By:

Contract Summary Sheet

General Contract Information

Contract No: 16-1001470 Amendment No.: N/A Vendor No.: 788
 Vendor/Customer Name: Esri Sole Source? Yes No
 Description: Coop Agreement for the RPRP New York St. Station
 Start Date: 4/6/2016 Expiration Date: N/A Revised Expiration Date: _____
 Has Contract Term Been Amended? No Yes - Please Explain _____
 List Any Related Contracts Nos.: 15-10001093 Amendment 1 - HDR Engineering, Inc.

Dollar Amount			
Original Contract	\$ 2,850,798.00	Original Contingency	\$ 690,028.00
Revised Contract (Inclusive of Prior Amendments)		Revised Contingency (Inclusive of Prior Amendments)	
Current Amendment		Contingency Amendment	
TOTAL CONTRACT VALUE	\$ 2,850,798.00	TOTAL CONTINGENCY VALUE	\$ 690,028.00
		TOTAL DOLLAR AUTHORITY (Contract Value and Contingency)	\$ 3,540,826.00

Contract Authorization

Executive Director Date: _____
 Executive Director Action: _____
 Board of Directors Date: 4/6/2016
 Board of Directors Action: Authorize Executive Director to execute 16-1001470

Contract Management: Payable/Miscellaneous

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

Contract Management: Receivable

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

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

Additional Information

Project Manager: _____

Attachment: SANBAG Contract Summary Sheet (2664 : Design with ESRI)

COOPERATIVE AGREEMENT NO. 16-1001470

BETWEEN

SAN BERNARDINO COUNTY TRANSPORTATION COMMISSION

AND

ESRI

FOR THE DEVELOPMENT & CONSTRUCTION OF A PASSENGER RAIL STATION

ADJUNCT TO THE ESRI CAMPUS IN THE CITY OF REDLANDS, CA

This Cooperative Agreement (“AGREEMENT”) is made and entered into on this _____ day of _____ 20__, by and between the San Bernardino County Transportation Commission, hereinafter referred to as “COMMISSION” and Environmental Systems Research Institute, Incorporated (Esri) hereinafter referred to as “Esri”, and may hereinafter be individually or collectively referred to as “PARTY” or “PARTIES”.

RECITALS

WHEREAS, Esri is recognized as a distinguished business member of the Redlands community;
and

WHEREAS, COMMISSION is responsible for implementation of the Redlands Passenger Rail Project;
and

and

WHEREAS, COMMISSION and Esri wish to work cooperatively to promulgate passenger rail transit related infrastructure improvements within the City of Redlands and County of San Bernardino adjacent to the Esri campus;
and

and

WHEREAS, COMMISSION intends to construct the Redlands Passenger Rail Project (RPRP) an approximately nine-mile passenger rail transit system on existing railroad right-of-way between the western terminus at the San Bernardino Transit Center located at Rialto Avenue and E Street in the City of San Bernardino to the eastern terminus located south of the University of Redlands campus between University Street and Cook Street in the City of Redlands;

and

WHEREAS, COMMISSION received environmental approval through a single document in a manner that addresses the requirements of both the California Environmental Quality Act (CEQA) and the Federal National Environmental Protection Act (NEPA) in March 2015 and has obtained or intends to obtain the necessary clearances, permits, authorizations and funding to perform the engineering, design and construction work necessary to complete the RPRP;

and

WHEREAS, Esri has expressed its desire in a letter to the COMMISSION dated October 27, 2008 that an RPRP passenger station facility (“STATION”) be located proximate to the intersection of Redlands Boulevard and New York Street in the City of Redlands to serve the Esri campus and adjacent communities;

and

WHEREAS, COMMISSION is supportive of Esri’s desired STATION provided its development, construction, security, and maintenance of said STATION are cost-neutral to COMMISSION and do not impact the RPRP delivery schedule;

NOW, THEREFORE, it is mutually understood and agreed by COMMISSION and Esri as follows:

ARTICLE 1: TERMS & CONDITIONS

COMMISSION will support Esri’s desired STATION to serve its campus and the surrounding community provided the STATION:

1. Design is mutually agreed-upon by both COMMISSION and Esri;
2. Is cost-neutral to COMMISSION;

3. Mutually acceptable conceptual design for the STATION and its amenities are provided by Esri to COMMISSION (Attachment A) not later than April 6, 2016, from which, to the extent practicable, the final STATION design will be developed;
4. Conceptual design is consistent with COMMISSION’s design criteria with regards to safety, security, accessibility, platform dimensions and is aesthetically compatible with City of Redlands architectural and cultural themes and requirements;
5. Conceptual design is consistent with any applicable state, federal, local and industry regulations, codes and standards including, but not limited to, the Americans With Disabilities Act (ADA), the American Public Transportation Association (APTA), the American Association of Railroads (AAR), the American Railway Engineering and Maintenance of Way Association (AREMA), and California Division of the State Architect, the National Fire Prevention Association (NFPA), the California Public Utilities Commission (CPUC), the Federal Railroad Administration (FRA) and the Federal Transit Administration (FTA);
6. Final design will be developed for one construction contract, with design and construction conducted by COMMISSION’s engineering, design and construction contractors, under the direct management and control of the COMMISSION and its program management resources;
7. Final design will comply with COMMISSION’s design criteria for RPRP stations, including station features such as changeable message signs, ticket vending machines, wayfinding signage, canopies, and benches.
8. Design and construction plans and specifications become a Baseline Element of the RPRP project and must not be changed or revised without approval of the Configuration Review Board (see RPRP *Configuration Management Plan*);
9. Development and construction do not delay COMMISSION’s ability to advertise for construction bids as defined in Attachment “D”.

ARTICLE 2: FUNDING

Esri shall fund all costs, estimated in Attachment B, related to the development, design, construction, maintenance, and security of the STATION, unless Esri elects not to proceed with construction of the STATION as set forth below.

DESIGN COSTS

The STATION design costs are currently estimated at \$621,759, as indicated in Attachment “B”, inclusive of an allowance for Esri-requested design changes. Esri shall pay this amount to COMMISSION upon execution of this Agreement. At the conclusion of design, should funding remain from the payment amount due to design savings, COMMISSION shall refund the savings to Esri or retain for use on STATION construction costs per the written direction of Esri.

CONSTRUCTION COSTS

Based on conceptual planning, the cost of constructing the STATION is estimated \$2,919,067, as indicated in Attachment “B”, inclusive of an allowance for Esri-requested construction changes.

Since the actual cost of constructing the STATION cannot be known with any degree of certainty until the COMMISSION receives the RPRP construction bids, the costs of constructing the STATION, as indicated in Attachment “B” are based on the conceptual planning done by Esri. During the design process, a construction cost estimate will be prepared by COMMISSION and its consultants showing the estimated cost of construction of the STATION prior to advertising for construction bids. Based on the cost estimate, Esri shall notify COMMISSION of its election to proceed with and pay for construction of, and construction related services for, the STATION within ten (10) days of receiving the cost estimate.

Esri shall pay to COMMISSION the amount of the RPRP construction bid related to the STATION and the allowance for Esri-requested constructed changes within fifteen (15) days of receiving notice from COMMISSION of the amount of the bid. At the conclusion of construction, should funding remain from the payment amount for construction, COMMISSION shall refund the savings to Esri within 30 days of the COMMISSION closing the construction contract.

PROGRESS REPORTS, ADDITIONAL COSTS AND SCHEDULE

COMMISSION will submit status reports on progress and expenditures related to the STATION to Esri on a quarterly basis. Such reports shall include invoices for the amount of any Esri-requested change orders or other unforeseen cost increases related to the design and/or construction of the STATION that exceed the allowances identified in Attachment B. Esri shall pay any such invoices within thirty (30) days of receipt of invoice. Esri agrees to the schedule identified in Attachment "D" and understands that there will be additional costs for design and/or construction of the STATION should Esri seek to make changes after April 6, 2016. Additionally, Esri acknowledges that COMMISSION will not delay the project to accommodate additional changes related to STATION that are not identified in Attachment "A."

ESRI FINAL ELECTION NOT TO PROCEED

Esri may elect not to proceed with the STATION based upon the construction cost of the STATION contained in the successful RPRP construction bid. If Esri elects not to proceed with construction of the STATION, Esri shall provide written notification to COMMISSION of such election within 10 calendar days of receiving the RPRP construction bid amount related to the STATION from the COMMISSION. Esri will reimburse COMMISSION for any additional cost to COMMISSION of redesigning the plans to eliminate the STATION and COMMISSION will proceed with RPRP construction.

ARTICLE 3: STATION NAMING RIGHTS

Upon completion of the STATION, COMMISSION will grant STATION naming privileges to Esri subject to COMMISSION Board review and approval.

ARTICLE 4: STATION MAINTENANCE & SECURITY

Esri will assume responsibility and pay for maintenance and security of the STATION once complete. The PARTIES will enter into a separate Maintenance and Security Agreement, prior to award of any construction contract for the STATION by COMMISSION, setting forth the COMMISSION's railroad safety and indemnity requirements, and other terms and conditions relative to maintenance and security for the STATION. COMMISSION will grant Esri access to STATION security cameras transmissions to assist in Esri performing STATION responsibilities. COMMISSION has identified certain areas in vicinity of STATION, as depicted

on Attachment B, where Esri access is not allowed except following approval granted by COMMISSION. Esri shall provide an emergency call button at STATION at no cost to COMMISSION.

ARTICLE 5: QUIET ZONES

In accordance with COMMISSION Memorandum of Understanding 15-1001047 between the City of Redlands and COMMISSION, Esri and COMMISSION, as necessary, will partner with the City of Redlands in the effort to establish said Quiet Zone(s);

ARTICLE 6: COMPLETE COOPERATIVE AGREEMENT

- A. Except as stated herein, this Agreement, including any exhibits and documents incorporated herein and made applicable by reference, constitute the complete and exclusive statement of the terms and conditions of the Agreement between COMMISSION and Esri concerning Esri's desired passenger rail transit STATION facility.
- B. The Recitals of this document are true and correct and are incorporated into this agreement by reference.
- C. This Cooperative Agreement defines the specific terms, conditions, and funding responsibilities of the Parties as they pertain to the subjects and projects addressed herein. Both COMMISSION and Esri agree that each will, in good faith, cooperate and coordinate with each other in all activities covered by this Agreement and any other supplemental agreements that may be required to facilitate purposes thereof.

ARTICLE 7: DELEGATED AUTHORITY

The actions taken by COMMISSION in the implementation of this Agreement are delegated to its Executive Director or designee; the actions required to be taken by Esri in the implementation of this Agreement are delegated to its CEO, President or designee. Esri may request, in writing using the change order form included as Attachment "C", changes to STATION design and construction, funded by Esri in accordance with Article 2. Esri delegates the authority for such written requests to (TBD).

ARTICLE 8: RESPONSIBILITIES OF COMMISSION

COMMISSION agrees to the following responsibilities:

- A. Act as the lead agency for the RPRP and shall manage, administer, coordinate, and oversee all work related to it, including the design and construction of the agreed upon STATION, as identified in COMMISSION approved contracts.
- B. Monitor all elements related to the STATION design and construction activities to verify schedules, quality, and budget goals are met, including proper identification of the construction bid items related to the STATION in the RPRP advertisement for construction bids.
- C. Comply with all notice, reporting and other obligations it may have under Article 2 above, including providing reasonable backup documentation for reports and invoices.
- D. Notify Esri in writing of any changes, or potential budgetary changes, in the schedule, scope of work, or design of the STATION within 30 days of identifying and confirming these changes. This includes notifying Esri of the construction bid results pertaining to STATION.
- E. To cooperate with Esri's reasonable long-term plans for transit-oriented-development (TOD) at and around the STATION.
- F. Provide and pay for electrical services to STATION.
- G. Grant a license agreement to Esri, on COMMISSION's terms and conditions, for the STATION location within COMMISSION's railroad right of way.
- H. Include Esri project manager as a member of the project team who may attend and participate in project team meetings with respect to decisions pertaining to the Station. Such meetings are anticipated to be held monthly, but shall be subject to scheduling by the project team as need arises.
- I. Submit to Esri the 60%, 90%, and 100% design packages for review and comment and provide a written response to any comments formally received by Esri.

J.

ARTICLE 9: RESPONSIBILITIES OF Esri

Esri agrees to the following responsibilities:

- A. Provide to COMMISSION written requests for services to be performed by COMMISSION or their contractors under this Agreement.
- B. Comply with all notice, funding, reporting and other obligations it may have under Article 2 above.
- C. Designate a project manager to be the point of contact between the PARTIES and to coordinate with COMMISSION on the design and construction of STATION.
- D. Pay for all costs incurred by COMMISSION pertaining to the inclusion and/or removal of STATION in the RPRP, should this AGREEMENT be terminated in accordance with Article 12 – Additional Provisions, Section A.
- E. To verify its STATION design criteria are consistent with all applicable state, federal, local and industry regulations, codes and standards including, but not limited to, the Americans With Disabilities Act (ADA), the American Public Transportation Association (APTA), the American Association of Railroads (AAR), the American Railway Engineering and Maintenance of Way Association (AREMA), and California Division of the State Architect, the National Fire Prevention Association (NFPA), the California Public Utilities Commission (CPUC), the Federal Railroad Administration (FRA) and the Federal Transit Administration (FTA); and must not diminish nor conflict with COMMISSION’s design criteria and specifications with regards to safety, security, accessibility and platform length, width and height;
- F. Provide to COMMISSION written requests for services to be performed by COMMISSION or their design and construction contractors under this Agreement.
- G. To dedicate to COMMISSION the real property (land) adjacent to the RPRP right-of-way necessary for the STATION and its associated facilities, utilities, data communications, and accessibility features. Title to said property shall be transferred to COMMISSION.

- H. Provide and pay for water service for STATION.
- I. Provide all comments on the 60%, 90%, and 100% design submittals in writing within fourteen (14) calendar days of receipt.

ARTICLE 10: AUDIT & INSPECTION

COMMISSION shall maintain a complete set of records in accordance with generally accepted engineering, design and accounting principles. Upon reasonable notice, COMMISSION shall permit the authorized representatives of Esri to inspect and audit all work, material, payroll, books, accounts, and other data and records related to the STATION for a period of five (5) years after final payment or until any on-going audit is completed.

ARTICLE 11: INDEMNIFICATION

The indemnification and defense obligations of this Agreement shall survive its expiration or termination. Esri shall indemnify, defend, and hold harmless COMMISSION, its officers, directors, employees, and agents from and against any and all claims (including attorney's fees and reasonable expenses for litigation or settlement) for any loss or damages, bodily injuries, including death, worker's compensation subrogation claims, damage to or loss of use of property caused by the STATION, or any negligent acts, omissions, or willful misconduct by Esri, its officers, directors, employees, or agents in connection with or arising out of the performance of this Agreement.

COMMISSION shall indemnify, defend, and hold harmless Esri, its officers, directors, employees, and agents from and against any and all claims (including attorney's fees and reasonable expenses for litigation or settlement) for any loss or damages, bodily injuries, including death, worker's compensation subrogation claims, damage to or loss of use of property caused by the negligent acts, omissions, or willful misconduct by COMMISSION, its officers, directors, employees, or agents in connection with or arising out of the performance of this Agreement.

ARTICLE 12: ADDITIONAL PROVISIONS

- A. This agreement shall continue until terminated as provided below:

1. Voluntary or involuntary transfer or assignment by either party hereto without the consent of the other party of any of the rights, titles, or obligations set forth in this Agreement;
 2. Mutual agreement of the PARTIES hereto to terminate this AGREEMENT;
 3. Any default or breach of the AGREEMENT by either PARTY hereto which has not been cured within thirty (30) days after notice of such default by the other party, or such later time as is reasonably necessary if the default cannot be cured within such thirty (30) day period:
- B. Notwithstanding paragraph A above, this agreement shall be terminated upon thirty (30) days written notice by COMMISSION to Esri, without liability of any kind on the part of COMMISSION, in the event that a) the RPRP or the STATION is, for any reason whatsoever, either not funded or defunded by COMMISSION or by any funding source upon which COMMISSION relies for funding for the project; b) any necessary governmental approval, permit or authorization for either the RPRP or the STATION is denied, withheld or revoked, including any such action by COMMISSION's Board of Directors; or c) construction of the RPRP or the STATION is enjoined or otherwise prevented by order of any court or government agency having jurisdiction. In such a case, COMMISSION shall return to Esri any funds received for the design of the STATION under this agreement not yet expended, but shall have no further obligation or liability.
- C. All PARTIES hereto warrant that they are duly authorized to execute this AGREEMENT on behalf of said PARTIES and that by so executing this AGREEMENT, the PARTIES hereto are formally bound to this AGREEMENT.
- D. Except on subjects preempted by Federal law, this AGREEMENT shall be governed and construed in accordance with the laws of the State of California. All PARTIES agree to follow all local, state, county and federal laws and ordinances with respect to performance under this AGREEMENT.

- E. If any clause or provision of this AGREEMENT is illegal, invalid or unenforceable under applicable present or future laws, then it is the intention of the PARTIES that the remainder of this AGREEMENT shall not be affected but shall remain in full force and effect.
- F. This AGREEMENT can be amended with a written amendment when agreed upon and duly authorized to be executed by both PARTIES.
- G. In the event of litigation arising from this AGREEMENT, the prevailing party shall be entitled to recover its costs, including, without limitation, attorney(s) fees.
- H. This AGREEMENT may be signed in counterparts, each of which shall constitute an original document.
- I. Any notice required or authorized to be given hereunder or any other communications between the PARTIES provided for under the terms of this AGREEMENT shall be in writing, unless otherwise provided for herein, and shall be served personally or by reputable courier or by facsimile addressed to the relevant party at the address/fax number stated below.
- J. Notice given under or regarding this AGREEMENT shall be deemed given (a) upon actual delivery, if delivery is personally made; or (b) upon delivery into the United States Mail if delivery is by postage paid certified mail (return receipt requested), fax or private courier including overnight delivery services. Notice shall be sent to the respective Party at the address indicated below or to any other address as a Party may designate from time to time by a notice given in accordance with this paragraph.

If to COMMISSION:

San Bernardino County Transportation Commission
 1170 West 3rd Street, 2nd Floor
 San Bernardino, CA 92410

Attention: Carrie Schindler, PE, Director of Transit & Rail Programs

If to Esri:

Esri
380 New York St
Redlands, CA 92373

Attention: Don Berry, Director of Operations

The Recitals stated above are true and correct and are incorporated by this reference into the AGREEMENT. Attachment “A”, “B”, “C”, and “D” are attached to and incorporated into this AGREEMENT.

SIGNATURES ON THE FOLLOWING PAGE:

DRAFT

Attachment: 160216 RPRP - SANBAG-ESRI Station Coop 151218 jlfmt [Revision 1] (2664 : Design with ESRI)

IN WITNESS WHEREOF, the PARTIES hereto have caused this AGREEMENT to be entered into as of the date set forth above.

Environmental Systems Research Institute, Inc.: San Bernardino Associated Governments:

By: _____

By: _____

Raymond W. Wolfe
Executive Director

Attest:

By: _____

By: _____

Jeffery Hill
Procurement Manager

Approved as to form:

By: _____

Attest: _____

Vicki Watson
Board Secretary

Approved As To Form:

By: _____

Robert D. Herrick
Assistant General Counsel

Attachment A

Station Description – Esri (following FTA SCC)

10 GUIDEWAY & TRACK ELEMENTS (route miles)		
10.02	Guideway: At-grade semi-exclusive (allows cross-traffic)	<ul style="list-style-type: none"> • Baseline design (no cost to Esri) consists of all trackwork for one track south of New York Street, approximately 600' of track through the station area. • Channelization fence at edge of platform and along Right-of-Way north of the tracks (1000 LF)
10.11	Track: Ballasted	<ul style="list-style-type: none"> • Baseline design (no cost to Esri) consists of track structure of 136# CWR with concrete ties and clip system, locally available ballast 8" min depth from bottom of tie to top of subballast section.
20 STATIONS, STOPS, TERMINALS, INTERMODAL (number)		
20.01	At-grade station, stop, shelter, mall, terminal, platform	<ul style="list-style-type: none"> • Refer to rendering from Workshop results dated Dec 2012 and attached. • One 12' x 300' side platform at DMU floor height (approx. 24" ATOR) • Concrete "Esri Red Salt" Finish along platform • Platform "monument" stairs and platform staircase (south and east of platform) 120 SF each • Stair railing in middle of staircase • ADA walkway/ramp at east end of walkway (ADA compliant with railings, detectable warnings, landing, etc.) see 40.06 • Two canopies with lighting (offset cantilever flat roof and two-column design per rendering 8' x 20' ea.) • Railings along ramps and landings along the path of travel meeting minimum dimensions, etc.; 42" • Custom ornamental guardrail at back of platform • ADA compliant detectable warning pavers/tiles at edge of platform • Fire extinguisher in cabinets • Light poles and fixtures • Bench seating on platform (4 benches) • 4 Trash receptacles • 2 Kiosks/Map cases • Hose bib for platform wash down • Standard platform signage including station area wayfinding signage
40 SITEWORK & SPECIAL CONDITIONS		
40.01	Demolition, Clearing, Earthwork	<ul style="list-style-type: none"> • Structural excavation for one 12'x300' transit station platform • New 2" water service with meter and BFP (Water Service provided by Esri) • 2" Sch-40 Water • New 100A electrical service with meter pedestal/panel
40.02	Site Utilities, Utility Relocation	<ul style="list-style-type: none"> • Storm drains and minor utility relocation. (The presence of the boarding platform forces ditch to become storm drain pipe).
40.05	Site structures including retaining walls, sound walls	<ul style="list-style-type: none"> • Retaining wall with stamped concrete finish for pedestrian walkway

Attachment: Attachment A - SOW FINAL (2664 : Design with ESRI)

Attachment A

40.06	Pedestrian / bike access and accommodation, landscaping	<ul style="list-style-type: none"> • Accessible path of travel/walkway from Esri site and from walkway at east end of to the public right-of-way of Redlands Boulevard and New York Street. Transitional surface sidewalk; standard city sidewalk and style with PCC material meeting SSPWC “green book” specs. • New Curb, Gutter and Sidewalk (Redlands Blvd and New York St.) as required for path of travel and associated station improvement connections to public streets. • At-grade pedestrian crossing panels across track that will connect pedestrians to sidewalk linking West Stuart Avenue to the New York Station (including signage, swing gates, detectable warning, and channelization fence). (See 50 Systems for grade crossing warning device) • Pedestrian road crossing at Redlands Boulevard east of station platform. • Required updates to pedestrian crossing at Redlands Boulevard • Bollards at pedestrian road crossing at Redlands Boulevard • Street Trees (includes sidewalk grates where necessary) – procurement and planting of trees by Esri at a future date, not part of this agreement. • Landscaping (grassy areas, 5 gallon shrubs decorative gravel and boulders, excludes trees) – procurement and planting of landscaping by Esri at a future date, not part of this agreement. • Prepare for future irrigation system (by Esri) by installing minimum required irrigation sleeves, pipes and control wiring to avoid removing station hardscape and improvements in the future. • Irrigation meter and connection (by Esri) - future • Planting and Trees (by Esri) - future
50 SYSTEMS		
50.02	Traffic signals and crossing protection	<ul style="list-style-type: none"> • Crossing warning system with instrument house for at-grade pedestrian crossing in station
50.05	Communications	<ul style="list-style-type: none"> • Station area local network with communication interface cabinet (CIC) • Electronic Passenger Information System (EPIS) • Station loudspeaker/annunciation system • Video surveillance – 10 cameras mounted on light poles, structure and adjacent locations as appropriate • Video surveillance – connect video data and imagery stream to Esri campus security/operations center. • Emergency call button or box (by Esri) - future
50.06	Fare collection system and equipment	<ul style="list-style-type: none"> • 1 Ticket Vending Machine.
80 PROFESSIONAL SERVICES (applies to Cats. 10-50)		
80.02	Final Design	<ul style="list-style-type: none"> • Final engineering design for station and at-grade crossing
80.03	Project Management for Design and	<ul style="list-style-type: none"> • Includes Program Management Consultant time

Attachment A

	Construction	for baseline station (no cost to Esri for this item)
80.04	Construction Administration & Management	<ul style="list-style-type: none"> • CM for baseline station (assume 9% of construction costs) • DSDC (assume 2% of construction costs)
80.05	Professional Liability and other Non-Construction Insurance	N/A
80.06	Legal; Permits; Review Fees by other agencies, cities, etc.	<ul style="list-style-type: none"> • Review fees and permitting for utility service connections for baseline station (allowance)
80.07	Surveys, Testing, Investigation, Inspection	Included in 80.04
80.08	Start up and Commissioning	Included in 80.04



ESRI Gateway
RPRP: New York Station Design Charrette 3
December 12, 2012

Selected
Scheme

New York Station
Aerial View from SE





ESRI Gateway
RPRP: New York Station Design Charrette 3
December 12, 2012

Selected
Scheme

New York Station
View from South





ESRI Gateway
RPRP: New York Station Design Charrette 3
December 12, 2012

Selected
Scheme

New York Station
Aerial View from SE





ESRI Gateway
RPRP: New York Station Design Charrette 3
December 12, 2012

Selected
Scheme

New York Station
View from North





ESRI Gateway
RPRP: New York Station Design Charrette 3
December 12, 2012

Selected
Scheme

New York Station
Platform View



Attachment B

RPRP NEW YORK STREET STATION COST ESTIMATE

<u>Cost Category</u>	<u>Costs</u>
FTA SCC 10 - Guideway & Track Elements	\$97,000
FTA SSC 20 - Stations, Stops, Terminals, Intermodal	\$822,144
FTA SCC 40 - Sitework & Special Conditions	\$248,450
FTA SCC 50 - Systems	\$885,380
Construction Sub-Total	\$2,052,974
30% Contingency	\$615,892
<hr/>	
Total Construction Cost with Contingency	\$2,668,866
FTA SCC 80 - Design, and Professional Services & Other Soft Costs	
Design	\$494,243
Design Contingency (15%)	\$74,136
Construction Management	\$240,200
Design Services During Construction	\$53,380
Review Fees and Permits	\$10,000
Professional Services sub total	\$871,959
<hr/>	
TOTAL STATION COST	\$3,540,826

Summary of Design Fees

Design:	\$494,243
Design Contingency (15%):	\$74,136
Design Services During Construction:	\$53,380
Total Design Fee:	\$621,759

~Construction Contingency set at 30% based on the level of completion of the design

~values escalated at 3.5% to 2018 based on 2013 unit prices

Attachment: Attachment B - Cost Estimate FINAL (2664 : Design with ESRI)

Project Change Request



Project Name		Change Number	
Requested By		Date of Request	
Presented To			

Change Name

Description of Change:

Reason for Change:

Effect on Deliverables (including a list of any affected deliverables):

Effect on Organization:

Effect on Schedule (including Estimated Completion Date for this change):

Effect on Project Cost:

Item Description	Hours		Dollars	
	Reduction	Increase	Reduction	Increase
Analysis		0		\$ 0.00
Development		0		\$ 0.00
Total Net Change in Cost:				\$ 0.00

Effect of NOT Approving this Change:

Reason for Rejection (if applicable):

Attachment: Attachment C - RPRP Project Change Request_template (2664 : Design with ESRI)

Project Change Request



Esri Project Manager

Approved Signature: _____

Rejected Title: _____ Date: _____

SANBAG Project Manager

Approved Signature: _____

Rejected Title: _____ Date: _____

Attachment: Attachment C - RPRP Project Change Request_template (2664 : Design with ESRI)

Attachment D

PROJECT SCHEDULE

Milestone	Date
Environmental Clearance	March 2015
Begin Design	November, 2015
60% Design	Aug. 2016
90% Design	March 2017
Ready to Advertise for Construction	April 2017
Begin Construction	January 2018
End Construction	Early 2020

Minute Action

AGENDA ITEM: 15

Date: April 6, 2016

Subject:

Amendment 1 to Contract No. 15-1001093 with HDR Engineering, Inc for the Redlands Passenger Rail Project

Recommendation:

That the Board, acting in its capacity as the San Bernardino County Transportation Authority, approve the following, contingent upon the execution and final negotiated contract amount of Cooperative Agreements No. 16-1001469 with the University of Redlands and No. 16-1001470 with Esri:

A. Authorize the Executive Director or designee to approve Amendment No. 1 to Contract No. 15-1001093 with HDR Engineering, Inc. for additional design services related to the New York Street and University Stations for the Redlands Passenger Rail Project, increasing the contract amount by \$781,950 for a new contract amount of \$25,978,774.

B. Authorize the Executive Director or designee to approve a contingency amount not-to-exceed \$95,942 for Amendment No. 1 to Contract No. 15-1001093 for a new total contingency amount of \$2,615,624 and to release contingency as necessary for the project.

Background:

On October 7, 2015 the SANBAG Board of Directors awarded Contract 15-1001093 to HDR Engineering, Inc. (HDR) for final design services for the Redlands Passenger Rail Project (RPRP). The scope of work for HDR's contract included performing final design, securing environmental and other necessary permits, design services during construction, environmental studies, and support services during outreach and coordination with third parties as required for the construction and implementation of the mainline portion of RPRP.

This first amendment to the HDR contract and the associated budget increase is to include design efforts to complete the New York Street Station and betterments to the University Station. Plans for the New York Street Station and betterments at the University Station were still at the conceptual level at the time the original HDR contract was awarded and thus were not included in the original contract.

During the initial development of RPRP, SANBAG did not identify the New York Street Station as being included as part of the first phase of RPRP. In a letter dated October 28, 2008, Environmental Systems Research Institute, Inc. (Esri) expressed willingness and desire to develop, fund, construct, and maintain the New York Street Station, which is located just north of the Esri business campus, which would serve its employees, customers, and the adjacent community. SANBAG is currently finalizing negotiations with Esri for Cooperative Agreement No. 16-1001470, which specifies that the design, construction, and maintenance will be cost neutral to SANBAG and will not impact the RPRP delivery schedule.

Entity: CTA

While SANBAG was completing the preliminary design and environmental clearance of RPRP, the University of Redlands (U of R) expressed interest in funding betterments to the planned University Station, which is the eastern terminus of RPRP and located at the southern boundary of the U of R campus. The original HDR contract included scope to design a “basic” station. The U of R is interested in funding efforts to complete “betterments” to the station to be memorialized in Cooperative Agreement No. 16-1001469, which is currently under negotiation with the U of R.

Based on the final execution and negotiated amounts of Cooperative Agreements No. 16-1001469 and 16-1001470, which stipulate that Esri and the U of R are responsible to fund the design and implementation elements associated with their respective stations, staff recommends amending HDR Contract No. 15-1001093 to execute the design at each station using the funds obligated by the private partners.

Financial Impact:

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

Reviewed By:

This item was reviewed and recommended for approval (7-0-1; Abstained: Ramos) by the Commuter Rail and Transit Committee on March 10, 2016. SANBAG General Counsel and Procurement Manager have reviewed this item and the contract.

Responsible Staff:

Carrie Schindler, Director of Transit and Rail

Approved
Board of Directors
Date: April 6, 2016

Witnessed By:

Contract Summary Sheet

General Contract Information

Contract No: 15-1001093 Amendment No.: 1 Vendor No.: 00982
 Vendor/Customer Name: HDR Engineering, Inc. Sole Source? Yes No
 Description: RPRP Final Design Amend. 1 - New York St. & University Station
 Start Date: 4/6/2016 Expiration Date: 6/30/2022 Revised Expiration Date: N/A
 Has Contract Term Been Amended? No Yes - Please Explain _____
 List Any Related Contracts Nos.: 16-1001469, 16-1001470

Dollar Amount			
Original Contract	\$ 25,196,824.00	Original Contingency	\$ 2,519,682.00
Revised Contract (Inclusive of Prior Amendments)		Revised Contingency (Inclusive of Prior Amendments)	
Current Amendment	\$ 781,950.00	Contingency Amendment	\$ 95,942.00
TOTAL CONTRACT VALUE	\$ 25,978,774.00	TOTAL CONTINGENCY VALUE	\$ 2,615,624.00
		TOTAL DOLLAR AUTHORITY (Contract Value and Contingency)	\$ 28,594,398.00

Contract Authorization

Executive Director Date: _____
 Executive Director Action: _____
 Board of Directors Date: 4/6/2016
 Board of Directors Action: Authorize Executive Director to execute Amendment 1 to 15-1001093

Contract Management: Payable/Miscellaneous

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

Contract Management: Receivable

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

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

Additional Information

Project Manager: _____

Attachment: Contract Summary Sheet (2669 : RPRP Amendment 1 with HDR)

AMENDMENT NO. 1 TO CONTRACT NO. 15-1001093

FOR

FINAL DESIGN SERVICES FOR REDLANDS PASSENGER RAIL PROJECT

(HDR ENGINEERING, INC)

This AMENDMENT No. 1 to Contract No. 15-1001093 is made by and between the San Bernardino County Transportation Authority (hereafter called AUTHORITY) and HDR Engineering, Inc. (hereafter called CONSULTANT):

RECITALS

- A. AUTHORITY, under Contract No. 15-1001093, engaged CONSULTANT to provide final design services for Redlands Passenger Rail Project ("Contract"); and
- B. AUTHORITY, wishes to engage CONSULTANT to provide additional design services with respect to adding the New York Street Station and certain betterments to the design for the University Station as part of the Redlands Passenger Rail Project. The parties have agreed that such additional design services will increase the Contract price by \$781,950 for a new contract amount of \$25,978,774; and

NOW, THEREFORE, in consideration of the terms and conditions set forth herein, CONSULTANT and AUTHORITY do hereby agree to amend Contract No. 15-1001093 as follows:

1. Article 3 "Compensation", sub-paragraph 3.8, is deleted and replaced in its entirety to read as follows:

"3.8 The total amount payable by SANBAG shall not exceed Twenty-Five Million Nine Hundred Seventy-Eight Thousand Seven Hundred Seventy-Four Dollars (\$25,978,774)."
2. The Scope of Services for Contract No. 15-1001093 shall be amended to reflect the additions described in Exhibit "A.1" to this Amendment No. 1, all to be performed to AUTHORITY's satisfaction. Except as specifically amended in Exhibit "A.1", the current provisions of the Scope of Services shall remain in force and effect."
3. The Fee Schedule for Contract No. 15-1001093 shall be amended to reflect the additions described in Exhibit "B.1" to this Amendment No. 1, all to be performed to AUTHORITY's satisfaction. Except as specifically amended in Exhibit "B.1", the current provisions of the Fee Schedule shall remain in force and effect."

- 4. The Recitals set forth above are incorporated herein by this reference.
- 5. Except as amended by this Amendment No. 1, all other provisions of Contract No. 15-1001093, and amendments thereto, shall remain in full force and effect and are incorporated herein by this reference.
- 6. This Amendment No. 1 is effective upon execution by AUTHORITY.

IN WITNESS WHEREOF, the parties have executed this Amendment No. 1 below.

CONSULTANT

SANBAG

By: _____
 Kip Field, PE
 Assistant Vice President

By: _____
 Raymond W. Wolfe
 Executive Director

Date: _____

Date: _____

APPROVED AS TO FORM:

By: _____
 Eileen Monaghan Teichert
 General Counsel

Date: _____

CONCURRENCE:

By: _____
 Jeffery Hill
 Procurement Manager

Date: _____

Attachment: HDR Amendment 1 (2669 : RPRP Amendment 1 with HDR)

EXHIBIT A-1

SCOPE OF WORK***General Description***

SANBAG has agreed with two public-private partners, Esri and the University of Redlands for the addition of a passenger station at New York Avenue and the inclusion of certain betterments at the University of Redlands Station. These project modifications will require additional project management, design and construction services. Those modifications will be formalized in Cooperative Agreements with each of the two public-private partners. The following scope of services identifies the modifications to the scope of services of Contract 15-1001093 required to enact the proposed changes.

The following new tasks shall be added:

TASK 45 – Design Esri Station

CONSULTANT shall develop construction documents for a passenger station at New York Street based on the description provided for what will be Cooperative Agreement No. 16-1001470 Between San Bernardino County Transportation Commission and Esri. The work shall follow the same approach as is contained in the base scope of services Tasks 34 through 37, 60%, 90%, 100% and IFB Design phases and submittals.

Additionally, CONSULTANT shall support bidding and construction in the same manner and fashion as the other stations and described in Tasks 39 and 40.

An “in-station pedestrian” at-grade crossing shall be included in the scope of the work and including the effort to support the application to the CPUC for the new crossing.

TASK 46 – Design for “betterments” at the University of Redlands Station

CONSULTANT shall develop construction documents for additional design and station features (betterments) for the planned station at the University of Redlands and based on the description provided for what will be Cooperative Agreement 16-1001469 Between San Bernardino County Transportation Commission and the University of Redlands. The work shall follow the same approach as is contained in the base scope of services for Tasks 34 through 37, 60%, 90%, 100% and IFB Design phases and submittals and shall be seamlessly integrated into the documents currently planned for this station.

Additionally, CONSULTANT shall support bidding and construction in the same manner and fashion as the other stations and described in Tasks 39 and 40.

Station parking or the extension of Park Avenue is not considered or included in the station betterments to be designed herein.

HDR Team Fee Summary Addition of New York St. Station and Betterments at University Station

Amendment No. 1 to Contract 15-1001093

	Prime		Subs		
HDR Engineering		PAC Engineering, LLC	STC Traffic Consulting, Inc.	Subtotal	Total (includes rounding used in COOP Agmt)
	PRE				

Task 45 - Design New York Street Station

Design Fees	\$401,079	\$25,875	\$21,081	\$46,205	\$494,241	\$494,240
Design Contingency (15%)	\$60,162	\$3,881	\$3,162	\$6,931	\$74,136	\$74,140
DSDC Totals (@ 2% of Const. Value)						\$53,380

New York St. Total for Design Team Contract Amendment	\$547,620
New York St. DesignTotal	\$547,620

Task 46 - Design Betterments at the University Station

Base Fee (Current Contracted Amount)	\$214,780	\$0	\$22,881	\$40,206	\$277,867	\$277,870
Fee for Base+Betterments Design	\$407,056	\$0	\$42,631	\$46,205	\$495,892	\$495,890
Net Fee increase attributed to Betterments	\$192,276	\$0	\$19,750	\$5,999	\$218,025	\$218,020
Design Contingency (10%)	\$19,228	\$0	\$1,975	\$600	\$21,803	\$21,802
Betterments DSDC Total (@ 2% of Const. Value)						\$16,310

University Betterments Total for Design Team Contract Amendment	\$234,330
University Betterments Total	\$234,330

Total Value of Design Team Contract Amendment	\$781,950
TOTAL AMENDMENT	\$781,950

Attachment: Exhibit B.1 - Fee Schedule (2669 : RPRP Amendment 1 with HDR)

Minute Action

AGENDA ITEM: 16

Date: April 6, 2016

Subject:

State and Federal Legislative Update

Recommendation:

Receive and file the legislative update.

Background:

State Legislative Update

February 19th was the last day for bills to be introduced this year. In addition to bills that carried over from last year, there were over 1,300 Assembly and over 650 new Senate bills introduced. As bills move through the legislative process, staff will continue to monitor and bring bills forward that are of specific interest to SANBAG.

In July 2015, the Board of Directors authorized the Legislative Ad Hoc Committee (comprised of the Board President, Vice President/General Policy Committee Chair, and Immediate Past President) to take positions on state legislation on behalf of the Board of Directors when that proposed position is consistent with the current adopted legislative platform. The positions taken by the Legislative Ad Hoc Committee are then presented to the General Policy Committee at the next meeting. Bills that are particularly noteworthy or fall outside of the scope of the legislative platform are taken through the Board and Committee process for action.

The General Policy Committee received an update on four bills the Legislative Ad Hoc Committee took positions on in the month of March. Information about those bills is provided below.

**AB 1569 Steinorth (R-Rancho Cucamonga) California Environmental Quality Act:
 exemption: existing transportation infrastructure
 Position: Support**

AB 1569 will provide a California Environmental Quality Act (CEQA) exemption for projects to inspect, maintain, repair, replace, or remove existing highways and roads. The bill provides reasonable exemptions to work being done on existing roads and highways, recognizing that much of the state's infrastructure has already undergone CEQA review for its initial construction. The proposed streamlining in AB 1569 could save SANBAG time and money when maintaining current infrastructure needs by reducing potential litigation and duplicative project work.

Entity: CMA, COG, CTA, CTC, SAFE

**AB 2170 Frazier (D-Oakley) Trade Corridors Improvement Fund: federal funds
 Position: Support**

The federal surface transportation bill provides \$10.8 billion over five years dedicated to freight and goods movement: \$6.3 billion in formula funds and \$4.5 billion for a merit-based, multi-modal competitive grant program. AB 2170 would require that revenues apportioned to the state from the formula portion of these funds be deposited into the TCIF program, to fund projects throughout the state's most congested corridors under the existing framework. With an estimated \$70 billion in significant projects identified in Southern California alone, additional funding for the TCIF program can be immediately put to work to deliver additional improvements to the goods movement system.

**SB 824 Beall (D-San Jose) Low Carbon Transit Operations Program
 Position: Support**

SB 824 adds more tools and flexibility to allow public transit agencies to more effectively manage and utilize their Low Carbon Transit Operations Program (LCTOP) formula shares, and includes several administrative streamlining provisions. The added flexibility proposed in this bill will allow our region to spend our share more effectively. Specifically, smaller operators should see a benefit to this program by having the flexibility to carry over, group, or reassign their allocations.

**SB 1066 Beall (D-San Jose) Transportation funds: fund estimates
 Position: Support**

SB 1066 presently requires the fund estimates prepared by the California Department of Transportation (Caltrans) and adopted by the California Transportation Commission (CTC) to identify and include federal funds derived from apportionments made to the state under the federal surface transportation bill. This bill is currently a spot bill and is sponsored by the Self-Help Counties Coalition. The Self-Help Counties Coalition is sponsoring this legislation to capture any necessary language to implement the Fixing America's Surface Transportation (FAST) Act. As an active member of the Coalition, SANBAG will be working to ensure the bill reflects SANBAG's priorities as items are identified that require changes to state statutes.

Attachment A reflects bills of interest for SANBAG.

SANBAG Sponsor Bill Update

The Committee was also briefed on SANBAG's sponsor bill, SB 1305 - authored by Senator Mike Morrell (R-Rancho Cucamonga). SB 1305 proposes to create a new statutory entity to consolidate four legal entities under the San Bernardino County Transportation Authority. This bill will help resolve conflicting and duplicative statutory requirements and harmonize overlapping responsibilities. The consolidated entity will help streamline transportation related functions administered by the SANBAG Board of Directors. Following introduction, the bill must be heard in its first policy committee prior to April 22nd.

Road Charge Update

The CTC Road Charge Technical Advisory Committee (TAC) recently released its recommendations for the road charge pilot. The TAC recommendations are broken down into five categories: 1) Technical and Organizational Design, 2) Privacy, 3) Data Security, 4) Enforcement, and 5) Other Policy Issues and Recommendations.

The TAC recommendations are below:

1. Technical and Organizational Design
 - Offer drivers a choice in mileage recording methods.
 - Offer drivers a choice in account managers.
 - Out-of-state vehicles should be included in the pilot and simulate payment for driving on California roads.
 - Test an open system design.
 - Test the interoperability of California's system with that of other states.
 - Include individuals, households, businesses, and at least one government agency.
 - Include a cross-section of at least 5,000 vehicles that are reflective of the fleet currently using California's road network.
 - Offer methods to exempt miles driven on private roads or out of state.
2. Privacy
 - Feature specific governance, accountability, and legal protection approaches for protecting privacy.
3. Data Security
 - Test ten data security features: Authentication, Authorization, Encryption, Data Modification Notification, Data Masking, Data Storage, Data Transmittal, Data Destruction, General IT Network Security, and Third Party Data Security System Verification.
4. Enforcement
 - Check for anomalies in mileage reporting; such as ensuring mileage permits and odometer readings are current, and reviewing electronic logs of the automated distance measurement operational concepts.
5. Other Policy Issues and Recommendations
 - Income equity implications of a road charge - Once the road charge pilot project yields data about the types of vehicles owned, mileage driven and opinions held by the participants, more in-depth analysis should be conducted on impacts on lower-income persons.
 - Potential differential impacts on urban vs. rural residents - this issue should be carefully monitored during the pilot, and that impacts of the road charge on rural drivers when compared with their urban counterparts should be assessed.
 - Payment Simulation Options for the Pilot - payments options should utilize both online and mail payment options, studying the administrative costs of each.

Board of Directors Agenda Item

April 6, 2016

Page 4

- Rate setting for the Pilot - in order to adequately assess the ability to invoice based on per-mile rates, a revenue neutral rate should be developed for the pilot program.

With the submittal of the TAC's recommendations, the next step of the pilot program resides with the California State Transportation Agency (CalSTA) where the pilot program will be formally developed with an anticipated rollout of July 2016. A report on the program will be presented to the TAC in June 2017, where comments and recommendations will be received culminating in a final report to the Legislature in December 2017.

Federal Legislative Update

As the current Federal Aviation Administration authorization nears its expiration at the end of March, it is becoming increasingly likely that a short-term extension will be necessary as the House and Senate continue to debate the more contentious potential provisions. A three month extension is currently being contemplated.

The Aviation Innovation, Reform, and Reauthorization (AIRR) Act has not yet been scheduled for consideration on the floor. This is pushing the Senate Commerce Committee to consider releasing their proposal in the coming weeks in an attempt to get a bill to the Senate Floor in April.

Financial Impact:

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

Reviewed By:

This item was reviewed by the General Policy Committee on March 9, 2016.

Responsible Staff:

Wendy Strack, Director of Legislative and Public Affairs

Approved
Board of Directors
Date: April 6, 2016

Witnessed By:

Attachment A

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.
	Priority:	High
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.
	Priority:	High
CA AB 278	AUTHOR:	Hernandez R [D]
	TITLE:	Municipal Elections
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/11/2015
	LAST AMEND:	02/18/2016
	DISPOSITION:	Pending

Attachment A

LOCATION: Senate Elections and Constitutional Amendments Committee

SUMMARY:

Deletes the requirement that a municipal ordinance describe the boundaries, and number, of each legislative district. Requires the legislative body, or the proponents of the initiative measure, to prepare a proposed map describing the boundaries and number of legislative district after the ordinance is passed and enacted. Requires a legislative body effecting such a change to hold public hearings on the change. Requires compliance with the Voting Rights Act of 1965. Relates to local election ordinances.

STATUS:

02/18/2016 From SENATE Committee on ELECTIONS AND CONSTITUTIONAL AMENDMENTS with author's amendments.

02/18/2016 In SENATE. Read second time and amended. Re-referred to Committee on ELECTIONS AND CONSTITUTIONAL AMENDMENTS.

Priority: High

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)

Priority: High

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

Attachment A

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.

Priority: High

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
FILE: 57
LOCATION: Senate Third Reading 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:

02/10/2016 In SENATE. Read second time. To third reading.

Priority: High

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 Transportation and Housing Committee

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:

Attachment A

02/18/2016 To SENATE Committee on TRANSPORTATION AND HOUSING.
Priority: High

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.
Priority: High

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.
Priority: High

CA AB 779 **AUTHOR:** Garcia [D]
TITLE: Transportation: Congestion Management Program
FISCAL yes

Attachment A

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.

Priority: High

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.

Priority: High

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

Attachment A

FILE: A-14
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.

Priority: High

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.

Priority: High

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.

Attachment A

Priority: High

CA AB 1033 **AUTHOR:** Garcia E [D]
TITLE: Economic Impact Analysis: Small Business Definition
FISCAL no
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/26/2015
LAST AMEND: 02/08/2016
DISPOSITION: Pending
LOCATION: Senate Governmental Organization Committee
SUMMARY:
 Authorizes a State agency when preparing the economic impact assessment, 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:
 02/08/2016 From SENATE Committee on GOVERNMENTAL ORGANIZATION with author's amendments.
 02/08/2016 In SENATE. Read second time and amended. Re-referred to Committee on GOVERNMENTAL ORGANIZATION.
Priority: High

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.
Priority: High

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

Attachment A

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.
Priority: High

CA AB 1242

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.
Priority: High

CA AB 1455

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

Attachment A

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.

Priority: High

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 Natural Resources Committee 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: 02/01/2016 To ASSEMBLY Committee on NATURAL RESOURCES. Priority: High
------------	---

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. Priority: High
------------	--

CA AB 1569	AUTHOR: Steinorth [R] TITLE: Environmental Quality Act: Exemption: Infrastructure FISCAL yes COMMITTEE: URGENCY no
------------	---

Attachment A

CLAUSE:**INTRODUCED:** 01/04/2016**DISPOSITION:** Pending**LOCATION:** Assembly Natural Resources Committee**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:

02/01/2016 To ASSEMBLY Committees on NATURAL RESOURCES and TRANSPORTATION.

Priority: High

CA AB 1589

AUTHOR: Mathis [R]**TITLE:** Environmental Quality Act: Exemption**FISCAL** yes**COMMITTEE:****URGENCY** no**CLAUSE:****INTRODUCED:** 01/06/2016**LAST AMEND:** 02/24/2016**DISPOSITION:** Pending**LOCATION:** Assembly Natural Resources Committee**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:

02/24/2016 From ASSEMBLY Committee on NATURAL RESOURCES with author's amendments.

02/24/2016 In ASSEMBLY. Read second time and amended. Re-referred to Committee on NATURAL RESOURCES.

Priority: High

CA AB 1591

AUTHOR: Frazier [D]**TITLE:** Transportation Funding**FISCAL** yes**COMMITTEE:****URGENCY** yes**CLAUSE:****INTRODUCED:** 01/06/2016**DISPOSITION:** Pending**LOCATION:** Assembly Transportation Committee**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

Attachment A

improvements funding.

STATUS:

02/01/2016 To ASSEMBLY Committees on TRANSPORTATION and REVENUE AND TAXATION.

Priority: High

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 Labor and Employment Committee
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:

02/01/2016 To ASSEMBLY Committee on LABOR AND EMPLOYMENT.

Priority: High

CA AB 1640 **AUTHOR:** Stone [D]
TITLE: Retirement: Public Employees
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 01/07/2016
DISPOSITION: Pending
LOCATION: Assembly Public Employees, Retirement and Social Security Committee

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:

02/04/2016 To ASSEMBLY Committee on PUBLIC EMPLOYEES, RETIREMENT AND SOCIAL SECURITY.

Priority: High

CA AB 1642 **AUTHOR:** Obernolte [R]
TITLE: State Responsibility Areas: Fire Prevention Fees
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 01/11/2016
DISPOSITION: Pending

Attachment A

LOCATION: Assembly Natural Resources Committee

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:

02/04/2016 To ASSEMBLY Committee on NATURAL RESOURCES.

Priority: High

CA AB 1657

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 Natural Resources Committee

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:

02/04/2016 To ASSEMBLY Committees on NATURAL RESOURCES and TRANSPORTATION.

Priority: High

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 Local Government Committee

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:

02/04/2016 To ASSEMBLY Committee on LOCAL GOVERNMENT.

Priority: High

CA AB 1691

AUTHOR: Gipson [D]

TITLE: Vehicular Air Pollution: Vehicle Retirement

FISCAL yes

Attachment A

COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 01/21/2016
DISPOSITION: Pending
LOCATION: Assembly Transportation Committee

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:

02/08/2016 To ASSEMBLY Committee on TRANSPORTATION.

Priority: High

CA AB 1746

AUTHOR: Stone [D]
TITLE: Transit Buses
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/02/2016
DISPOSITION: Pending
LOCATION: Assembly Transportation Committee

SUMMARY:

Authorizes the operation of transit buses on the shoulder of a segment of a state highway designated under the program within the areas served by the transit services of specified entities, subject to the same conditions and requirements previously authorized.

STATUS:

02/18/2016 To ASSEMBLY Committee on TRANSPORTATION.

Priority: High

CA AB 1768

AUTHOR: Gallagher [R]
TITLE: Bonds: Transportation
FISCAL yes
COMMITTEE:
URGENCY yes
CLAUSE:
INTRODUCED: 02/03/2016
DISPOSITION: Pending
LOCATION: Assembly Transportation Committee

SUMMARY:

Provides that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system.

STATUS:

02/18/2016 To ASSEMBLY Committee on TRANSPORTATION.

Priority: High

Attachment A

CA AB 1780	AUTHOR: Medina [D] TITLE: Greenhouse Gas Reduction Fund FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/03/2016 DISPOSITION: Pending LOCATION: Assembly Transportation Committee SUMMARY: Provides for a continuous appropriation of 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the state Transportation Commission for the Sustainable Trade Corridors Program. STATUS: 02/18/2016 To ASSEMBLY Committee on TRANSPORTATION. Priority: High
CA AB 1787	AUTHOR: Gomez [D] TITLE: Environmental Protection Agency: Enforcement Unit FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/04/2016 DISPOSITION: Pending LOCATION: Assembly Natural Resources Committee SUMMARY: Requires the cross-media enforcement unit of the California Environmental Protection Agency to prioritize the state's most disadvantaged communities for certain investment opportunities based on geographic, socioeconomic, public health, and environmental hazard criteria. STATUS: 02/18/2016 To ASSEMBLY Committee on NATURAL RESOURCES. Priority: High
CA AB 1813	AUTHOR: Frazier [D] TITLE: High-Speed Rail Authority: Membership FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/08/2016 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Provides for appointment of one Member of the Senate by the Senate Committee on Rules and one Member of the Assembly by the Speaker of the Assembly to serve as ex officio members of the High-Speed Rail Authority. STATUS: 02/08/2016 INTRODUCED. Priority: High

Attachment A

CA AB 1815	AUTHOR: Alejo [D] TITLE: Global Warming Solutions Act of 2006 FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/08/2016 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Requires the State Air Resources Board to prepare and post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities. Requires the board to establish a comprehensive technical assistance program, upon the appropriation of moneys from the Greenhouse Gas Reduction Fund, for eligible applicants assisting eligible communities. STATUS: 02/08/2016 INTRODUCED. Priority: High
CA AB 1833	AUTHOR: Linder [R] TITLE: Transportation Projects: Environmental Mitigation FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/09/2016 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Creates the Advanced Mitigation Program to implement environmental mitigation measures in advance of future transportation projects. Deletes the repeal date of existing law provisions that provides the State consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities of the Department of Transportation assumed as a participant in a surface transportation project delivery program regarding environmental review and clearance of projects. STATUS: 02/09/2016 INTRODUCED. Priority: High
CA AB 1886	AUTHOR: McCarty [D] TITLE: Environmental Quality Act: Transit Priority Projects FISCAL no COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/11/2016 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Amends the Environmental Quality Act that specifies that a project is considered to be within a specified distance of a major transit stop or high quality transit corridor if

Attachment A

all parcels within the project have no more than a specified percentage of their area farther than a specified distance from the stop or corridor. Increases the percentage of that area.

STATUS:

02/11/2016 INTRODUCED.

Priority: High

CA AB 1908	AUTHOR: Harper [R] TITLE: High Occupancy Vehicle Lanes FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/11/2016 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Prohibits a high occupancy vehicle lane from being established on a state highway in southern California, unless that lane is established as a high occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the Department of Transportation. Requires any existing high occupancy vehicle lane in southern California to be modified to conform with those requirements. STATUS: 02/11/2016 INTRODUCED. Priority: High
CA AB 1919	AUTHOR: Quirk [D] TITLE: Local Transportation Authorities: Bonds FISCAL no COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/11/2016 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Relates to the Local Transportation Authority and Improvement Act. Provides for accrued interest and premiums received on the sale of bonds to be placed in the treasury of the local transportation authority to be used for allowable transportation purposes. STATUS: 02/11/2016 INTRODUCED. Priority: High
CA AB 1943	AUTHOR: Linder [R] TITLE: Vehicles: Parking: Public Grounds FISCAL no COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/12/2016 DISPOSITION: Pending

Attachment A

LOCATION: ASSEMBLY**SUMMARY:**

Relates to existing law which prohibits a person from driving or parking a vehicle upon the driveways, paths, or grounds of specified public entities, including a public transportation agency. Revises the definition of public transportation agency to include a county transportation commission.

STATUS:

02/12/2016 INTRODUCED.

Priority: High

CA AB 1964

AUTHOR: Bloom [D]**TITLE:** High-Occupancy Vehicle Lanes: Vehicle Exceptions**FISCAL** yes**COMMITTEE:****URGENCY** no**CLAUSE:****INTRODUCED:** 02/12/2016**DISPOSITION:** Pending**LOCATION:** ASSEMBLY**SUMMARY:**

Extends the operation of the provisions allowing super ultra-low emission vehicles, ultra-low emission vehicles, partial zero-emission vehicles, or transitional zero-emission vehicles, to use HOV lanes until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first.

STATUS:

02/12/2016 INTRODUCED.

Priority: High

CA AB 2014

AUTHOR: Melendez [R]**TITLE:** Freeway Service Patrol Act: Workload Study**FISCAL** yes**COMMITTEE:****URGENCY** no**CLAUSE:****INTRODUCED:** 02/16/2016**DISPOSITION:** Pending**LOCATION:** ASSEMBLY**SUMMARY:**

Requires the Department of the California Highway Patrol, in coordination with the Department of Transportation, to complete a workload study to assess resource needs to supervise freeway service patrols. Requires the departments to prepare their annual budget requests to the Legislature to accommodate the CHP's oversight of increased freeway service patrols.

STATUS:

02/16/2016 INTRODUCED.

Priority: High

CA AB 2034

AUTHOR: Salas [D]

Attachment A

TITLE: Department of Transportation: Environmental Review
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/16/2016
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:

Amends existing law that requires the U.S. Secretary of Transportation to carry out a surface transportation project delivery program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects. Requires the Department of Transportation to submit a specified report to the Legislature.

STATUS:
02/16/2016 INTRODUCED.
Priority: High

CA AB 2049

AUTHOR: Melendez [R]
TITLE: Bonds: Transportation
FISCAL yes
COMMITTEE:
URGENCY yes
CLAUSE:
INTRODUCED: 02/17/2016
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:

Provides that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as provided with respect to certain existing appropriations. Requires redirection of the proceeds received from certain outstanding bonds for use in retiring certain debt.

STATUS:
02/17/2016 INTRODUCED.
Priority: High

CA AB 2087

AUTHOR: Levine [D]
TITLE: Regional Conservation Frameworks
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/17/2016
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:

Authorizes the Department of Fish and Wildlife in the Natural Resources Agency to prepare or approve, and to adopt and amend, a regional conservation framework that identifies wildlife and habitat conservation needs, guides investments in conservation, infrastructure planning and compensatory mitigation for impacts to natural resources. Informs infrastructure planning, land use planning and the design

Attachment A

and implementation of public and private projects. Relates to conservation action plans.

STATUS:

02/17/2016 INTRODUCED.

Priority: High

CA AB 2090 **AUTHOR:** Alejo [D]
TITLE: Low Carbon Transit Operations Program
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/17/2016
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:

Authorizes moneys appropriated to the Low Carbon Transit Operations Program to be expended to support the operation of existing bus or rail service if the governing board of the requesting transit agency declares a fiscal emergency and other criteria are met.

STATUS:

02/17/2016 INTRODUCED.

Priority: High

CA AB 2126 **AUTHOR:** Mullin [D]
TITLE: Public Contracts: Construction Manager/General Contract
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/17/2016
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:

Authorizes the Department of Transportation to use the Construction Manager/General Contractor method on a specified number of projects and requires a specified number of such projects to use Department employees or consultants under contract with the Department to perform all project design and engineering services.

STATUS:

02/17/2016 INTRODUCED.

Priority: High

CA AB 2148 **AUTHOR:** Holden [D]
TITLE: Unmanned Aircraft Systems: Regulation
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/17/2016
DISPOSITION: Pending
LOCATION: ASSEMBLY

Attachment A

SUMMARY:

Requires the Department of Fish and Wildlife to develop guidelines for the use of unmanned aircraft systems, commonly known as drones, over the public lands managed by the department.

STATUS:

02/17/2016 INTRODUCED.

Priority: High

CA AB 2170	AUTHOR: Frazier [D] TITLE: Trade Corridors Improvement Fund: Federal Funds FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/18/2016 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Requires revenues apportioned to the state from the National Highway Freight Program established by the federal Fixing America's Surface Transportation Act to be deposited in the Trade Corridors Improvement Fund. STATUS: 02/18/2016 INTRODUCED. Priority: High
CA AB 2222	AUTHOR: Holden [D] TITLE: Transit Passes FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/18/2016 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Appropriates a specified sum annually from the Greenhouse Gas Reduction Fund for the Transit Pass Program. Provides for moneys to be allocated to support transit pass programs of public agencies that provide free or reduced-fare transit passes to public school students and community college, California State University, and University of California students. STATUS: 02/18/2016 INTRODUCED. Priority: High
CA AB 2276	AUTHOR: Brown [D] TITLE: Greenhouse Gases: Emission Reduction FISCAL no COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/18/2016 DISPOSITION: Pending

Attachment A

LOCATION: ASSEMBLY**SUMMARY:**

Relates to greenhouse gases and emissions reduction. Makes nonsubstantive changes to existing law that requires a project eligible for funding pursuant to the program to be encouraged to promote specified objectives and economic growth, reduce public fiscal costs, support civic partnerships and stakeholder engagement, and integrate and leverage existing housing, transportation, and land use programs.

STATUS:

02/18/2016 INTRODUCED.

Priority: High

CA AB 2289

AUTHOR: Frazier [D]**TITLE:** Capital Improvement Projects**FISCAL** yes**COMMITTEE:****URGENCY** no**CLAUSE:****INTRODUCED:** 02/18/2016**DISPOSITION:** Pending**LOCATION:** ASSEMBLY**SUMMARY:**

Adds to the capital projects relative to the operation of those state highways and bridges. Prepares a state highway operation and protection program.

STATUS:

02/18/2016 INTRODUCED.

Priority: High

CA AB 2293

AUTHOR: Garcia [D]**TITLE:** Greenhouse Gas Reduction Fund**FISCAL** yes**COMMITTEE:****URGENCY** no**CLAUSE:****INTRODUCED:** 02/18/2016**DISPOSITION:** Pending**LOCATION:** ASSEMBLY**SUMMARY:**

Requires the State Air Resources Board to establish a technical assistance program, upon an appropriation of moneys from the Greenhouse Gas Reduction Fund, to assist small disadvantaged communities in applying for moneys from programs using moneys from the fund. Requires the Department of Finance to include in an allocation to the state board for that technical assistance program.

STATUS:

02/18/2016 INTRODUCED.

Priority: High

CA AB 2303

AUTHOR: Holden [D]**TITLE:** Vehicles: Specialized License Plates**FISCAL** yes**COMMITTEE:****URGENCY** no**CLAUSE:**

Attachment A

INTRODUCED: 02/18/2016
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:

Requires the Department of Motor Vehicles, if 7,500 applications are received, to add a specified license plate design utilized by the department between 1982 and 1987 to the California Legacy License Plate Program.

STATUS:
02/18/2016 INTRODUCED.
Priority: High

CA AB 2332

AUTHOR: Garcia E [D]
TITLE: Transportation
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/18/2016
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:

Requires the Transportation Commission to establish a process whereby the local agencies receiving certain funding for highway capital improvements to prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community residents.

STATUS:
02/18/2016 INTRODUCED.
Priority: High

CA AB 2343

AUTHOR: Garcia [D]
TITLE: Greenhouse Gas Reduction Fund
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/18/2016
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:

Relates to the California Global Warming Solutions Act of 2006, and regulating sources of emissions of greenhouse gases. Requires a minimum percentage of the moneys in the fund to be allocated to projects located in a city of an unspecified population within a disadvantaged community.

STATUS:
02/18/2016 INTRODUCED.
Priority: High

CA AB 2348

AUTHOR: Levine [D]
TITLE: Department of Finance: Infrastructure Investigation
FISCAL yes
COMMITTEE:
URGENCY no

Attachment A

CLAUSE:**INTRODUCED:** 02/18/2016**DISPOSITION:** Pending**LOCATION:** ASSEMBLY**SUMMARY:**

Authorizes the Department of Finance to identify infrastructure projects in the state for which the department will guarantee a rate of return on investment for an investment made in that infrastructure project by the Public Employment Retirement System, the State Teacher's Retirement Plan, or the retirement system created pursuant to the County Employees Retirement Law of 1937. Creates the Reinvesting in California Special Fund to pay the Return investment rate.

STATUS:

02/18/2016 INTRODUCED.

Priority: High

CA AB 2374

AUTHOR: Chiu [D]**TITLE:** Construction Manager/General Contractor Method**FISCAL** no**COMMITTEE:****URGENCY** no**CLAUSE:****INTRODUCED:** 02/18/2016**DISPOSITION:** Pending**LOCATION:** ASSEMBLY**SUMMARY:**

Authorizes regional transportation agencies also to use certain authority on ramps that are not on the state highway system. Removes the requirement that the project be developed in accordance with an expenditure plan approved by voters.

STATUS:

02/18/2016 INTRODUCED.

Priority: High

CA AB 2382

AUTHOR: Lopez [D]**TITLE:** High-Speed Rail Authority: Membership**FISCAL** yes**COMMITTEE:****URGENCY** no**CLAUSE:****INTRODUCED:** 02/18/2016**DISPOSITION:** Pending**LOCATION:** ASSEMBLY**SUMMARY:**

Requires at least one member appointed by the Governor to the High-Speed Rail Authority to be a person who works directly with communities in the state that are most significantly burdened by, and vulnerable, high levels of pollution.

STATUS:

02/18/2016 INTRODUCED.

Priority: High

CA AB 2411

AUTHOR: Frazier [D]**TITLE:** Transportation Revenues**FISCAL** yes

Attachment A

COMMITTEE:**URGENCY** no**CLAUSE:****INTRODUCED:** 02/19/2016**DISPOSITION:** Pending**LOCATION:** ASSEMBLY**SUMMARY:**

Deletes the transfer of miscellaneous revenues to the Transportation Debt Service Fund. Requires the miscellaneous revenues to be retained in the State Highway Account and to be used solely for transportation expenditures consistent with the restrictions for expenditures consistent with the restrictions for expenditure of fuel tax revenues.

STATUS:

02/19/2016 INTRODUCED.

Priority: High

CA AB 2413

AUTHOR: Thurmond [D]**TITLE:** Sea Level Rise Preparation**FISCAL** yes**COMMITTEE:****URGENCY** no**CLAUSE:****INTRODUCED:** 02/19/2016**DISPOSITION:** Pending**LOCATION:** ASSEMBLY**SUMMARY:**

Requires the Natural Resources Agency to complete a study outlining the potential impact of sea level rise on low-income and at-risk communities and public projects and infrastructure. Requires the agency based on study, to make recommendations on preparing for sea level rise.

STATUS:

02/19/2016 INTRODUCED.

Priority: High

CA AB 2415

AUTHOR: Garcia E [D]**TITLE:** Clean Technology Program**FISCAL** yes**COMMITTEE:****URGENCY** no**CLAUSE:****INTRODUCED:** 02/19/2016**DISPOSITION:** Pending**LOCATION:** ASSEMBLY**SUMMARY:**

Creates the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program that funds zero- and near-zero-emission truck, bus, and off-road vehicle and equipment technologies and related projects with priority given to certain projects, including projects that benefit disadvantaged communities.

STATUS:

02/19/2016 INTRODUCED.

Priority: High

Attachment A

CA AB 2432	AUTHOR: Brown [D] TITLE: State and Local Truck Routes and Services FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/19/2016 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Relates to the Department of Transportation. Requires the Department to prepare an inventory of all state and locally designated truck routes and services, publish a statewide Truck Route Network Internet Web site, and prepare a plan and schedule for addressing all inefficiencies and truck transportation network gaps, including an estimate of the annual cost and the total cost of carrying out the plan. STATUS: 02/19/2016 INTRODUCED. Priority: High
CA AB 2435	AUTHOR: Mayes [R] TITLE: Local Government Organization FISCAL no COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/19/2016 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Makes a technical, nonsubstantive change relating to the territory of a disincorporated city, all inhabitants within the territory, and all persons formerly entitled to vote by reason of residing within that territory, and providing that such persons are no longer subject to the jurisdiction of the disincorporated city. STATUS: 02/19/2016 INTRODUCED. Priority: High
CA AB 2438	AUTHOR: Waldron [R] TITLE: Environmental Quality Act FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/19/2016 DISPOSITION: Pending LOCATION: ASSEMBLY SUMMARY: Relates to the Environmental Quality Act (CEQA). Exempts from CEQA a project for the construction and installation of a new pipeline or the maintenance, repair, restoration, reconditioning, relocation, replacement, removal, or demolition of an existing pipeline for the distribution of recycled water within a public street, highway, or right-of-way. Requires a public hearing.

Attachment A

STATUS:
02/19/2016 INTRODUCED.
Priority: High

CA AB 2452 **AUTHOR:** Quirk [D]
TITLE: Environmental Quality Act and Judicial Remedies
FISCAL no
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/19/2016
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:
Relates to the California Environmental Quality Act (CEQA) and environmental impact reports. Relates to an action or proceeding under CEQA. Prohibits a court from staying or enjoining transportation infrastructure projects based solely on the project's potential contribution to the emissions of greenhouse gases.
STATUS:
02/19/2016 INTRODUCED.
Priority: High

CA AB 2492 **AUTHOR:** Alejo [D]
TITLE: Community Revitalization
FISCAL no
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/19/2016
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:
Amends existing law which authorizes certain local agencies to form a community revitalization and investment authority for purposes related to infrastructure, affordable housing, and economic revitalization. Authorizes a certain calculation to be made with a combination of census tracts and census block groups. Authorizes an authority to receive funds allocated to it pursuant to a resolution adopted by a city or county and to transfer such funds from certain tax and assessment revenues.
STATUS:
02/19/2016 INTRODUCED.
Priority: High

CA AB 2514 **AUTHOR:** Brown [D]
TITLE: Redevelopment: Successor Agencies to Redevelopment
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/19/2016
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:

Attachment A

Includes federal base reuse obligations for the former Norton Air Force Base pursuant to specified agreements as preexisting obligation to the state or obligation imposed by state law.

STATUS:

02/19/2016 INTRODUCED.

Priority: High

CA AB 2642	AUTHOR:	Garcia E [D]
	TITLE:	Removing Barriers to Employment Act
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/19/2016
	DISPOSITION:	Pending
	LOCATION:	ASSEMBLY
	SUMMARY:	Enacts the Removing Barriers to Employment Act, which would require the Workforce Investment Board to create a grant program to provide funds to local workforce investment boards and community-based organizations working in partnership on proposals that will address the needs of the persons who have multiple barriers to employment.
	STATUS:	
	02/19/2016	INTRODUCED.
	Priority:	High
CA AB 2653	AUTHOR:	Garcia E [D]
	TITLE:	Greenhouse Gas Reduction Fund: Report
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/19/2016
	DISPOSITION:	Pending
	LOCATION:	ASSEMBLY
	SUMMARY:	Creates additional requirements on state agencies submitting reports, including, among other things, identifying the types of business entities receiving moneys and the actions taken to connect residents of disadvantaged communities, and other target populations with the business, employment, and training opportunities offered throughout activities funded with money from the Greenhouse Gas Reduction Fund.
	STATUS:	
	02/19/2016	INTRODUCED.
	Priority:	High
CA AB 2697	AUTHOR:	Bonilla [D]
	TITLE:	Successor Agencies: Disposal of Assets
	FISCAL	yes
	COMMITTEE:	
	URGENCY	no
	CLAUSE:	
	INTRODUCED:	02/19/2016

Attachment A

DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:

Requires a successor agency, prior to the disposal of land of the former redevelopment agency, to send a written offer to sell for the purposes of developing low- and moderate-income housing to any local public entity within whose jurisdiction the land is located. Requires the sale of land of the former redevelopment agency to be subject to certain requirements relating to affordable housing.

STATUS:
02/19/2016 INTRODUCED.
Priority: High

CA AB 2722 **AUTHOR:** Burke [D]
TITLE: Transformative Climate Communities Program
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/19/2016
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:
Creates the Transformative Climate Communities Program. Appropriates funds from the Greenhouse Gas Reduction Fund. Requires the council to award competitive grants to specified eligible entities for transformative climate community plans in disadvantaged communities.
STATUS:
02/19/2016 INTRODUCED.
Priority: High

CA AB 2742 **AUTHOR:** Nazarian [D]
TITLE: Transportation Projects: Development Lease Agreements
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/19/2016
DISPOSITION: Pending
LOCATION: ASSEMBLY
SUMMARY:
Authorizes the Department of Transportation and regional transportation agencies to enter into comprehensive development lease agreements with public and private entities for certain transportation projects that may charge certain users of those projects tolls and user fees and provides for the authority to enter into public-private partnerships under these provisions.
STATUS:
02/19/2016 INTRODUCED.
Priority: High

CA AB 2783 **AUTHOR:** Garcia E [D]
TITLE: Affordable Housing and Sustainable Communities
FISCAL yes

Attachment A

COMMITTEE:**URGENCY** no**CLAUSE:****INTRODUCED:** 02/19/2016**DISPOSITION:** Pending**LOCATION:** ASSEMBLY**SUMMARY:**

Requires the Strategic Growth Council to revise guidelines and selection criteria with respect to density requirements and to include specified factors, including energy efficiency, in its greenhouse gas quantification methodology.

STATUS:

02/19/2016 INTRODUCED.

Priority: High

CA AB 2796

AUTHOR: Low [D]**TITLE:** Active Transportation Program**FISCAL** yes**COMMITTEE:****URGENCY** no**CLAUSE:****INTRODUCED:** 02/19/2016**DISPOSITION:** Pending**LOCATION:** ASSEMBLY**SUMMARY:**

Relates to the Active Transportation Program in the Department of Transportation. Relates to biking and walking. Requires a minimum of available funds in each distribution category to be awarded for planning and community engagement for active transportation in disadvantaged communities and for non-infrastructure purposes.

STATUS:

02/19/2016 INTRODUCED.

Priority: High

CA AB 2847

AUTHOR: Patterson [R]**TITLE:** State Highways: Transfer to Local Agencies**FISCAL** yes**COMMITTEE:****URGENCY** no**CLAUSE:****INTRODUCED:** 02/19/2016**DISPOSITION:** Pending**LOCATION:** ASSEMBLY**SUMMARY:**

Relates to the Department of Transportation. Requires the department to participate in a pilot program under which 3 counties, one in Northern California, one in Southern California and one in the central valley, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county.

STATUS:

02/19/2016 INTRODUCED.

Priority: High

CA ACR 128

AUTHOR: Brown [D]

Attachment A

TITLE: Deputy Sheriff Jeffery A. Hill Memorial Interchange
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 01/28/2016
LAST AMEND: 02/04/2016
DISPOSITION: Pending
LOCATION: Assembly Transportation Committee
SUMMARY:

Designates the interchange of Interstate Routes 15 and 215 in the County of San Bernardino as the San Bernardino County Deputy Sheriff Jeffery A. Hill Memorial Interchange.

STATUS:
02/04/2016 To ASSEMBLY Committee on TRANSPORTATION.
02/04/2016 From ASSEMBLY Committee on TRANSPORTATION with author's amendments.
02/04/2016 In ASSEMBLY. Read second time and amended. Re-referred to Committee on TRANSPORTATION.
Priority: High

CA SB 32

AUTHOR: Pavley [D]
TITLE: Global Warming 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.
Priority: High

CA SB 39

AUTHOR: Pavley [D]
TITLE: Vehicles: High-Occupancy Vehicle Lanes
FISCAL yes
COMMITTEE:
URGENCY yes
CLAUSE:

Attachment A

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.
Priority: High

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)
Priority: High

CA SB 91

AUTHOR: Budget and Fiscal Review Cmt
TITLE: Greenhouse Gas Reduction Fund: Investment Plan
FISCAL no
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 01/09/2015
LAST AMEND: 09/04/2015
DISPOSITION: Pending - Carryover
LOCATION: Assembly Budget Committee
SUMMARY:

Expresses the intent of the Legislature to enact legislation that amends the Budget Act of 2015 to reflect an expenditure plan for moneys in the Greenhouse Gas Reduction Fund that conforms to the 2015 investment plan for the moneys in the Fund as adopted by the Legislature.

STATUS:
09/04/2015 In ASSEMBLY. Read third time and amended. To third reading.

Attachment A

09/04/2015 Re-referred to ASSEMBLY Committee on BUDGET.
Priority: High

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.
Priority: High

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.
Priority: High

CA SB 254 **AUTHOR:** Allen [D]
TITLE: State Highways: Relinquishment
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:

Attachment A

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.

Priority: High

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-5
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.

Priority: High

CA SB 398

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.

Attachment A

STATUS:
08/27/2015 In ASSEMBLY Committee on APPROPRIATIONS: Held in committee.
Priority: High

CA SB 471 **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.
Priority: High

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.
Priority: High

CA SB 552 **AUTHOR:** Wolk [D]
TITLE: Public Water Systems: Disadvantaged Communities
FISCAL yes
COMMITTEE:

Attachment A

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.

Priority: High

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.

Priority: High

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

Attachment A

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 project funding.

STATUS:

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

Priority: High

CA SB 876

AUTHOR: Liu [D]

TITLE: Homelessness

FISCAL yes

COMMITTEE:

URGENCY no

CLAUSE:

INTRODUCED: 01/14/2016

LAST AMEND: 02/22/2016

DISPOSITION: Pending

LOCATION: Senate Transportation and Housing Committee

SUMMARY:

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 all applicants for funding from the Federal Continuum of Care Homeless Assistance Program to provide a copy of its application for funding that includes the organization's response regarding steps taken to reduce criminalization of homelessness.

STATUS:

02/22/2016 From SENATE Committee on TRANSPORTATION AND HOUSING with author's amendments.

02/22/2016 In SENATE. Read second time and amended. Re-referred to Committee on TRANSPORTATION AND HOUSING.

Priority: High

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 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.

Attachment A

Priority: High

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 Transportation and Housing Committee
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:
 02/04/2016 To SENATE Committees on TRANSPORTATION AND HOUSING and ENVIRONMENTAL QUALITY.
Priority: High

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 Transportation and Housing Committee
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:
 02/04/2016 To SENATE Committee on TRANSPORTATION AND HOUSING.
Priority: High

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 Transportation and Housing Committee

Attachment A

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:

02/04/2016 To SENATE Committee on TRANSPORTATION AND HOUSING.

Priority: High

CA SB 998	<p>AUTHOR: Wieckowski [D] TITLE: Vehicles: Mass Transit Guideways FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/10/2016 DISPOSITION: Pending LOCATION: Senate Transportation and Housing Committee SUMMARY: Prohibits a person from operating a motor vehicle, or stopping, parking, or leaving a vehicle standing, on a public mass transit guideway. STATUS: 02/18/2016 To SENATE Committee on TRANSPORTATION AND HOUSING. Priority: High</p>
CA SB 1000	<p>AUTHOR: Leyva [D] TITLE: Land Use: General Plans: Environmental Justice FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/10/2016 DISPOSITION: Pending LOCATION: Senate Governance and Finance Committee SUMMARY: Amends the Planning and Zoning Law. Adds to the required elements of the general plan an environmental justice element that identifies and appraises the burdens of undesirable land uses within disadvantaged communities, or that disproportionately impact a particular population on the basis of race, national origin ethnic group identification, religion, age, sex, sexual orientation, color, or disability for specified purposes. STATUS: 02/18/2016 To SENATE Committees on GOVERNANCE AND FINANCE and ENVIRONMENTAL QUALITY. Priority: High</p>

Attachment A

CA SB 1066	AUTHOR: Beall [D] TITLE: Transportation Funds: Fund Estimates FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/16/2016 DISPOSITION: Pending LOCATION: SENATE SUMMARY: Relates to the state transportation improvement program process. Requires certain estimates to identify and include federal funds derived from apportionments made to the state under the Fixing America's Surface Transportation Act of 2015. STATUS: 02/16/2016 INTRODUCED. Priority: High
CA SB 1141	AUTHOR: Moorlach [R] TITLE: State Highways: Transfer to Local Agencies: Pilot FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/18/2016 DISPOSITION: Pending LOCATION: SENATE SUMMARY: Requires the Department of Transportation to participate in a pilot program to operate, maintain, and make improvements to all state highways, including freeways, in an affected county. Requires moneys to be appropriated for these purposes as a block grant in the annual Budget Act to a participating county. STATUS: 02/18/2016 INTRODUCED. Priority: High
CA SB 1170	AUTHOR: Wieckowski [D] TITLE: Public Contracts: Water Pollution Prevention Plans FISCAL yes COMMITTEE: URGENCY no CLAUSE: INTRODUCED: 02/18/2016 DISPOSITION: Pending LOCATION: SENATE SUMMARY: Relates to public contracts and pollution prevention plans. Prohibits a public entity, charter city, or charter county from delegating to a contractor the development of a plan to prevent or reduce water pollution or runoff on a public works contract, or to assume responsibility for the completeness and accuracy of a plan developed by that entity.

Attachment A

STATUS:
02/18/2016 INTRODUCED.
Priority: High

CA SB 1197 **AUTHOR:** Cannella [R]
TITLE: Intercity rail Corridors: Extensions
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/18/2016
DISPOSITION: Pending
LOCATION: SENATE
SUMMARY:
Authorizes the amendment of a joint power agreement to provide for the extension of the affected rail corridor to provide intercity rail service beyond the defined boundaries of the corridor. Requires a proposed extension to first be recommended and justified in the business plan adopted by the joint powers board, and then would require the approval of the Secretary of Transportation.

STATUS:
02/18/2016 INTRODUCED.
Priority: High

CA SB 1259 **AUTHOR:** Runner [R]
TITLE: Vehicles: Toll Payment: Veterans
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/18/2016
DISPOSITION: Pending
LOCATION: SENATE
SUMMARY:
Exempts vehicles occupied by a veteran and displaying a specialized veterans license plate, from payment of a toll or related fines on a toll road, high-occupancy toll lane, toll bridge, toll highway, a vehicular crossing, or any other toll facility.

STATUS:
02/18/2016 INTRODUCED.
Priority: High

CA SB 1305 **AUTHOR:** Morrell [R]
TITLE: Advanced Electrical Distributed Technology
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/19/2016
DISPOSITION: Pending
LOCATION: SENATE
SUMMARY:

Deletes provisions in existing law relating to advanced electrical distributed generation technology.

Attachment A

STATUS:
02/19/2016 INTRODUCTION.
Priority: High

CA SB 1320 **AUTHOR:** Runner [R]
TITLE: State Transportation Commission
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/19/2016
DISPOSITION: Pending
LOCATION: SENATE
SUMMARY:
Excludes the Transportation Commission from the Transportation Agency. Establishes it as an entity in State government. Requires it to act in an independent oversight role. Requires the Department of Transportation to program capital outlay support resources for each project in its State highway operation and protection program. Provides project rejection and acceptance procedures. Requires approval of the Commission of any change in programmed project's cost, scope, or schedule.
STATUS:
02/19/2016 INTRODUCTION.
Priority: High

CA SB 1383 **AUTHOR:** Lara [D]
TITLE: Short-Lived Climate Pollutants
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/19/2016
DISPOSITION: Pending
LOCATION: SENATE
SUMMARY:
Requires the State Air Resources Board to approve and implement that comprehensive strategy to reduce emissions of short-lived climate pollutants to achieve a reduction in methane by forty percent, hydro-fluorocarbon gases by forty percent, and anthropogenic black carbon by fifty percent below 2013 levels by 2030.
STATUS:
02/19/2016 INTRODUCTION.
Priority: High

CA SB 1397 **AUTHOR:** Huff [R]
TITLE: Highway Safety and Information Program
FISCAL yes
COMMITTEE:
URGENCY no
CLAUSE:
INTRODUCED: 02/19/2016
DISPOSITION: Pending

Attachment A

LOCATION: SENATE**SUMMARY:**

Enacts the Highway Safety and Information Act. Authorizes the Department of Transportation to enter into an agreement pursuant to a best value procurement and competitive process for a project with a contractor to construct, upgrade or reconstruct, and operate a network of changeable message signs within the rights-of-way of the state highway system.

STATUS:

02/19/2016 INTRODUCED.

Priority: High

CA SB 1464

AUTHOR: De Leon [D]**TITLE:** Greenhouse Gas Emissions Reduction**FISCAL** yes**COMMITTEE:****URGENCY** no**CLAUSE:****INTRODUCED:** 02/19/2016**DISPOSITION:** Pending**LOCATION:** SENATE**SUMMARY:**

Amends the California Global Warming Solutions Act of 2006 to require the State Air Resources Board to also consult with local agencies for certain purposes relating to greenhouse gas reduction.

STATUS:

02/19/2016 INTRODUCED.

Priority: High

Minute Action

AGENDA ITEM: 17

Date: April 6, 2016

Subject:

Yearly update on the Freeway Service Patrol Program and 2015 Freeway Service Patrol Driver Recognition Award

Recommendation:

Receive information pertaining to the Freeway Service Patrol Program in San Bernardino County, and acknowledge the 2015 Top Driver and Drivers of Excellence Awards.

Background:

SANBAG began pursuing funding for the Freeway Service Patrol (FSP) Program in Fiscal Year (FY) 2005/2006, when the first allocation for SANBAG was provided. SANBAG celebrated its 10th year of service to the motoring public in January of this year. FSP consists of a fleet of tow trucks that travel on selected San Bernardino County freeways during peak periods of congestion to assist motorists with their disabled vehicles. The designated segment of highway that the tow trucks patrol up and down is referred to as a “Beat.” Over the years, the FSP program has demonstrated many benefits to the motoring public by reducing the amount of time a motorist is in an unsafe condition, reducing traffic congestion, as well as decreasing fuel consumption, vehicle emissions, and secondary incidents. SANBAG began FSP operations in January 2006, and now has eight (8) separate Beats in operation. The services are provided Monday through Friday in two separate shifts to accommodate peak traffic hours: One from 5:30a.m. to 8:30a.m. and the other from 2:30p.m. to 6:30p.m. Service areas are as follows:

- Beat 1: I-10 Indian Hill (LA County Line) to Haven Avenue
- Beat 2: I-10 Haven Avenue to Sierra Avenue
- Beat 3: I-10 Sierra to Waterman
- Beat 4: SR-60 Reservoir Street (LA County Line) to Milliken Avenue
- Beat 5: I-15 Jurupa St (Riverside County Line) to Sierra Avenue
- Beat 6: I-215 Center St. (Riverside County Line) to 2nd St.
- Beat 7: I-215 2nd St. to Palm/Kendall Avenue
- Beat 8: I-10 Waterman Avenue to Yucaipa Blvd.

In 2015, SANBAG re-evaluated all existing and potential Beat areas of the program. This evaluation was taken pursuant to a Benefit/Cost Ratio model that is used by Caltrans Headquarters/Sacramento to monitor the performance of FSP Programs statewide. The model takes into account lane configurations, traffic flow, length of service area, number of tow trucks assisting motorists in service area, operating hours, number of assists per hour, as well as the hourly program costs to produce a Benefit/Cost Ratio. A high “Benefit/Cost” ratio indicates that the FSP services are being implemented efficiently and effectively for each dollar invested.

Entity: CMA, CTC

Ideally, for every \$1 dollar spent on the program Caltrans Headquarters would like to see a minimum of \$3 in benefit.

The end results showed a need for service along the SR-210 from the LA County line to Citrus Avenue. In September of 2015, SANBAG applied for a grant with the MSRC (Mobile Source Air Pollution Reduction Review Committee) to provide funding for this service area. At this time, SANBAG has been preliminarily awarded grant funds to proceed with this project and it is expected that service will begin in early 2017. Another modification made to the program areas are to combine Beat's 6 and 7 into one service area and add a service truck component to have a better benefit/cost ratio. This modification will also take place in early 2017.

Since the program's inception, the FSP Program has assisted more than 340,000 motorists on San Bernardino County highways. Highly trained FSP Tow Drivers provide a wide range of services to motorists and work closely with the California Highway Patrol (CHP) while doing so. The assists include services such as a flat tire change, a battery jump start, providing a gallon of gas, and performing driver safety checks, which is when a FSP Driver will check on a vehicle that is parked alongside the freeway to see if the motorist, if available, is in need of assistance and provide information on the FSP program. FSP Drivers can also help a motorist when they have accidentally locked their keys in the car while stopped along the freeway.

In 2015, FSP drivers assisted more than 40,000 stranded motorists. The type of assistance they provided is broken down into the following categories:

Assist Type	2015 count
Driver safety check	12,360
Debris removal	10,170
Flat tire	5,505
Mechanical	5,056
Accident	2,777
Abandoned vehicle	2,308
Out of gas	2,262
Overheated	1,619
Electrical problems	675
Unable to locate	48
Lock-out	47
Fire	24
Total	42,851

The FSP program has received more than 10,000 survey comments from motorists that have been assisted by our FSP Drivers. Overall, 99.8% rated their experience as excellent or good.

For the past six (6) years, a Top Driver and three (3) Drivers of Excellence have been selected and recognized. This year, the award categories were updated to allow more opportunities for drivers to be recognized: One (1) Top Driver, One (1) Driver of Excellence, One (1) Rookie of the Year, One (1) Most Accurate Data Award, and One (1) Public Choice Award.

Top Driver and Driver of Excellence awards are based on the following criteria:

1. The driver must perform a minimum of 1,000 assists in the prior calendar year.
2. The driver must not have any “write-ups” during the period (occurs when a driver does not follow FSP procedures).
3. The driver must not have any “late arrivals” when starting their “Beat”.
4. The driver’s accuracy rating when entering assist data into the data device must be extremely high.
5. The driver received numerous compliments from the motorists they assisted.

Rookie of the Year criteria:

1. The driver has less than one year of service, but can be in their 4th quarter of the prior calendar year
2. The driver must not have any “write-ups” during the period (occurs when a driver does not follow FSP procedures).
3. Ranks the highest among all Rookie statistics
4. Performed excellent service in his/her first year as an FSP driver.

Public Choice Award criteria

1. The driver must perform a minimum of 1,000 assists in the prior calendar year.
2. The driver must not have any “write-ups” during the period (occurs when a driver does not follow FSP procedures).
3. The driver must not have any “late arrivals” when starting their “Beat”
4. The driver received the highest number of positive customer surveys within the calendar year.

Most Accurate Award criteria

1. The driver must perform a minimum of 1,000 assists in the prior calendar year.
2. The driver must not have any “write-ups” during the period (occurs when a driver does not follow FSP procedures).
3. The driver must not have any “late arrivals” when starting their “Beat”
4. The driver’s accuracy rating when entering assist data into the data device was extremely high, with approximately less than a one percent error rate.*

*The data described is the collection of the motorist information and assist information being provided. It is imperative to collect the most accurate information, as the data is submitted to Caltrans Sacramento on a yearly basis and is used for evaluation of the Beat areas and allocation purposes.

The following drivers were recognized at the March 15, 2016 FSP quarterly drivers meeting by SANBAG FSP program management, CHP, and their peers for their outstanding efforts, high-level of professionalism, and the excellent customer service they provided to stranded motorists along San Bernardino County freeways:

Board of Directors Agenda Item

April 6, 2016

Page 4

- **Top Driver – Enrique Razo, of Navarros Towing in Fontana.** Enrique has been with the San Bernardino FSP Program for nearly two years and assisted more than 3,000 motorists during the 2015 calendar year.
- **Driver of Excellence – Leobardo Varela, of Navarros Towing in Fontana.** Leo has been with the San Bernardino FSP Program for more than four years and assisted more than 2,000 motorists during the 2015 calendar year.
- **Rookie of the Year- Stelver Leiva, of Pomona Valley Towing in Pomona.** Stelver has been with the San Bernardino FSP Program for one year and assisted more than 2,000 motorists during the 2015 calendar year.
- **Public Choice – Gilbert Augustine, of Steve’s Towing in Rancho Cucamonga.** Gilbert has been with the San Bernardino FSP Program for more than two years and assisted more than 3,000 motorists during the 2015 calendar year. Gilbert received the highest number of excellent customer comments for the calendar year.
- **Most Accurate- Alejandro Estudillo, of Pepe’s Towing in Colton.** Alejandro has been with the San Bernardino FSP Program for more than four years and assisted more than 2,000 motorists during the 2015 calendar year. Alejandro completed all of his data entry with less than a 1% error rate for the calendar year.

These five FSP drivers collectively provided more than 10,000 motorist assists in 2015. Congratulations to these five drivers and all the other drivers that help make the FSP Program in San Bernardino County a huge success.

Financial Impact:

There is no financial impact related to this informational item. The San Bernardino County FSP Program receives an annual allocation from the State of California to implement FSP services, which is matched 20% by local revenues.

Reviewed By:

This item was reviewed by the General Policy Committee on March 9, 2016.

Responsible Staff:

Duane Baker, Deputy Executive Director

Approved
Board of Directors
Date: April 6, 2016

Witnessed By:

Minute Action

AGENDA ITEM: 18

Date: April 6, 2016

Subject:

Execution of Agreements related to the Implementation of the Multi-Class Heavy-Duty Zero-Emission Truck Development Project for Intermodal and Warehouse Facilities

Recommendation:

That the Board:

A. Authorize the Executive Director, or his designee, to negotiate and execute when approved by the General Counsel, the final form of the Funding Agreement No.16-1001506 with the California Air Resources Board (CARB), for \$9,100,800, towards the project's electrification of yard tractors and service vehicles located in rail yards in the cities of Commerce, Fontana, and San Bernardino, for the period of April 6, 2016 to April 1, 2019, the current draft of which is attached to this Agenda Item.

B. Authorize the Executive Director, or his designee, to negotiate and execute when approved by the General Counsel the final forms of the following agreements needed to implement the project and administer and assure compliance with the grant terms and conditions:

i. Subrecipient Agreement No. 16-1001507, with BYD, for up to amount of \$7,554,000 of grant funds under the Funding Agreement, for purchase of battery electric yard trucks and service vehicles, proper charging equipment, and maintenance at three facility locations for this project, for the period of April 6, 2016, to April 1,2019, and;

ii. Subrecipient Agreement No. 16-1001487, with BNSF and/or its subcontractors for a total not-to-exceed amount of \$1,141,800, for the demonstration of zero emission yard trucks and service vehicles at two of their facility locations in Commerce and San Bernardino for the period of April 6, 2016 to April 1, 2019, and;

iii. Subrecipient Agreement No. 16-1001508, with Daylight Transportation, for a contract total not-to-exceed amount of \$50,000, for the demonstration of zero emission yard trucks and service vehicles at their facility located in Fontana for the period of April 6, 2016 to April 1, 2019, and;

iv. Subrecipient Agreement No. 16-1001509, with CALSTART, for a contract total not-to-exceed amount of \$355,000, for data analysis and market commercialization of the zero emission trucks and vehicles for the period of April 6, 2016, to April 1, 2019, and;

C. Authorize the Executive Director, or his designee, to approve administrative changes to the above contracts' Scopes of Work, Work Program and/or budgets, as needed, that do not materially change the project's overall scope or funding.

Entity: COG

Background:

In September 2015, the California Air Resources Board (CARB) closed their solicitation for grant submissions that would implement and administer a Multi-Source Facility Demonstration Project under the Air Quality Improvement Program (AQIP) and Low Carbon Transportation Greenhouse Gas Reduction Fund (GGRF) Investments. This competitive solicitation was open to local air districts or other California-based public agencies, as well as California-based non-profit organizations that could demonstrate the requisite administrative and technical expertise. This project is part of a \$50 million allocation for advanced technology freight demonstrations. This allocation complements a separate project to deploy zero-emission commercial trucks and buses with the intention to demonstrate multiple types of equipment and vehicles employing zero and near zero-emission technologies at freight facilities that will directly benefit or will be located within disadvantaged communities.

On September 2, 2015, the Board of Directors approved the development and submission of a grant application to the CARB requesting that SANBAG be the recipient of grant funds for Advanced Technology Freight Demonstration Projects. On September 24, 2015, SANBAG submitted a proposal to the CARB to demonstrate battery electric technologies at freight support facilities. The proposal submittal was called the Multi-Class Heavy-Duty Zero-Emission Truck Development Project for Intermodal and Warehouse Facilities. On January 8, 2016, SANBAG was informed that CARB selected SANBAG to be a grant recipient and desired a funding agreement with SANBAG. The grant award is for \$9,100,800 with required match funds in the amount of \$10,214,172 for a project total of \$19,314,972. The match funds for this grant will be provided entirely by our project partners: BYD, BNSF, CALSTART, and Daylight Transport. SANBAG will be providing in-kind staff time to administer the grant.

On February 3, 2016, the Board approved Resolution 16-023, authorizing designated officials to execute CARB Agreements, Ordinances, and Resolutions.

The purpose of this project is to demonstrate zero-emission battery electric technologies to replace the two most common trucks at freight support facilities across the United States: Class 8 Yard Trucks and Class 5 Service Trucks. The battery technologies for both of these truck types are in the pre-commercialized stage. However, the technology partner for the proposed project, BYD, is currently developing prototypes and manufacturing capabilities to support the expected rapid growth of these product lines.

Both truck types will be powered entirely by BYD's electric propulsion systems, including iron phosphate batteries, inverters, and traction motors. BNSF Railway, the largest intermodal rail operator in the world, is the principal technology demonstrator and will be demonstrating ten (10) yard trucks at each of their facilities in San Bernardino and Commerce for a total of twenty (20) yard trucks. The San Bernardino yard is a 154-acre facility that currently utilizes 55 yard trucks. The yard trucks are owned and operated by a subcontractor, Eagle Intermodal, which is a national company that primarily services the trucking operations at Class 1 railroads. The Commerce yard is a 48-acre facility. The trucking operations at this facility are provided by Parsec, another subcontractor that primarily services Class 1 railroads. Eagle Intermodal and Parsec are national companies servicing intermodal terminal operations and services about 36% of BNSF's intermodal volume, in addition to their work for other North American Railroads.

Board of Directors Agenda Item

April 6, 2016

Page 3

Daylight Transport, a leading national LTL (Less than truckload) shipping provider, will be demonstrating an additional three (3) yard trucks at a new facility in Fontana that will be supported with battery storage and solar. All three of these locations will also be demonstrating a total of four medium duty service trucks, which are used to provide maintenance and service support for yard tractors, rubber tire gantry cranes, and forklifts, and have the ability to serve in other capacities and environments, which enhances future commercialization prospects.

CALSTART will provide project support with efforts focusing on data analysis and market commercialization. CALSTART's work to advance commercialization of zero emission vehicle technologies has long been instrumental in growing markets for zero emission vehicles.

This project is sponsored by SANBAG who will provide administrative oversight. The project demonstration will begin upon contract execution and will continue through April 1, 2019. Trucks will be delivered in two phases, with lessons learned from phase one incorporated in the phase two deployments.

SANBAG staff is requesting approval of the draft agreement with the CARB and authorization for the Executive Director or his designee to execute the final agreements with the CARB and each of these parties so that the work may commence as soon as possible. In order to meet the project milestones, all contracts and agreements need to be executed during the month of April. As of the writing of this agenda item, staff and SANBAG counsel were completing reviews of all of the necessary agreements. It is anticipated that some adjustments in the final agreement language may be necessary but that these adjustments will not impact the project scope or budget.

Financial Impact:

Grant expenditures will be incorporated into the Fiscal Year 2016/2017 Budget.

Reviewed By:

This item has not received prior policy committee or technical advisory committee review. SANBAG General Counsel has reviewed this item and a draft of the agreement.

Responsible Staff:

Duane Baker, Deputy Executive Director

Approved
Board of Directors
Date: April 6, 2016

Witnessed By:

Contract Summary Sheet

General Contract Information

Contract No: 16-1001506 Amendment No.: _____ Vendor No.: PEND
 Vendor/Customer Name: California Air Resources Board Sole Source? Yes No
 Description: Zero Emission truck development project for intermodal and warehouse facilities
 Start Date: 4/6/2016 Expiration Date: 4/1/2019 Revised Expiration Date: _____
 Has Contract Term Been Amended? No Yes - Please Explain _____
 List Any Related Contracts Nos.: 16-1001507, 16-1001487, 16-1001508, 16-1001509

Dollar Amount			
Original Contract	\$ 9,100,800.00	Original Contingency	\$ -
Revised Contract (Inclusive of Prior Amendments)	\$ -	Revised Contingency (Inclusive of Prior Amendments)	\$ -
Current Amendment	\$ -	Contingency Amendment	\$ -
TOTAL CONTRACT VALUE	\$ 9,100,800.00	TOTAL CONTINGENCY VALUE	\$ -
		TOTAL DOLLAR AUTHORITY (Contract Value and Contingency)	\$ 9,100,800.00

Contract Authorization

Executive Director Date: _____
 Executive Director Action: _____
 Board of Directors Date: 4/6/2016
 Board of Directors Action: Approve agreement

Contract Management: Payable/Miscellaneous

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

Contract Management: Receivable

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

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

Additional Information

Project Manager: JENNY HERRERA

Attachment: ARB CSS [Revision 1] (2613 : CARB Grant execution)

-- DRAFT --

**AIR QUALITY IMPROVEMENT PROGRAM (AQIP) AND LOW
CARBON TRANSPORTATION GREENHOUSE GAS
REDUCTION FUND (GGRF) INVESTMENTS**

MULTI-SOURCE FACILITY DEMONSTRATION PROJECT

**Project Title: Multi-Class Heavy-Duty Zero-Emission Truck
Development Project for Intermodal and Warehouse Facilities
Grant Recipient Name: San Bernardino Associated Governments**

**Grant Agreement G14-LCTI-06
Fiscal Year 2014-15**

Mobile Source Control Division
California Air Resources Board



California Environmental Protection Agency

 **Air Resources Board**

Attachment: 16-1001506 (2613 : CARB Grant execution)

This page intentionally left blank.

EXHIBIT A

--- DRAFT ---
Grant Provisions

1. GRANT PARTIES AND CONTACT INFORMATION

1.1 This grant is from the California Air Resources Board (hereinafter referred to as ARB) to the San Bernardino Associated Governments (hereinafter referred to as Grantee).

1.2 The ARB Grant Coordinator is Kevin Driskill. All financial inquiries regarding this project shall be directed to:

Kevin Driskill
Air Resources Board
Administrative Services Division
Post Office Box 1436
Sacramento, California 95812
Phone: (916) 324-2165
E-mail: kevin.driskill@arb.ca.gov

1.3 The ARB Project Liaison is Michael Baker. Correspondence regarding this project shall be directed to:

Michael Baker
Air Resources Board
Mobile Source Control Division
Post Office Box 2815
Sacramento, California 95812
Phone: (916) 323-2791
E-mail: michael.baker@arb.ca.gov

1.4 The Grantee Liaison is Kelly Lynn. Correspondence regarding this project shall be directed to:

Grantee Liaison: Kelly Lynn
Title: Chief of Air Quality and Mobility Programs
Address: 1170 W. 3rd Street, 2nd Fl, San Bernardino, CA 92410
Phone: (909) 215-3280
Email: klynn@sanbag.ca.gov

Attachment: 16-1001506 (2613 : CARB Grant execution)

2. TIME PERIOD

- 2.1 Performance of work or other expenses billable to ARB under this grant may commence after signing and awarding of this grant. Performance on this grant ends once the Grantee has submitted the final report or if the grant is terminated, whichever is earlier.
- 2.2 Upon completion of the project, the Grantee shall submit a draft final report to the Project Liaison no later than **April 1, 2019** (see Section 6 Reporting).
- 2.3 Final request for payment shall be received by ARB no later than **April 15, 2019** (see Section 4 Grant Disbursements).
- 2.4 The ARB Executive Officer retains the authority to terminate or reduce the dollar amount of this grant if by **January 1, 2017**, 45 percent of project funding, and also by **January 1, 2018**, 75 percent of project funding, has not been expended by the Grantee. In the event of such termination, Section 7 of these provisions shall apply.

3. SCOPE OF WORK

- 3.1 This project will demonstrate pre-commercial zero-tailpipe-emission battery electric trucks. There will be 23 Class 8 heavy duty Yard Tractors and 4 Class 5 medium duty Service Trucks operating at three freight yard locations (two intermodal rail yards, and a truck freight transfer yard) in Southern California. These two trucks types are used at every major freight location in the United States, so this project will provide a model for truck electrification that can be scaled to any facility. Yard trucks move freight containers throughout freight yards. The service trucks will be used to provide maintenance and service support for yard tractors, rubber tired gantry cranes, and forklifts, and have the ability to serve in multiple other capacities and environments, which enhances future commercialization prospects.

There are two end users. BNSF Railway, the largest intermodal rail operator in the world, is the principal technology demonstrator and will be demonstrating 10 yard trucks each at two different facilities, for a total of 20 yard trucks, and three service trucks. Daylight Transport, a national trucking freight (LTL) provider, will be demonstrating 3 yard trucks and one service truck at a new facility in Fontana that will be supported with battery storage and solar. The battery storage and solar are not grant funded.

The three locations are in Southern California. BNSF's San Bernardino intermodal rail yard facility is located at 1535 W 4th St., San Bernardino, and BNSF's Commerce intermodal rail yard facility is at 2818 Eastern Ave., Commerce. Daylight Transport has a new trucking freight facility at 11150 Elm

Avenue, Fontana. Additional detail is in Exhibit D Grantee Application Package Attachment 3, and Exhibit B.

3.2 This section defines the respective scope of work of ARB and the Grantee in administering this project.

3.2.1 ARB is responsible for the following:

- a. Participation in regular meetings with Grantee to discuss project refinements and guide the administration of the project.
- b. Reviewing and approving project elements provided by Grantee, such as EVSE permitting, infrastructure design and construction, general vehicle and cargo handling equipment design criteria, equipment demonstration, data collection and analysis.
- c. Review and approve all grant disbursement requests (Form MSCD/ISB-90) and distribute funds to Grantee.
- d. Provide project oversight in conjunction with Grantee.
- e. Ensure compliance with applicable requirements of:
 - i. Fiscal Year 2014-2015 Funding Plan for the Air Quality Improvement Program and Low Carbon Transportation Greenhouse Gas Reduction Fund Investments (FY 2014-15 Funding Plan)
 - ii. Fiscal Year 2014-15 Grant Solicitation Advanced Technology Freight Demonstration: Multi-Source Facility Demonstration Project
- f. Maintaining adherence to the timeline.

3.2.2 Grantee's responsibilities include project development, project administration, project reporting, including the following tasks:

- a. Fulfilling CEQA requirements.
- b. Grantee's key project personnel will participate in an initial meeting with ARB staff before work on the project begins. The purpose of the initial meeting will be to discuss the overall plan, details for performing the tasks, the project schedule, and any issues that may need to be addressed. Grantee's key personnel will also participate in review meetings to discuss progress to be held at least quarterly beginning three months after the initial meeting. Additional meetings may be scheduled at the sole discretion of the ARB Project Liaison.
- c. The Grantee must submit numbered status reports accompanying grant disbursement requests to ARB at least every three months, but may submit on a monthly basis if necessary for more frequent invoicing with prior approval from ARB. These reports must be approved by ARB and must contain the following information, at a minimum, in either Microsoft Word or PDF, as a single electronic file:
 - i. Project Status Report number, title of project, name of Grantee, date of submission, and project grant number.
 - ii. Summary of work completed since the last progress report, noting progress toward completion of tasks and milestones identified in the workplan.

- iii. Statement of work expected to be completed by the next progress report.
- iv. Notification of problems encountered and an assessment of their effects on the project's outcome.
- v. Data collected from vehicles and equipment since the last data reporting, as deemed necessary by ARB or its designated third-party data analysis provider.
- vi. Itemized invoice showing all costs for which reimbursement is being requested.
- vii. Discussion of the project's adherence to the project timeline.
- d. Design of the Electric Vehicle Supply Equipment (EVSE) infrastructure in conjunction with Southern California Edison (SCE), and install 23 200 kW AC chargers at the three locations.
- e. Purchase data loggers, and ensure that baseline trucks are available for data logging and PEMS testing by the third-party ARB contractor. Trucks to be used as typical, for a period established by ARB.
- f. Yard trucks and service trucks will be deployed in two phases. The vehicles will have data loggers, with data logging performed by the third-party ARB contractor for a period established by ARB.
 - i. Phase 1: 9 yard trucks and 3 service trucks. Phase 1 Trucks to be reworked and redeployed as appropriate.
 - ii. Phase 2: 14 yard trucks and 1 service truck.
- g. A Market Assessment Report will be submitted.
- h. A "Voice of the Customer Event" for educating local fleets with a ride and drive will be conducted, with the finding summarized in a report.
- i. A Commercialization Roadmap Report will be submitted.
- j. During the demonstration period, data will be collected from baseline and battery electric trucks for hours of use, energy storage, vehicle performance, type of operation and application, vehicle and equipment maintenance, and general feedback on operator acceptance. All battery electric trucks will be equipped with a health activity monitoring system as part of the chassis module. A final report is required at the end of the project and must include results of the data collection (including emission testing). Additionally, the final report needs to contain a description of the project's goals and objectives, methods, results of the demonstration (with a summary of the progress reports), future application of the technology including commercialization prospects, any deliverables that were committed to in the project, and any other information required by ARB.

4 **FISCAL ADMINISTRATION**

Budget

- 4.2 The maximum amount of this grant is \$9,100,800. Under no circumstance will ARB reimburse the Grantee for more than this amount. A written Grant

Agreement amendment is required whenever there is a change to the amount of this grant.

- 4.3 The budget for this project is shown in Exhibit B, Attachment I. Except as stated in Section 4.6 of these provisions, Grant Disbursement Requests for demonstration technology and administrative funds shall not exceed the corresponding grant amount.
- 4.4 The total funding may only be reallocated in the event that the Grantee requests less administrative funding than the amount stated in the budget.
- 4.5 No grant funds may be used to purchase equipment or computers that would be required to be returned to the State at the completion of this project.

Grant Disbursements

- 4.6 Requests for payment shall be made with the Grant Disbursement Request Form (Form MSCD/ISB-90) and conform to the instructions identified in the Fiscal Year 2014-15 Air Quality Improvement Program and Low Carbon Transportation GGRF Investments Multi-Source Facility Demonstration Solicitation (Solicitation). Grant payments shall be made only for reasonable costs incurred by the Grantee and (with the exception of the first disbursement of administration funds) only when the Grantee has submitted a Grant Disbursement Request Form, milestones stipulated in Exhibit B, Attachment II and the instructions found in the Solicitation have been accomplished, documentation of accomplishment has been provided to ARB in the form of the Status Report, and any associated deliverables (if applicable) have been provided to ARB. ARB will have sole discretion to accelerate the timeline for allowable disbursements of administration and project funds identified in Exhibit B, Attachment II (with the exception of the final project administration disbursement), necessary to assure the goals of the project are met.
- 4.7 Grant payments are subject to ARB's approval of Status Reports and any accompanying deliverables (see Section 6 Reporting). A payment will not be made if the ARB Project Liaison deems that a milestone has not been accomplished or documented, a deliverable meeting specification has not been provided, claimed expenses are not documented, not valid per the budget, or not reasonable, or the Grantee has not met other terms of the grant.

The Chief of the Mobile Source Control Division or designee of ARB may review the Project Liaison's approval or disapproval of a Grant Disbursement Request. No reimbursement will be made for expenses that, in the judgment of the Division Chief of the Mobile Source Control Division, are not reasonable or do not comply with the Grant Agreement.

- 4.8 The Grantee shall mail Grant Disbursement Requests to the Project Liaison.

- 4.9 ARB retains the right to withhold payment of ten percent of administrative funds until completion of all work and submission of a Final Report to ARB, as identified in the Solicitation. It is the Grantee's responsibility to submit a Grant Disbursement Request for this final disbursement of funds.
- 4.10 ARB shall disburse funds in accordance with the California Prompt Payment Act, Government Code, Section 927, et seq.

Oversight and Accountability

- 4.11 The Grantee shall comply with all oversight responsibilities identified in the Solicitation and this Grant Agreement.
- 4.12 ARB or its designee reserves the right to audit at any time during the duration of this grant the Grantee's costs of performing the grant and to refuse payment of any reimbursable costs or expenses that in the opinion of ARB or its designee are unsubstantiated or unverified. The Grantee shall cooperate with ARB or its designee including, but not limited to, promptly providing all information and documents requested, such as all financial records, documents, and other information pertaining to reimbursable costs, and any matching costs and expenses.
- 4.13 The Grantee shall retain all financial records referred to above and provide them for examination and audit by the State for three years after final payment under this grant.
- 4.14 Develop and maintain accounting procedures to track reservation and expenditures by grant award, fiscal year, and of all funding sources.
- 4.15 Store all records in a secured and safe storage facility that maintains confidentiality and provides fire and natural disaster protection (see Section 9 in the Sample Grant Agreement). Files must be retained during the term of the Grant Agreement plus 7 years.
- 4.16 ARB or its designee may recoup funds which were received based upon misinformation or fraud, or for which a Grantee, manufacturer (including truck equipment manufacturer), technology provider, or vehicle purchaser is in significant or continual non-compliance with the terms of this grant or State law. ARB also reserves the right to prohibit any entity from participating in the Advanced Technology Demonstration Projects, due to non-compliance with project requirements.

5 PROJECT MONITORING

Meetings

- 5.2 Initial meeting: A meeting will be held between key project personnel and ARB staff before work on the project begins. The purpose of the first meeting will be to discuss the overall plan, details of performing the tasks, the project schedule, and any issues that may need to be resolved.

Review meetings: Meetings to discuss progress must be held at least quarterly beginning three months after the initial meeting. Additional meetings may be scheduled at the sole discretion of the Project Liaison. Such meetings may be conducted by phone, if deemed appropriate by the Project Liaison.

Technical Monitoring

- 5.3 Any changes in the scope or schedule for the project shall require the prior written approval of the ARB Project Liaison.
- 5.4 The Grantee shall notify the ARB Project Liaison and Grant Coordinator in writing, immediately if any circumstances arise (technical, economic, or otherwise), which might place completion of the project in jeopardy. The Grantee shall also make such notification if there is a change in key project personnel (see Exhibit B, Attachment IV).
- 5.5 The Grantee shall notify the Project Liaison if the project technology will pursue official verification/certification during the term of this agreement and all documentation in support of the verification/certification must be submitted to the Project Liaison concurrently with the verification/certification submittal.
- 5.6 In addition to Status Reports (discussed in Section 6 Reporting), the Grantee shall provide information requested by the Project Liaison that is needed to assess progress in completing tasks and meeting the objectives of the project.
- 5.7 Any change in budget allocations, re-definition of deliverables, or extension of the project schedule must be requested in writing to the ARB Project Liaison and approved by ARB, in its sole discretion.

6 REPORTING

Status Reports

- 6.2 The Grantee shall submit Status Reports at a minimum of three-month intervals. The Status Reports shall be provided in a format agreed upon between the ARB Project Liaison and the Grantee and meet the requirements of the Solicitation.

- 6.3 Every Grant Disbursement Request Form (Form MSCD/ISB-90) shall be accompanied by a Status Report that documents the completion of a milestone specified in Exhibit B, Attachment II.
- 6.4 If the project is behind schedule, the Status Reports must contain an explanation of reasons and how the Grantee plans to resume the schedule.

Final Report

- 6.5 When the project is complete, the Grantee shall submit a draft Final Report. The draft Final Report must be submitted to ARB in an appropriate format agreed upon between the ARB Project Liaison and the Grantee. The Final Report must meet the requirements of the Solicitation. Upon approval of the draft Final Report by the Project Liaison, the Grantee shall provide a written copy of the final version, plus an electronic file.

7 TERMINATION AND SUSPENSION OF PAYMENTS

- 7.2 ARB reserves the right to terminate this grant upon thirty days' written notice to the Grantee, if ARB determines that the project has not progressed satisfactorily during the previous three months and the Grantee and ARB have been unable to agree on modifications. In case of early termination, the Grantee will submit a Grant Disbursement Request Form, a Status Report covering activities up to, and including, the termination date and following the requirements in Sections 4 and 6 of these provisions. Upon receipt of the Grant Disbursement Request Form, Status Report, and all intellectual property has been relinquished to ARB, a final payment will be made to the Grantee. This payment shall be for all ARB-approved, actually incurred costs that in the opinion of ARB are justified. However, the total amount paid shall not exceed the total grant amount.
- 7.3 ARB reserves the right to issue a grant suspension order in the event that a dispute should arise. The grant suspension order will be in effect until the dispute has been resolved or the grant has been terminated. If the Grantee chooses to continue work on the project after receiving a grant suspension order, the Grantee will not be reimbursed for any expenditure incurred during the suspension in the event ARB terminates the grant. If ARB rescinds the suspension order and does not terminate the grant, ARB will reimburse the Grantee for any expenses incurred during the suspension that are reimbursable in accordance with the terms of the grant.

8 CONTINGENCY PROVISION

- 8.2 In the event this grant is terminated for whatever reason, the ARB Executive Officer or designee reserves the right in his or her sole discretion to award a

grant to the next highest scored applicant and if an agreement cannot be reached, to the next applicant(s) until an agreement is reached. If ARB is unable to award a grant under these circumstances, ARB may award a grant to other projects.

- 8.3 Develop and maintain accounting procedures to track reservation and expenditures by grant award, fiscal year, and of all Multi-Source Facility Demonstration Project funding sources. As further described below, project records includes but is not limited to Grantee and financial records. All project records must be retained for a period of seven (7) years after final payment under this Grant. All project records are subject to audit pursuant to Section 10 of this Grant Agreement. Upon completion of the seventh year of record retention, the Grantee shall submit all project records to ARB.

9 PROJECT RECORDS

Grantee Record

- 9.2 As further described below, project records includes but is not limited to Grantee, financial, and other records. All project records must be retained for a period of seven (7) years after final payment under this Grant. All project records are subject to audit pursuant to Section 10 of this Grant Agreement. Upon completion of the seventh year of record retention, the Grantee shall submit all project records to ARB.
- 9.3 The Grantee shall retain a file for the Multi-Source Facility Demonstration Project containing:
- a. Original executed copy of the Multi-Source Facility Demonstration Project Grant Agreement and Grant Agreement Amendments (if applicable).
 - c. Copies of Grant Disbursement Request Forms.
 - d. Documentation of earned interest generation and expenditure.

Financial Record

- 9.4 Without limitation of the requirement to maintain project accounts in accordance with generally accepted accounting principles, the Grantee must:
- a. Establish an official file for the Multi-Source Facility Demonstration Project which shall adequately document all significant actions relative to the project.
 - b. Establish separate accounts which will adequately and accurately depict all amounts received and expended on the Multi-Source Facility Demonstration Project.
 - c. Establish separate accounts which will adequately and accurately depict all income received which is attributable to the Multi-Source Facility Demonstration Project.

- d. Establish an accounting system which will adequately depict final total costs of the Multi-Source Facility Demonstration Project, including both direct and indirect costs.

10 GENERAL PROVISIONS

- 10.2 **Amendment:** No amendment or variation of the terms of this Grant Agreement shall be valid unless made in writing, signed by the parties and approved as required. No oral understanding or agreement not incorporated in the Grant Agreement is binding on any of the parties.
- 10.3 **Assignment:** This grant is not assignable by the Grantee, either in whole or in part, without the consent of ARB.
- 10.4 **Compliance with law, regulations, etc.:** The Grantee agrees that it will, at all times, comply with and require its contractors and subcontractors to comply with all applicable federal and State laws, rules, guidelines, regulations, and requirements.
- 10.5 **Computer software:** The Grantee certifies that it has appropriate systems and controls in place to ensure that State funds will not be used in the performance of this Grant Agreement for the acquisition, operation or maintenance of computer software in violation of copyright laws.
- 10.6 **Conflict of interest:** The Grantee certifies that it is in compliance with applicable State and/or federal conflict of interest laws.
- 10.7 **Damages for breach affecting tax exempt status:** In the event that any breach of any of the provisions of this Grant Agreement by the Grantee shall result in the loss of tax exempt status for any State bonds, the Grantee shall immediately reimburse the State in an amount equal to any damages paid by or loss incurred by the State due to such breach.
- 10.8 **Disputes:** The Grantee shall continue with the responsibilities under this Grant Agreement during any dispute. Grantee staff or management may work in good faith with ARB staff or management to resolve any disagreements or conflicts arising from implementation of this Grant Agreement. However, any disagreements that cannot be resolved at the management level within 30 days of when the issue is first raised with ARB staff shall be subject to resolution by the ARB Executive Officer, or his designated representative. Nothing contained in this paragraph is intended to limit any rights or remedies that the parties may have under law.
- 10.9 **Environmental justice:** In the performance of this Grant Agreement, the Grantee shall conduct its programs, policies, and activities that substantially affect human health or the environment in a manner that ensures the fair

treatment of people of all races, cultures, and income levels, including minority populations and low-income population of the State.

- 10.10 **Fiscal management systems and accounting standards:** The Grantee agrees that, at a minimum, its fiscal control and accounting procedures will be sufficient to permit tracing of grant funds to a level of expenditure adequate to establish that such funds have not been used in violation of State law or this Grant Agreement. Unless otherwise prohibited by State or local law, the Grantee further agrees that it will maintain separate Project accounts in accordance with generally accepted accounting principles.
- 10.11 **Force majeure:** Neither ARB nor the Grantee shall be liable for or deemed to be in default for any delay or failure in performance under this Grant Agreement or interruption of services resulting, directly or indirectly, from acts of God, enemy or hostile governmental action, civil commotion, strikes, lockouts, labor disputes, fire or other casualty, etc.
- 10.12 **Governing law and venue:** This grant is governed by and shall be interpreted in accordance with the laws of the State of California. ARB and the Grantee hereby agree that any action arising out of this Grant Agreement shall be filed and maintained in the Superior Court in and for the County of Sacramento, California, or in the United States District Court in and for the Eastern District of California. The Grantee hereby waives any existing sovereign immunity for the purposes of this Grant Agreement.
- 10.13 **Indemnification:** The Grantee agrees to indemnify, defend and hold harmless the State and the Board and its officers, employees, agents, representatives, and successors-in-interest against any and all liability, loss, and expense, including reasonable attorneys' fees, from any and all claims for injury or damages arising out of the performance by the Grantee, and out of the operation of equipment that is purchased with funds from this Grant Award.
- 10.14 **Grantee's responsibility for work:** The Grantee shall be responsible for work and for persons or entities engaged in work, including, but not limited to, contractors, subcontractors, suppliers, and providers of services. The Grantee shall be responsible for any and all disputes arising out of its contract for work on the Project, including but not limited to payment disputes with contractors, subcontractors, and providers of services. The State will not mediate disputes between the Grantee and any other entity concerning responsibility for performance of work.
- 10.15 **Independent actor:** The Grantee, and its agents and employees, if any, in their performance of this Grant Agreement, shall act in an independent capacity and not as officers, employees or agents of ARB.

- 10.16 **Nondiscrimination:** During the performance of this Grant Agreement, the Grantee and its contractors shall not unlawfully discriminate against, harass, or allow harassment against any employee or applicant for employment because of sex, race, religion, color, national origin, ancestry, disability, sexual orientation, medical condition, marital status, age (over 40) or allow denial of family-care leave, medical-care leave, or pregnancy-disability leave. The Grantee and its contractors shall ensure that the evaluation and treatment of their employees and applicants for employment are free of such discrimination and harassment.
- 10.17 **No third party rights:** The parties to this Grant Agreement do not create rights in, or grant remedies to, any third party as a beneficiary of this Grant Agreement, or of any duty, covenant, obligation or undertaking establish herein.
- 10.18 **Prevailing wages and labor compliance:** If applicable, the Grantee agrees to be bound by all the provisions of State Labor Code Section 1771 regarding prevailing wages. If applicable, the Grantee shall monitor all agreements subject to reimbursement from this Grant Agreement to ensure that the prevailing wage provisions of State Labor Code Section 1771 are being met.
- 10.19 **Professionals:** For projects involving installation or construction services, the Grantee agrees that only licensed professionals will be used to perform services under this Grant Agreement where such services are called for and licensed professionals are required for those services under State law.
- 10.20 **Severability:** If a court of competent jurisdiction holds any provision of this Grant Agreement to be illegal, unenforceable or invalid in whole or in part for any reason, the validity and enforceability of the remaining provisions, or portions of those provisions, will not be affected.
- 10.21 **Termination:** ARB may terminate this Grant Agreement by written notice at any time prior to completion of projects funded by this Grant Agreement, upon violation by the Grantee of any material provision after such violation has been called to the attention of the Grantee and after failure of the Grantee to bring itself into compliance with the provisions of this Grant Agreement.
- 10.22 **Timeliness:** Time is of the essence in this Grant Agreement. Grantee shall proceed with and complete the Project in an expeditious manner.
- 10.23 **Waiver of Rights:** Any waiver of rights with respect to a default or other matter arising under the Grant Agreement at any time by either party shall not be considered a waiver of rights with respect to any other default or matter. Any rights and remedies of the State provided for in this Grant Agreement are in addition to any other rights and remedies provided by law.

- 10.24 **Availability of funds:** ARB's obligations under this Grant Agreement are contingent upon the availability of funds. In the event funds are not available, the State shall have no liability to pay any funds whatsoever to the Grantee or to furnish any other considerations under this Grant Agreement.
- 10.25 **Confidentiality:** No record which has been designated as confidential by ARB, or is the subject of a pending application of confidentiality, shall be disclosed by the Grantee. Any confidential information or data submitted to ARB by the Grantee may be shared with other divisions within the ARB.
- 10.26 **Personally Identifiable Information:** Information or data that personally identifies an individual or individuals is confidential in accordance with California Civil Code sections 1798, et seq. and other relevant State or Federal statutes and regulations. The Grantee shall safeguard all such information or data which comes into their possession under this agreement in perpetuity, and shall not release or publish any such information or data.
- 10.27 **Ownership:** All information or data received or generated by the Grantee under this agreement shall become the property of ARB. No information or data received or generated under this agreement shall be released without ARB's approval.
- 10.28 **Audit:** Grantee agrees that ARB, the Department of General Services, Department of Finance, the Bureau of State Audits, or their designated representative shall have the right to review and to copy any records and supporting documentation pertaining to the performance of this Grant and all State funds received. Grantee agrees to maintain such records for possible audit for a minimum of seven (7) years after the term of this Grant is completed, unless a longer period of records retention is stipulated. Grantee agrees to allow the auditor(s) access to such records during normal business hours and to allow interviews of any employees who might reasonably have information related to such records. Further, Grantee agrees to include similar right of the State audit records and interview staff in any Grant related to performance of this Agreement.

This page intentionally left blank.

EXHIBIT B

**--- DRAFT ---
Work Statement**

- Budget Summary (Attachment I)
- Project Milestones and Disbursement Schedule (Attachment II)
- Project Schedule (Attachment III)
- Key Project Personnel (Attachment IV)

Attachment: 16-1001506 (2613 : CARB Grant execution)

EXHIBIT B, Attachment I

Budget Summary

Grantee: San Bernardino Associated Governments Grant No.: G14-LCTI-06

**Project: Multi-Class Heavy-Duty Zero-Emission Truck Development
Project for Intermodal and Warehouse Facilities**

Total Costs & Funding

Costs	Grant	Applicant Match Funding		Total
	Cash	Cash	In-Kind	
1. Demonstration Technology Funds	\$8,745,800	\$8,125,875 ²	\$ 830,500	\$17,702,175
2. Administrative Funds¹	\$ 355,000	\$ 0	\$1,257,797	\$ 1,612,797
Total	\$9,100,800	\$8,125,875	\$2,088,297	\$19,314,972

¹Administrative funds may not exceed 10% of the total project cost and only 10% of ARB-awarded funds may be used for administrative purposes.

² Grantee authorizes the purchase of two additional data loggers (@ \$2,000 each) after the Application was submitted, and the cost is added to the Applicant Match Funding – Cash amount in the application, and the revised amount is shown in this table. The grant amount does not change.

Additional detail is in Exhibit D Grantee Application Package Attachments 5A and 5B.

Disbursement of Funds:

Demonstration Technology Funding

The Grantee shall receive funds in accordance with the 2014-2015 Grant Solicitation for the Air Quality Improvement Program and Low Carbon Transportation Greenhouse Gas Reduction Fund (GGRF) Investments: Multi-Source Facility Demonstration Project.

Project Administration

The Grantee shall receive project administration funding in accordance with the 2014-2015 Grant Solicitation for the Air Quality Improvement Program and Low Carbon Transportation Greenhouse Gas Reduction Fund (GGRF) Investments: Multi-Source Facility Demonstration Project.

Attachment: 16-1001506 (2613 : CARB Grant execution)

EXHIBIT B, Attachment II

Project Milestones and Brief Task Descriptions with Disbursements Schedule

Grantee: San Bernardino Associated Governments

Grant No.: G14-LCTI-06

Project: Multi-Class Heavy-Duty Zero-Emission Truck Development
Project for Intermodal and Warehouse Facilities

Milestone	Task Description	Project Funding	
		Project Funds	Administrative Funds
1.1	Sign Grant Agreement with ARB.		
1.2	SANBAG will schedule project kickoff meeting.		
1.3	SANBAG will send a meeting agenda at least 24 hours prior to meeting.		
1.4	SANBAG will lead project kickoff meeting.		
1	Contracting and project kickoff	\$0	\$0
2.1	BYD will initiate FMVSS testing.		
2.2	BYD will acquire World Manufacturers Identifiers.		
2.3	BYD will register the T9A and T5 with the DOT NHTSA.		
2.4	BYD will apply for certification with the U.S. EPA.		
2.5	BYD will apply for certification with CARB.		
2	Product testing and registration	\$0	\$0

Attachment: 16-1001506 (2613 : CARB Grant execution)

3.1	BNSF and Daylight will send information to SCE.		
3.2	Assess existing power supply.		
3.3	Evaluation to determine what upgrades are required.		
3.4	SCE will complete supply upgrades.		
3.5	SCE will perform rate option analysis.		
3.6	BNSF and Daylight will perform contracting work.		
3.7	BYD will install 23 200 kW AC chargers at the three locations.		
3	EVSE installation at each site	\$1,191,800	\$0
4.1	Purchase data loggers; make/model and count specified by ARB, to a maximum of 29 at a cost of \$2,000 each (cost for maximum of 27 is reimburseable), for baseline and demonstration vehicles.		
4.2	Baseline trucks to be available for data logging by third-party ARB contractor. Trucks used as typical, for a period established by ARB.		
4.3	Baseline trucks to be available for PEMS testing by third-party ARB contractor. Trucks used as typical, for a period established by ARB.		
4	Purchase data loggers; baseline trucks available for data logging and PEMS testing	\$54,000	\$0
5.1	BYD will develop prototype trucks.		

5.2	BYD will perform internal testing.		
5.3	Mileage accumulation of 5,000 miles.		
5.4	BYD will procure parts for complete knockdown kits.		
5.5	BYD will ship parts to BYD's Lancaster, CA facilities.		
5.6	BYD's Lancaster facilities will manufacture trucks: 9 yard trucks, and 3 service trucks.		
5.7	BYD will complete all performance testing.		
5.8	BYD will transport Phase 1 Trucks to each technology demonstrator site.		
5	Delivery of Phase 1 Trucks: 9 yard trucks at \$300,000 each, and 3 service trucks at \$150,000 each	\$3,150,000	\$0
6.1	BYD will provide 40 hours of on-site training		
6.2	BNSF and Daylight to start using all Phase 1 Trucks, with data loggers as determined by ARB.		
6	Deployment of all Phase 1 Trucks, with data loggers as determined by ARB		
7.1	CALSTART will research for trucks demonstrated in this project		
7.2	CALSTART will survey fleets to define potential customer base.		
7.3	CALSTART will identify current and future barriers to market.		
7.4	CALSTART will estimate potential truck market.		
7.5	CALSTART will develop a business case.		

7	Market assessment final report	\$0	\$120,000
8.1	BNSF and Daylight will oversee operation for 6 months.		
8.2	BYD will host a weekly call with BNSF and Daylight for the first 12 weeks of Phase 1.		
8.3	BYD will complete any maintenance as necessary.		
8	Complete first portion of Phase 1 demonstration	\$0	\$0
9.1	CALSTART will reach out to potential customers.		
9.2	CALSTART will conduct an event with ride and drive.		
9.3	CALSTART will summarize findings into a report.		
9	Voice of the Customer Event summary report	\$0	\$150,000
10.1	BYD will transport any trucks that require repair or component changes to BYD's facilities in Lancaster, CA		
10.2	BYD will complete truck reworks as appropriate.		
10.3	BYD will transport reworked trucks back to each of the technology demonstrators.		
10.4	BNSF and Daylight will reintroduce the Phase 1 Trucks into fleet.		
10	Deploy reworked Phase 1 Trucks	\$0	\$0
11	Continue to demonstrate Phase 1 Trucks through conclusion of project; data log as determined by ARB	\$0	\$0
12.1	BYD will analyze performance of Phase 1 trucks.		

12.2	BYD will complete all engineering required to optimize design and performance of Phase 2 trucks.		
12.3	BYD will procure parts for complete knockdown kits from internal BYD divisions.		
12.4	BYD will ship parts to BYD's Lancaster, CA facilities.		
12.5	BYD's Lancaster facilities will manufacture trucks: 14 yard trucks, and 1 service truck.		
12.6	BYD will complete all performance testing including powertrain, weight, and rain simulation.		
12.7	BYD will transport Phase 2 Trucks to each facility.		
12	Delivery of Phase 2 Trucks: 14 yard trucks at \$300,000 each, and 1 service truck at \$150,000	\$4,350,000	\$0
13.1	BYD will provide an additional 40 hours of on-site training for maintenance and driver staff at both BNSF facilities.		
13.2	BNSF and Daylight will start using all Phase 2 Trucks, with data loggers as determined by ARB.		
13	Deployment of all Phase 2 Trucks, with data loggers as determined by ARB	\$0	\$0
14.1	BNSF and Daylight will oversee operation for 6 months.		
14.2	BYD will host a weekly call with BNSF and Daylight for the first 12 weeks of Phase 2.		
14.3	BYD will complete any maintenance as necessary.		
14	Complete Phase 2 demonstration	\$0	\$0

15.1	CALSTART will identify key issues impacting commercialization of technology.		
15.2	CALSTART will describe pathways to commercialization.		
15.3	CALSTART will identify market phase-in stages.		
15	Commercialization Roadmap Report	\$0	\$85,000*
16.1	Draft Final Project Report		
16	Final Project Report (in-kind labor cost)*	\$0	\$0
Subtotal of Project Funds and Administrative Funds		\$8,745,800	\$355,000
Grant Total Funding Amount		\$9,100,800	

* ARB will not reimburse for the Commercialization Roadmap Report until approval of the final project report

EXHIBIT B, Attachment III

Project Schedule

Grantee: San Bernardino Associated Governments

Grant No.: G14-LCTI-06

**Project: Multi-Class Heavy-Duty Zero-Emission Truck Development
Project for Intermodal and Warehouse Facilities**

Detailed Scope of Work and Schedule

Work Task	Completion Date
Task 1.1 - Sign Grant Agreement with ARB	
Task 1.2 - SANBAG will schedule and lead the project kickoff meeting with CARB, SANBAG, BYD, BNSF, and Daylight Transport.	
Task 1.3 - SANBAG will send a meeting agenda at least 24 hours prior to meeting.	
Task 1.4 - SANBAG will lead project kickoff meeting.	
Task 1 - Contracting and Project Kickoff	April 30, 2016
Task 2.1 - BYD will initiate FMVSS testing on each of its vehicles.	
Task 2.2 - BYD will acquire World Manufacturer Identifiers (WMI) from the Chinese government.	
Task 2.3 - BYD will register the T9A and T5 with the DOT NHTSA.	
Task 2.4 - BYD will apply for certification with the U.S. EPA.	
Task 2.5 - BYD will apply for certification with CARB.	
Task 2 - Product Testing and Registration	September 30, 2016
Task 3.1 - BNSF and Daylight will send three (3) scaled site plans, a peak demand chart, and a charging profile for each of the three (3) project locations to Southern California Edison's (SCE) Planning Department.	
Task 3.2 - SCE will perform site evaluation at all 3 locations to assess existing power supply.	
Task 3.3 - SCE will perform an engineering evaluation to determine what upgrades are required, if any, including any transformer upgrades, trenching, or line extensions.	

Attachment: 16-1001506 (2613 : CARB Grant execution)

Task 3.4 - SCE will complete supply upgrades under tariff allowance program, Rule 15 and Rule 16.	
Task 3.5 - SCE will perform rate option analysis to determine optimal program for each of the three project locations.	
Task 3.6 - BNSF and Daylight will perform contracting work at facility for trenching, running conduits, and installing chargers.	
Task 3.7 - BYD will install 23 200 kW AC chargers at the three locations.	
Task 3 - EVSE Installation at each site	September 30, 2016
Task 4.1 - Purchase data loggers; make/model and count specified by ARB, to a maximum of 29, for baseline and demonstration vehicles.	
Task 4.2 - Baseline trucks to be available for data logging by third-party ARB contractor, trucks used as typical, for a period established by ARB. Data loggers will be removed by third-party ARB contractor.	
Task 4.3 - Baseline trucks to be available for PEMS testing by third-party ARB contractor, and trucks used as typical. For a period established by ARB. PEMS testing equipment will be removed by third-party ARB contractor.	
Task 4 - Purchase data loggers; baseline trucks available for data logging and PEMS testing	November 1, 2018
Task 5.1 - BYD will develop and build prototype truck(s) sufficient to perform testing.	
Task 5.2 - BYD will perform internal testing on transmission, brakes, tires, warning devices, controls/display, seats and belts, lamps, windshield defrost/defog and wiping, and hood latch.	
Task 5.3 - Mileage accumulation of 5,000 miles.	
Task 5.4 - BYD will procure parts for complete knockdown kits from internal BYD divisions.	
Task 5.5 - BYD will ship parts to BYD's Lancaster, CA facilities.	
Task 5.6 - BYD's Lancaster facilities will manufacture trucks: 9 yard trucks, and 3 service trucks.	
Task 5.7 - BYD will complete all performance testing including powertrain, weight and rain simulation.	
Task 5.8 - BYD will transport Phase 1 Trucks to each technology demonstrator site.	
Task 5 - Delivery of Phase 1 Trucks: 9 yard trucks, and 3 service trucks	November 4, 2016
Task 6.1 - BYD will provide 40 hours of on-site training for maintenance and driver staff at each facility.	
Task 6.2 - BNSF and Daylight to start using all Phase 1 Trucks, with data loggers as determined by ARB.	
Task 6 - Deployment of All Phase 1 Trucks: 9 yard trucks, and 3	December 2,

service trucks, with data loggers as determined by ARB	2016
Task 7.1 - CALSTART will research current and future drivers for trucks demonstrated in this project, including regulatory, policy, and fuel cost.	
Task 7.2 - CALSTART will survey fleets to define potential customer base.	
Task 7.3 - CALSTART will identify current and future barriers to market.	
Task 7.4 - CALSTART will estimate potential truck market.	
Task 7.5 - CALSTART will develop a business case for BYD's T9A and T5 for freight support applications.	
Task 7 - Market Assessment Final Report	December 16, 2016
Task 8.1 - BNSF and Daylight will oversee operation of all electric trucks and ensure they are in operation as much as diesel equivalents would be for a period of 6 months.	
Task 8.2 - BYD will host a weekly call with BNSF and Daylight for the first 12 weeks of the Phase 1 demonstration to discuss truck performance and any problems.	
Task 8.3 - BYD will complete any maintenance as necessary.	
Task 8 - Complete first portion of Phase 1 demonstration	September 1, 2017
Task 9.1 - CALSTART will reach out to potential customers to notify of the educational and ride and drive event.	
Task 9.2 - CALSTART will conduct an event for educating local fleets with a ride and drive.	
Task 9.3 - CALSTART will summarize findings into a report.	
Task 9 - Voice of the Customer Event Summary Report	September 29, 2017
Task 10.1 - BYD will transport any trucks that require repair or component changes to BYD's facilities in Lancaster, CA.	
Task 10.2 - BYD will complete truck reworks as appropriate.	
Task 10.3 - BYD will transport reworked trucks back to each of the technology demonstrators.	
Task 10.4 - BNSF and Daylight will reintroduce the Phase 1 trucks into fleet.	
Task 10 - Deploy reworked Phase 1 Trucks	December 22, 2017
Task 11 - Continue to demonstrate Phase 1 Trucks through conclusion of project	April 1, 2019
Task 12.1 - BYD will analyze performance of Phase 1 trucks and assemble lessons learned. This work will begin immediately upon deployment of the Phase 1 trucks and will continue through 1 month	

after the Phase 1 demonstration.	
Task 12.2 - BYD will complete all engineering required to optimize design and performance of Phase 2 trucks.	
Task 12.3 - BYD will procure parts for complete knockdown kits from internal BYD divisions.	
Task 12.4 - BYD will ship parts to BYD's Lancaster, CA facilities: 14 yard trucks, and 1 service truck.	
Task 12.5 - BYD's Lancaster facilities will manufacture trucks.	
Task 12.6 - BYD will complete all performance testing including powertrain, weight, and rain simulation.	
Task 12.7 – BYD will transport Phase 2 Trucks to each technology demonstrator site.	
Task 12 - Delivery of Phase 2 Trucks: 14 Yard Trucks, and 1 Service Truck	November 3, 2017
Task 13.1 - BYD will provide an additional 40 hours of on-site training for maintenance and driver staff at both BNSF facilities.	
Task 13.2 - BNSF and Daylight will start using all Phase 2 Trucks, with dataloggers as determined by ARB.	
Task 13 - Deployment of all Phase 2 Trucks: 14 Yard Trucks, and 1 Service Truck, with data loggers as determined by ARB	November 24, 2017
Task 14.1 - BNSF will oversee operation of all electric trucks and ensure they are in operation as much as diesel equivalents would be through the end of the demonstration.	
Task 14.2 - BYD will host a weekly call with BNSF for the first 12 weeks of the Phase 2 demonstration to discuss truck performance and any problems.	
Task 14.3 - BYD will complete any maintenance as necessary.	
Task 14 - Complete Phase 2 Demonstration	April 1, 2019
Task 15.1 - CALSTART will identify key issues impacting commercialization of technology.	
Task 15.2 - CALSTART will describe pathways to commercialization.	
Task 15.3 - CALSTART will identify market phase-in stages.	
Task 15 - Commercialization Roadmap Report	April 1, 2019
Task 16.1 – Submit Draft Final Project Report.	March 1, 2019
Task 16 – Submit Final Project Report	April 1, 2019

EXHIBIT B, Attachment IV**Key Project Personnel****Grantee: San Bernardino Associated Governments****Grant No.: G14-LCTI-06****Project: Multi-Class Heavy-Duty Zero-Emission Truck Development
Project for Intermodal and Warehouse Facilities**

Name	Position	Duties
	SANBAG - Applicant	
Raymond W. Wolfe, Ph.D.	SANBAG Executive Director	Responsible Party
Kelly Lynn	Chief of Air Quality and Mobility Programs	Lead Applicant Manager
Jenny Herrera	Management Analyst II	Project Manager - Kickoff Meeting, Monthly Progress Calls, Quarterly and Final Report Review, Manage Disbursement Requests
	BYD – Technology Provider	
Brendan Riley	VP of Fleet Sales	Oversight and Review for BYD Contributions: Kickoff Meeting, Progress Calls, Progress Reports, Final Report, Weekly Meetings Following Delivery of Trucks
Andy Swanton	Director of Business Development	Involved in each BYD Contribution: Kickoff Meeting, Prep for and Contribute to Progress Calls, Prepare Progress and Final Reports, Weekly Meetings following Delivery of Trucks

Attachment: 16-1001506 (2613 : CARB Grant execution)

Priyankar Balekai	Director of Product Development	Involved in each BYD Contribution: Kickoff Meeting, Prep for and Contribute to Progress Calls, Prepare Progress and Final Reports, Weekly Meetings following Delivery of Trucks
Brian Li	Project Management	Involved in each BYD Contribution: Kickoff Meeting, Prep for and Contribute to Progress Calls, Prepare Progress and Final Reports, Weekly Meetings following Delivery of Trucks
	BNSF – End User	
Kevin Maggay	Senior Manager of Environmental Operations	Kickoff Meeting, Weekly Meetings after Truck Deliveries, Participation in Quarterly and Final Reports
Mike Pagel	Marketing Communications Professional	Kickoff Meeting, Weekly Meetings after Truck Deliveries, Participation in Quarterly and Final Reports
	Daylight Transport – End User	
Justin Webb	Operations Specialist	Kickoff Meeting, Weekly Meetings after Truck Deliveries, Participation in Quarterly and Final Reports
	CALSTART - Project Support, Analysis	
Jean-Baptiste Gallo	Senior Project Engineer	Peer Review Quarterly and Final Reports, Author Report on Market Potential for Technologies Use in this Project
Michael Ippoliti	Director, Clean Transportation Solutions Group	Peer Review Quarterly and Final Reports, Author Report on Market Potential for Technologies Use in this Project

This page intentionally left blank

EXHIBIT C

2014-2015 GRANT SOLICITATION

**Air Quality Improvement Program and Low Carbon
Transportation Greenhouse Gas Reduction Fund
(GGRF) Investments**

**Advanced Technology Freight Demonstrations:
Multi-Source Facility Demonstration Project**

Mobile Source Control Division
California Air Resources Board
June 23, 2015



California Environmental Protection Agency

 **Air Resources Board**

Attachment: 16-1001506 (2613 : CARB Grant execution)

This page intentionally left blank.

EXHIBIT D

GRANTEE APPLICATION PACKAGE

Attachment: 16-1001506 (2613 : CARB Grant execution)

Minute Action

AGENDA ITEM: 19

Date: April 6, 2016

Subject:

Presentation on Local Control of Ontario International Airport

Recommendation:

Receive and file the presentation on Local Control of the Ontario International Airport from Mr. Kelly Fredericks, Chief Executive Officer, Ontario International Airport Authority.

Background:

In 2015, a letter of intent was signed to transfer Ontario International Airport (ONT) to Ontario from Los Angeles World Airports (LAWA). This was a major milestone towards the reality of ONT becoming a locally controlled airport for the first time since 1967.

In March 2016, the Ontario International Airport Authority (OIAA), the joint powers authority between the City of Ontario and the County of San Bernardino to provide direction for the management, operations, development and marketing of ONT for the benefit of the Southern California economy and the residents of the airport's four-county catchment area, hired Kelly Fredericks as its first Chief Executive Officer.

Mr. Fredericks comes to our region with 33 years of experience in the aviation industry. Mr. Fredericks will introduce himself and provide a brief overview of what to expect as the formal transition of ONT takes place in the coming months.

Financial Impact:

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

Reviewed By:

This item has not received prior policy committee or technical advisory committee review.

Responsible Staff:

Duane Baker, Deputy Executive Director

Approved
 Board of Directors
 Date: April 6, 2016

Witnessed By:

Entity: COG

Minute Action

AGENDA ITEM: 20

Date: April 6, 2016

Subject:

2015 Community Indicators Report

Recommendation:

Receive and file the report.

Background:

The Community Indicators Report was launched by the County in 2010 with sponsorship and participation by SANBAG. The purpose of the Community Indicators Report is to be an honest self-assessment tool of trends and impacts in key areas of importance to the broader community. As a self-assessment tool, the Community Indicators Report is a resource to community members, schools, non-profits, business leaders and policy makers to help in efforts to improve our communities.

The Community Indicators Report looks at trends and measures key indicators in the following areas:

- The Economy
- Education
- Income
- Housing
- Health
- Public Safety
- Transportation
- The Environment

In the six years of the Community Indicators Report, there are many positive trends to be seen as well as indications of work still to be done. Below is a sampling of some of the indicators in the report:

- The unemployment rate has steadily decreased from 14.2% in 2010 to 6.3% in 2015. While improving year over year, the unemployment rate in San Bernardino County is still higher than the state or national unemployment rates of 6.2% and 5.3% respectively.
- The percentage of homes with an underwater mortgage has decreased from 49.2% in 2011 to 14% in 2015.
- The high school dropout rate has fallen from 19.1% in 2009/2010 to 12.2% in 2013/2014. This is a significant improvement but is still above the statewide average of 11.6%
- The percentage of residents over age 25 with a Bachelor's degree has remained relatively flat moving from 18% to 19%. This is still the lowest rate in Southern California and below the statewide average of 31%.
- The housing affordability index, the percentage of households that can afford an entry-level home, has decreased from 82% in 2010 to 75% in 2015. While affordability has decreased in the County we are still far more affordable than the rest of Southern California. The homeownership rates for our County are the second highest in the state.

Entity: COG

Board of Directors Agenda Item

April 6, 2016

Page 2

- The percentage of pregnant women receiving prenatal care has increased slightly from 80.6% in 2010 to 82.2% in 2015.
- Drug and alcohol abuse continue to remain a problem. Alcohol and drug related admissions to County-run treatment facilities were up over 15% from 5,933 in 2010 to 6,844 in 2015. The majority of that increase was due to Methamphetamine and Opiate related problems.
- Crime per 100,000 people has decreased by 25.5% from 4,200/100,000 to 3,128/100,000.
- Average commute time have increased slightly from 29.2 minutes to 30.2 minutes.
- In response to the drought, average water consumption has decreased from 284 gallons per capita/day to 101 gallons per capita/day.

Since 2010, each Community Indicators Report has included a Special Feature section to highlight a priority for the community. The Special Feature section this year focuses on the Countywide Vision Vision2Read initiative. This is a year-long initiative to focus attention on reading, resources to improve literacy, and the need for literacy volunteers. Literacy touches on many aspects of the Countywide Vision such as jobs and the economy, wellness and public safety. That is why literacy was made a focus this year and why it is highlighted in the Community Indicators Report.

The Community Indicators Report is a tool. Each year this tool is used to track changes of key indicators over time. As things change in the community, some indicators need to change as well. Some indicators no longer have readily available data to track, some are no longer appropriate measures for the end user's needs, and sometimes new indicators need to be added to reflect changing issues in the community. Input from the business and non-profit sectors are invited to help make sure that the Community Indicators Report remains a valuable tool.

The Community Indicators Report is available online through SANBAG's Council of Governments webpage at <http://www.sanbag.ca.gov/about/cog-resources.html>.

Financial Impact:

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

Reviewed By:

This item has not received prior policy committee or technical advisory committee review.

Responsible Staff:

Duane Baker, Deputy Executive Director

Approved
Board of Directors
Date: April 6, 2016

Witnessed By:

Minute Action

AGENDA ITEM: 21

Date: April 6, 2016

Subject:

Hearings to Consider Resolutions of Necessity for Parcels for the Interstate 215 (I-215) Barton Road Interchange Improvement Project in the City of Grand Terrace

Recommendation:

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

- A. Conduct public hearings to consider condemnation of real property required for the I-215 Barton Road Interchange Improvement Project in the City of Grand Terrace; and
- B. Upon completion of a public hearing, that the Board of Directors adopt the Resolution of Necessity No. 16-014 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring necessary right-of-way and real property interests from: Terrel Ray McDuffee, Trustee of the Terrel R. McDuffee Trust, dated July 15, 2008 (Assessor's Parcel Number [APN] 1167-121-01; Caltrans Parcel Number [CPN] 23365). The Resolution must be approved by at least a two-thirds majority;
- C. Upon completion of a public hearing, that the Board of Directors adopt the Resolution of Necessity No. 16-018 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring necessary right-of-way and real property interests from: Stater Bros. Markets (APNs 1167-231-22, 1167-231-23, 1167-231-25, and 1167-231-26; CPN 23340). The Resolution must be approved by at least a two-thirds majority.

Background:

Steady progress has been made towards the start of construction on the Interstate 215 (I-215) Barton Road Interchange Improvement Project (Project). One of the remaining critical path items is right-of-way acquisition. The SANBAG Board acting as the San Bernardino County Transportation Commission (Commission) has authorized the acquisition of property necessary for this interchange project. Some parcels are being acquired through negotiated sale. The purpose of this agenda item is to present information regarding two parcels needed for construction of the Project which have not reached settlement. The Commission's right-of-way agent, Overland, Pacific & Cutler, Inc. (OPC) has presented offers to both of the following owners: Terrel Ray McDuffee and Stater Bros. Markets. Although negotiations are ongoing, dialogue with the property owners for the parcels listed has not yet resulted in settlements, and these parcels need to be acquired through eminent domain which requires compliance with a statutorily-prescribed process. During the eminent domain process, the Commission's right-of-way agent will continue to negotiate with the property owners and attempt to achieve negotiated sales for the necessary property interests.

Entity: CTC

The Commission is authorized to acquire property by eminent domain pursuant to the California Public Utilities Code Section 130220.5. Eminent domain will allow the Commission to obtain legal rights to the properties needed for the Project if a negotiated sale cannot be reached. Since the process takes several months, it is necessary to start this process now to ensure that the property interests are obtained to meet the scheduled start of construction in the summer of 2017.

In order to adopt the Resolutions of Necessity, the Commission must make the four findings discussed below for each of the parcels. The issue of just compensation for these property interests is not addressed by these Resolutions of Necessity and is not to be considered at the hearings. The four necessary findings are:

1. The public interest and necessity require the Project.

The Project is located in City of Grand Terrace where if no improvements are made to the interchange, the existing and future traffic congestion will not be mitigated. The proposed improvements, which are consistent with the circulation element of the City of Grand Terrace General Plan, are necessary to reduce existing and future traffic congestion. The congestion is reduced by increasing capacity and enhanced traffic operations.

The Project includes the following improvements:

- Replacement of the existing Barton Road Overcrossing (Bridge No. 54-0528)
- Reconstruction/widening of Barton Road
- Realignment of the existing entrance and exit ramps and roadway improvements on local streets
- Traffic signal modifications
- Roundabout at intersection of Barton Road/southbound ramps/La Crosse Avenue

On Barton Road, the Project construction limits extend from 0.3 miles to 0.4 miles west and east of the I-215 centerline, respectively. The Project construction limits on I-215 begin at 0.73 miles and end at 0.35 miles south and north of the Barton Road centerline, respectively.

2. The Project is planned and located in the manner that will be most compatible with the greatest public good and least private injury.

During the environmental phase of the Project three alternatives were studied. The City of Grand Terrace, SANBAG, and Caltrans selected this alternative to construct as it included the least right-of-way impacts to the community and provided the greatest improvement to circulation. The Project is being constructed in phases to maximize the traffic circulation during construction to the greatest extent possible and to minimize right-of-way impacts to adjacent properties. The proposed design minimizes the property required for the Project, but still requires full acquisitions, partial acquisitions, and temporary construction easements. During the design phase, project planners, engineers, and a construction manager/general contractor considered alternative alignments, work windows, and work area reductions that would provide access to adjacent properties where access to those properties would be affected by the Project. Each alternative was assessed based on the needs and constraints of each property owner. Staff and OPC have also had numerous communications with the property owners about their needs in order to design the Project in a manner that causes the least private injury while accomplishing the greatest public good through construction of the Project.

3. The properties sought to be acquired are necessary for the Project.

While some of the Project is being constructed within existing right-of-way, some acquisition from the subject properties is needed to allow the construction of a new bridge, new road, existing roadbed widening, sound wall, drainage systems, and required utility relocations. For the subject properties, the following right-of-way interests are required:

- A partial acquisition, temporary construction easement, and permanent underground utility easement are needed from the Terrel Ray McDuffee property (APN 1167-121-01; CPN 23365). The parcel is improved commercial land with an unoccupied 1,024 square foot single-family residence and a standalone garage build in the 1920s with significant deferred maintenance. Due to its current condition, the inhabitable property is unoccupied thus requiring no relocations. The temporary construction easement area will require the removal and demolition of the structure.
- A partial acquisition and temporary construction easement are needed from the Stater Bros. Markets property (APNs 1167-231-22, 1167-231-23, 1167-231-25, and 1167-231-26; CPN 23340). The partial acquisition and temporary construction easement areas do not have any structures that will be impacted by the Project.

4. Offers required by Section 7267.2 of the Government Code have been made to the owner or owners of record.

The subject properties were appraised and offers for the full amount of the appraisals were made to the owner or owners of record in accordance with Section 7267.2 of the Government Code.

- The offer for the Terrel Ray McDuffee property (APN 1167-121-01; CPN 23365) was presented on November 23, 2015.
- The offer for the Stater Bros. Markets property (APNs 1167-231-22, 1167-231-23, 1167-231-25, and 1167-231-26; CPN 23340) was presented on December 1, 2015.

Upon completion of the Project, the Commission will transfer properties acquired for this Project to Caltrans or to the City of Grand Terrace for those real property interests that will be incorporated into the State Highway System or the City facility, respectively.

Financial Impact:

This item has no financial impact to the project.

Reviewed By:

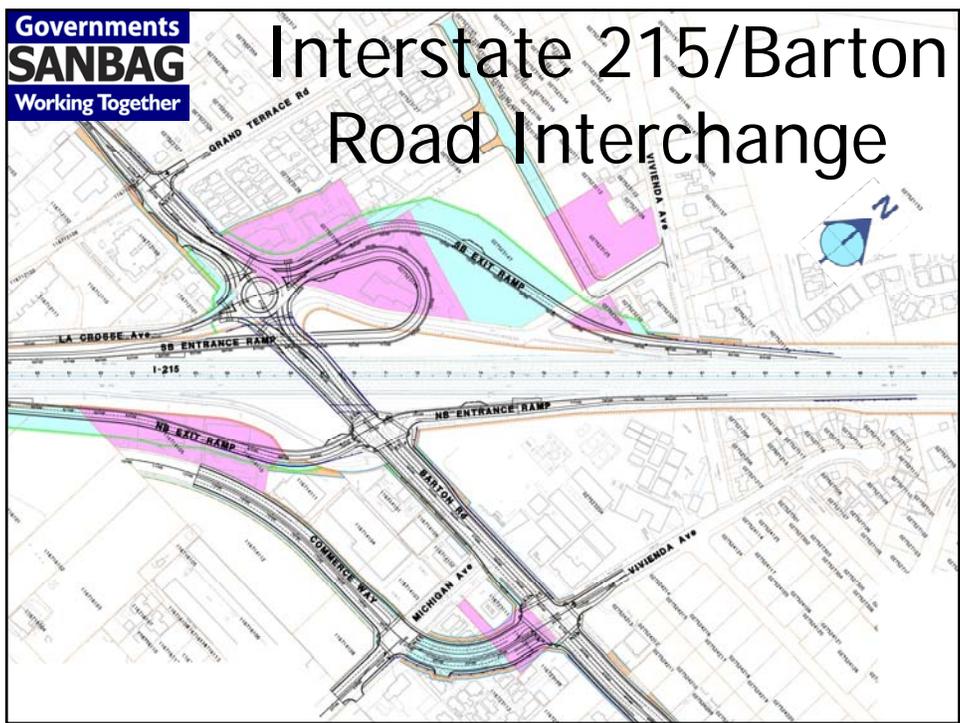
This item was reviewed and recommended (17-0-0) to proceed to Hearings of Resolutions of Necessity by the Board of Directors with a quorum of the Board present at the Board of Directors Metro Valley Study Session on March 10, 2016. SANBAG General Counsel has reviewed this item and the drafts of the Resolutions.

Responsible Staff:

Paula Beauchamp, Project Delivery Manager

Approved
 Board of Directors
 Date: April 6, 2016

Witnessed By:



Governments
SANBAG
Working Together

Interstate 215/Barton Road Interchange

Governments
SANBAG
Working Together

Commission Request

THE COMMISSION IS REQUESTED TO MAKE THE FOLLOWING FINDINGS:

1. The public interest and necessity require the proposed project;
2. The project is planned or located in a manner that will be most compatible with the greatest public good and the least private injury;
3. The real property to be acquired is necessary for the project; and
4. The offer of just compensation has been made to the property owner.

Attachment: April RON Power Point Presentation (2680 : I-215 Barton RONS: McDuffy/Staters/Circle P Holding)

PARCEL LIST

1. Terrel McDuffee
2. Stater Bros. Markets

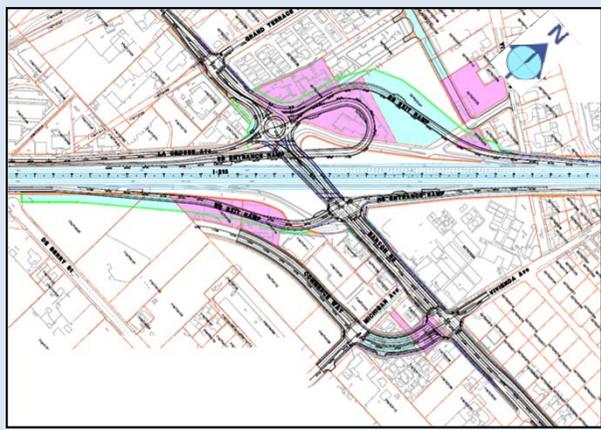
Commission Request

FINDINGS 1 and 2

1. The public interest and necessity require the proposed project;
2. The project is planned or located in a manner that will be most compatible with the greatest public good and the least private injury;

Project Improvements

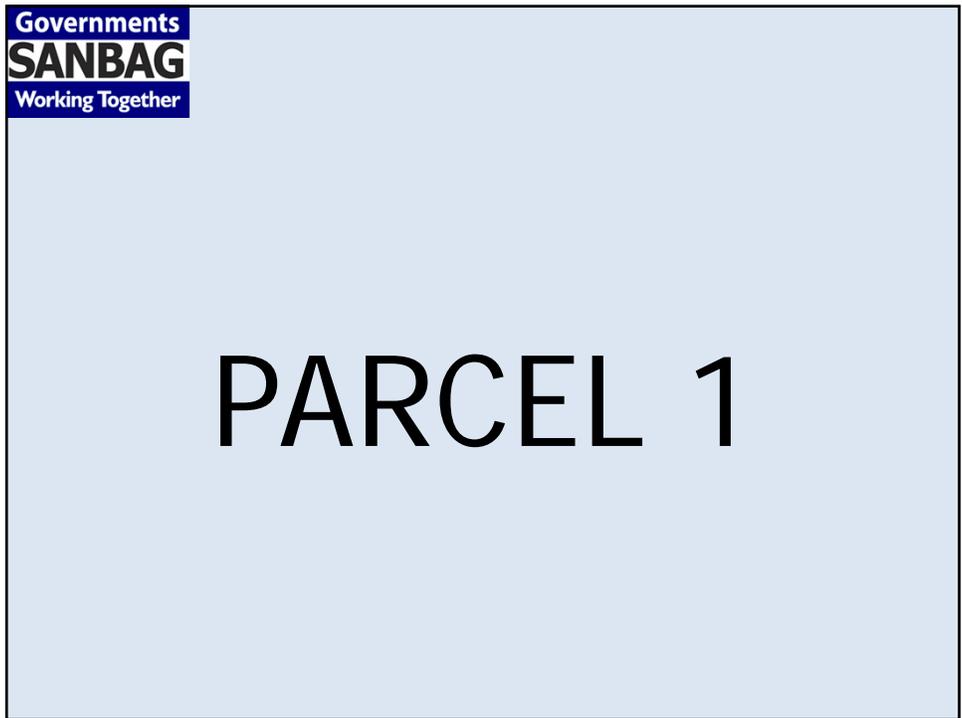
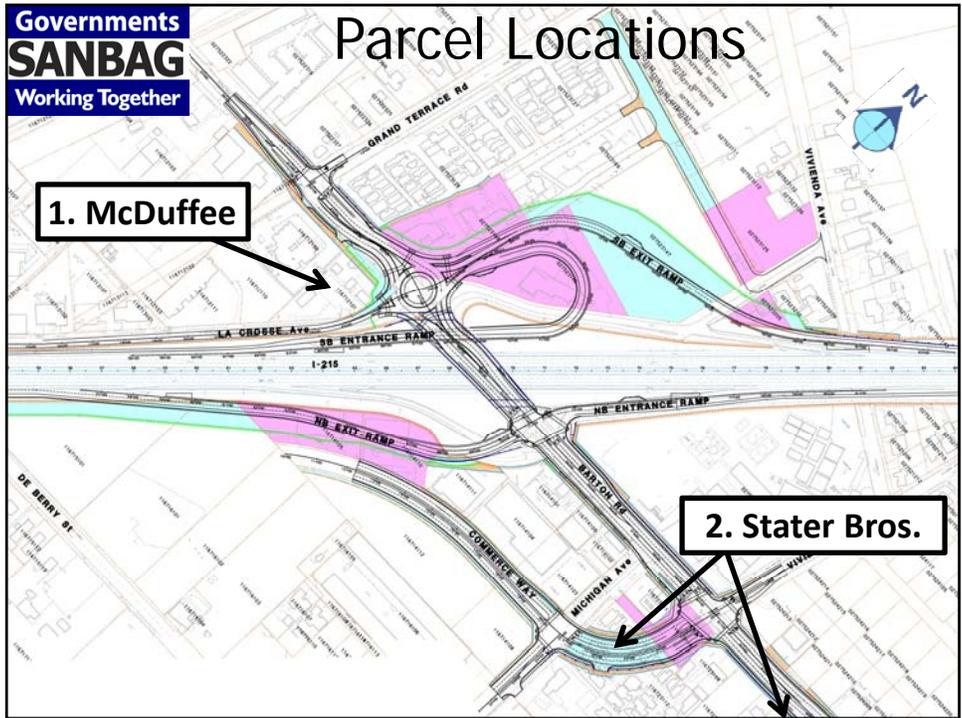
- A wider and longer bridge
- New ramps
- Realignment of local streets.



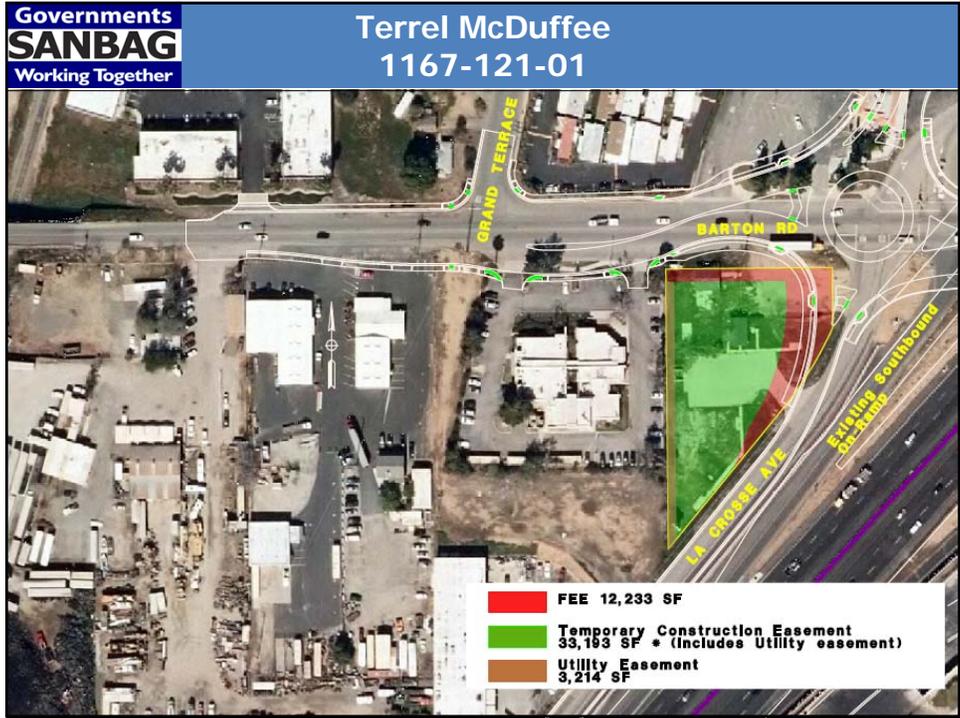
Commission Request

FINDING 3

3. The real property to be acquired is necessary for the project;



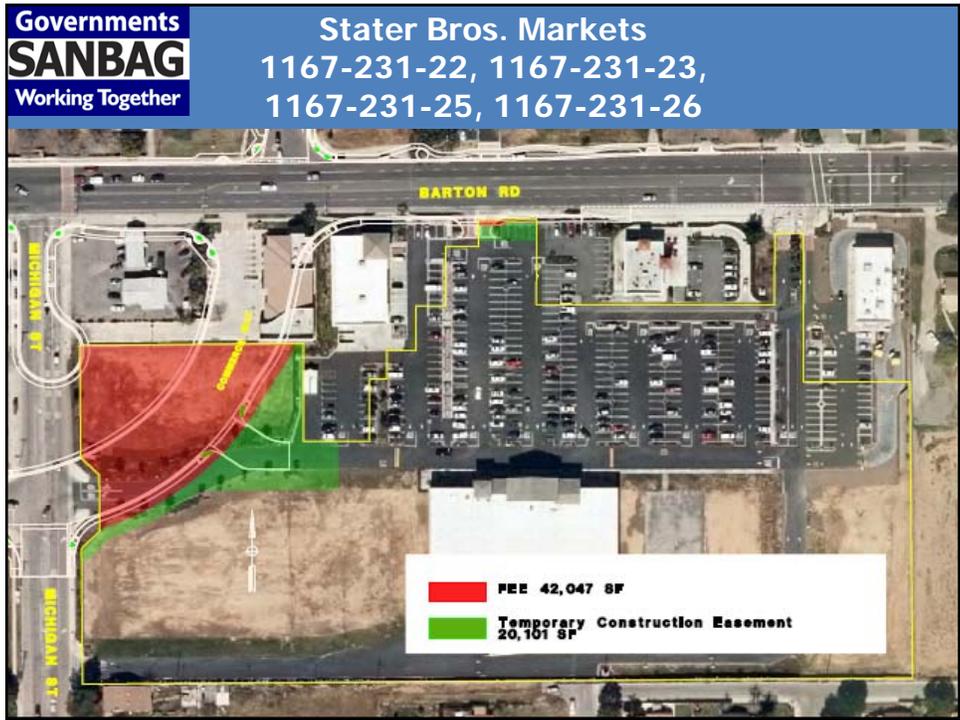
Attachment: April RON Power Point Presentation (2680 : I-215 Barton RONS: McDuffey/Staters/Circle P Holding)



Governments
SANBAG
Working Together

PARCEL 2

Attachment: April RON Power Point Presentation (2680 : I-215 Barton RONS: McDuffey/Staters/Circle P Holding)



Governments
SANBAG
Working Together

Commission Request

FINDINGS 4

4. The offer of just compensation has been made to the property owner.

Attachment: April RON Power Point Presentation (2680 : I-215 Barton RONs: McDuffy/Staters/Circle P Holding)

Governments SANBAG Working Together		
Offers of Just Compensation		
No.	Ownership	Offer Date
1	Terrel Ray McDuffee	November 23, 2015
2	Stater Bros. Markets	December 1, 2015

Governments SANBAG Working Together			CONTACT SUMMARY MATRIX			
No.	Ownership	In Person Meetings	Mailings	Phone Contacts	E-Mails	Total
1	Terrel McDuffee	1	1	9	7	18
2	Stater Bros. Markets	2	1	10	9	22

*These numbers do not include contacts made with legal counsel.

Staff Recommends:

**THE COMMISSION ADOPT A RESOLUTION OF
NECESSITY BASED ON THE FOLLOWING FINDINGS:**

1. The public interest and necessity require the proposed project;
2. The project is planned or located in a manner that will be most compatible with the greatest public good and the least private injury;
3. The real property to be acquired is necessary for the project; and
4. The offer of just compensation has been made to the property owner.

Minute Action

AGENDA ITEM: 22

Date: April 6, 2016

Subject:

Interstate 10 Cherry Avenue Interchange Establish Existing Planting (EEP) Maintenance Project

Recommendation:

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

A. Award Contract No. 15-1001421 to Marina Landscape Maintenance, Inc. for the I-10 Cherry Avenue Interchange EEP Project in the amount of \$371,970.00.

B. Approve Allowances/Contingency on the I-10 Cherry Avenue Interchange EEP Project totaling \$67,197.00.

Background:

This item provides for award of a new landscape maintenance contract based on the competitive low bid process.

In February 2011, the Board approved Cooperative Agreement No. C11093 with Caltrans for construction of the I-10 Cherry Avenue Interchange project, whereby SANBAG is the sponsor, funding partner, and implementing agency for construction capital and support. Upon completion of construction and the one (1) year plant establishment period, SANBAG shall provide four (4) years of extended plant maintenance.

On October 3, 2012, the Board approved award of the interchange improvements construction contract. This construction was completed in June 2014 and the project is currently in the one (1) year Plant Establishment phase, which will be complete on May 20, 2016.

On January 7, 2016 the Executive Director approved Release of the Invitations for Bids for the follow up four (4) year maintenance contract under the authority provided by Policy 11000 where funding has been approved in SANBAG's Annual Budget and the estimated value of the contract is less than \$1,000,000.00. Bids were due on March 3, 2016.

Recommendations A and B:

On March 3, 2016 bids were opened for the I-10 Cherry Avenue Interchange EEP Project. The engineer's estimate for maintenance costs with contingency was \$440,000.00

SANBAG received three (3) bids from contractors whose bid amounts ranged from \$371,970.00 from Marina Landscape Maintenance, Inc. to \$492,552.00 from Mariposa Landscapes, Inc. (as shown in Exhibit A). All bids were reviewed by staff for discrepancies and compliance with the Invitation for Bids (IFB) requirements. Based on this review the Marina Landscape Maintenance, Inc. bid for \$371,970.00 was found to be the lowest responsive responsible bidder.

Entity: CTC

Board of Directors Agenda Item

April 6, 2016

Page 2

Staff is recommending that Contract No. 16-1001421 for the I-10 Cherry Avenue EEP Project be awarded to Marina Landscape Maintenance, Inc. in the amount of \$371,970.00.

Staff is also recommending approval of Supplemental Work and 10% Contingency for a total amount of \$67,197.00 for Contract No. 16-1001421, I-10 Cherry Avenue EEP Project. With the addition of these allowances and contingency the total maintenance cost is \$439,167.00 (as shown in Exhibit B) which is within the estimated amount in the budget.

Financial Impact:

This item is consistent with the adopted SANBAG Fiscal Year 2015/2016 budget under Task No. 0826. The funding source is Measure I 2010-2040 Valley Freeway Interchange Fund, County of San Bernardino and City of Fontana Funds.

Reviewed By:

This item has not been reviewed by any policy committee or technical advisory committee. SANBAG General Counsel and Procurement Manager have reviewed this item and a draft of the contract.

Responsible Staff:

Garry Cohoe, Director of Project Delivery

Approved
Board of Directors
Date: April 6, 2016

Witnessed By:

Contract Summary Sheet

General Contract Information

Contract No: 15-1001421 Amendment No.: _____ Vendor No.: 03145
 Vendor/Customer Name: Marina Landscape Maintenance Sole Source? Yes No
 Description: Establish Existing Planting Maintenance Project
 Start Date: 4/6/2016 Expiration Date: 7/30/2020 Revised Expiration Date: _____
 Has Contract Term Been Amended? No Yes - Please Explain _____
 List Any Related Contracts Nos.: _____

Dollar Amount			
Original Contract	\$ 371,970.00	Original Contingency	\$ 67,197.00
Revised Contract (Inclusive of Prior Amendments)	\$ -	Revised Contingency (Inclusive of Prior Amendments)	\$ -
Current Amendment	\$ -	Contingency Amendment	\$ -
TOTAL CONTRACT VALUE	\$ 371,970.00	TOTAL CONTINGENCY VALUE	\$ 67,197.00
		TOTAL DOLLAR AUTHORITY (Contract Value and Contingency)	\$ 439,167.00

Contract Authorization

Executive Director Date: _____
 Executive Director Action: _____
 Board of Directors Date: 4/6/2016
 Board of Directors Action: Approve Contract 15-1001421

Contract Management: Payable/Miscellaneous

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

Contract Management: Receivable

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

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

Additional Information

Project Manager: Tim Kirkley

Attachment: 15-1001421 CSS (2384 : I-10 Cherry EEP)

Exhibit A

#	Bidder	Final Bid Amount
1	Marina Landscape Maintenance, Inc.	\$ 371,970.00
2	Natures Image, Inc.	\$ 414,161.00
3	Mariposa Landscapes, Inc.	\$ 492,552.00

Attachment: Exhibit A (2384 : I-10 Cherry EEP)

Exhibit B

Item	Item Description	Amount
SUPPLEMENTAL WORK ITEMS		
1	Replenish Gravel Mulch	\$ 10,000.00
2	Water Cost Increase (due to Governor Executive Order B-29-15)	\$ 5,000.00
3	Damage Repair	\$ 15,000.00
4	SUBTOTAL (1)	\$ 30,000.00
CONTINGENCY		
5	CONTINGENCIES (10% of Maintenance Contract)	\$ 37,197.00
6	SUBTOTAL (2)	\$ 37,197.00
7	TOTAL ALLOWANCES AND CONTINGENCY	\$ 67,197.00
SUMMARY		
1	MAINTENANCE CONTRACT 15-1001421	\$ 371,970.00
2	SUPPLEMENTAL WORK ITEMS	\$ 30,000.00
3	CONTINGENCY (10%)	\$ 37,197.00
	TOTAL	\$ 439,167.00

Attachment: Exhibit B (2384 : I-10 Cherry EEP)

Minute Action

AGENDA ITEM: 23

Date: April 6, 2016

Subject:

Announcement of Vacancies and Presidential Appointments

Recommendation:

- A. Note the Presidential appointment of Supervisor Robert Lovingood to the Transit Committee.
- B. Note one vacancy on the SCAG Energy and Environment Committee.

Background:

This item provides a report to Board Members related to appointments and vacancies for Board Members to serve on various committees.

President Ryan McEachron appointed Supervisor Robert Lovingood to the Transit Committee. Supervisor Lovingood's appointment fills the vacant seat on the Committee for the Board Member from the Mountain/Desert Subarea that also serves on a transit agency board.

SANBAG has a total of seven subregional appointees to SCAG Policy Committees which are made by SANBAG Presidential appointment. On March 17, 2016, we received notice that Council Member Eric Schmidt from the City of Hesperia was no longer able to serve on the Energy and Environment Committee. Therefore, a vacancy exists on this Committee. The SCAG Energy and Environment Committee meets in the morning the first Thursday of the month at the SCAG offices in Los Angeles. Any SANBAG Board Member who has an interest in serving should contact SANBAG President Ryan McEachron or the SANBAG Clerk of the Board Vicki Watson.

Financial Impact:

This item does not impact the SANBAG Fiscal Year 2015/2016 adopted budget.

Reviewed By:

This item has not had prior policy committee review.

Responsible Staff:

Vicki Watson, Clerk of the Board

Approved
 Board of Directors
 Date: April 6, 2016

Witnessed By:

Entity: CMA, COG, CTA, CTC, SAFE

Minute Action

AGENDA ITEM: 24

Date: April 6, 2016

Subject:

Amendment to Board Policy No. 10026 on Placement of Items on Consent and Discussion Agendas

Recommendation:

Approve the amendment to Board Policy No. 10026 on “Placement of Items on Consent and Discussion Agendas”.

Background:

At the February 3, 2016, SANBAG Board of Directors meeting, staff was directed to develop a policy regarding how Board Members may place items on SANBAG Board and Committee agendas. Currently there is no specific policy concerning this matter and the staff is in need of direction from the Board. Because of the limited staff resources at SANBAG, before time and resources are committed to an item, an indication from the Board that this is a topic of broad interest would be helpful to the staff.

The amendment being proposed for Policy No. 10026 on “Placement of Items on Consent and Discussion Agendas” adds the following:

Placement of Items on the Agenda by Board Members

Any Board Member may request the Executive Committee to place an item on the agenda by making a request through the Board President. If the Executive Committee does not agree to place the item on the agenda, the item may still be placed on a future agenda if, during an open session, the requesting Board Member has the support of a majority of the Board Members present.

This policy amendment mirrors policies found in many cities. It provides a way for items to be added to agendas in a way that recognizes direction from the Board and the need for effective use of staff resources. This policy also complies with the exception under the Brown Act to the prohibition against taking action or discussing any item not on the agenda. The exception permits the Board to direct staff to place a matter of business on a future agenda.

Financial Impact:

This item will not have an impact on the adopted Fiscal Year 2015/2016 SANBAG budget.

Reviewed By:

This item was reviewed and recommended for approval (6-3-0; Opposed: Ramos, Rigsby, and Yates) by the General Policy Committee on March 9, 2016. This item and the Policy amendment have been reviewed by General Counsel.

Responsible Staff:

Duane Baker, Deputy Executive Director

Entity: CMA, COG, CTA, CTC, SAFE

Board of Directors Agenda Item
April 6, 2016
Page 2

Approved
Board of Directors
Date: April 6, 2016
Witnessed By:

San Bernardino Associated Governments	Policy	10026
Adopted by the Board of Directors	December 6, 1995	Revised
		1/24/13
Placement of Items on Consent and Discussion Agendas	Revision No.	<u>45</u>

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

Table of Contents
Purpose Definitions Policy Revision History

I. PURPOSE

This policy establishes guidelines for the placement of items on consent and discussion agendas for SANBAG Board of Directors and Policy Committees.

II. DEFINITIONS

SANBAG Policy Committees. Created as subcommittees by the SANBAG Board of Directors, the SANBAG Policy Committees provide oversight and policy guidance concerning development and implementation of SANBAG programs. Membership is composed of the SANBAG Board of Directors and includes the General Policy Committee, Commuter Rail & Transit Committee, and the Mountain/Desert Committee.

III. POLICY

A. Consent and Discussion Items

SANBAG Board of Directors and Policy Committee agendas shall contain a listing of action items which, as appropriate, incorporates both consent and discussion items. The consent calendar shall be composed of items which are routine and non-controversial in nature. Items placed on the discussion calendar are those which are accompanied by presentations which enhance understanding of issues and promote development of informed policy debate and direction. The following rules shall apply in consideration of the listing of items:

1. Items which are of controversial nature shall be placed on the discussion agenda, as well as items which carry significant programmatic impact.
2. The consent calendar shall be used extensively as a tool to identify routine items, therefore preserving sufficient time for items placed on discussion which require considerable attention and deliberation at the policy level.
3. Any member of the Board of Directors or a Policy Committee may pull an item from the Consent Calendar for discussion purposes.
4. It shall be the standard practice for all action items placed before the SANBAG Board of Directors to be considered first by an appropriate SANBAG Policy Committee.
5. SANBAG Policy Committees may establish the appropriate placement of items on either consent or discussion agendas of the Board of Directors. In the instances of two or more minority votes at the Policy Committee level, the item shall be placed on the discussion agenda of the Board.
6. In recognition of time constraints and extenuating circumstances, the Board of Directors acknowledges the need to place action items on agendas which have not had Policy Committee review. In such instances, the following procedures shall govern the placement of items:

Formatted: No underline

- a. Placement of items on consent or discussion agendas shall be made by SANBAG staff based on the best available information relative to programmatic impact and the routine or non-controversial nature of the action.
- b. Notations will be made on the face agenda declaring the absence of Policy Committee review and citing the reason.
- c. Justification for the lack of Policy Committee review shall be contained in the agenda item under the section marked *Reviewed By*. The Executive Director shall approve placement of items on the Board of Directors agenda that have not had prior Policy Committee review.

B. Placement of Items on the Agenda

Any Board Member may request the Executive Committee place an item on the agenda by making a request through the Board President. If the Executive Committee does not agree to place the item on the agenda, the item may be placed on a future agenda if, during an open session, the requesting Board Member has the support of a majority of the Board Members present.

IV. REVISION HISTORY

Revision No.	Revisions	Adopted
0	Adopted.	12/06/95
1	- Para. 1.5: Added "In the instances of two or more minority votes at the Policy Committee level, the item shall be placed on the discussion agenda of the Board." - Para. 1.6.3: Added "The Executive Director shall approve placement of items on the Board of Directors agenda that have not had prior Policy Committee review."	06/02/99
2	Board reaffirmed the current policy, specifically paragraphs III.1 through 5; reformatted policy to SANBAG's current standard policy format.	10/01/08
3	Par. II: Revised name of committee – was Commuter Rail Committee. The name change was approved by the Board on October 7, 2009.	04/06/11
4	Par. II: Revised the name of the Administrative Committee to General Policy Committee; deleted the Major Projects Committee and the Plans and Programs Committee. This update does not require Board approval since the agenda items for the renaming and deletion of policy committees have already addressed these changes.	01/24/13
<u>5</u>	<u>Par. III. Reformatted existing policy as section A and added Par. III. B: Placement of Items on the Agenda.</u>	<u>pending</u>

ADDITIONAL INFORMATION

BOARD OF DIRECTORS ATTENDANCE RECORD – 2016

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

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

BOARD OF DIRECTORS ATTENDANCE RECORD – 2016

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

Communication: Attendance (Additional Information)

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

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
IIEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds

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

AGENCY REPORTS



REPORT: Mobile Source Air Pollution Reduction Review Committee

FROM: Larry McCallon, SANBAG Representative to the MSRC

SYNOPSIS: Below is a summary of key issues addressed at the MSRC's meeting on February 18, 2016. The next meeting is scheduled for Thursday, March 17, 2016, at 2:00 p.m.,

Alternative Fuel Infrastructure Program

As part of the FYs 2014-16 Work Program, the MSRC allocated \$5.0 million for the implementation of new and expanded CNG and LNG refueling stations and modification of maintenance facilities to accommodate gaseous-fueled vehicles. A Program Announcement, #PA2015-12, was developed and released on May 1, 2015, with an open application period commencing that day and closing July 29, 2016. To date, the MSRC has awarded a total of \$250,000 to two applications. The MSRC approved two additional applications totaling \$117,000 as part of the FYs 2014-16 AB 2766 Discretionary Fund Work Program, as follows:

- a. A contract with Burrtec Waste & Recycling Services in an amount not to exceed \$100,000 for installation of a new limited access CNG fueling station; and
- b. A contract with Transit Systems Unlimited in an amount not to exceed \$17,000 for expansion of their existing limited access CNG fueling station.

These contract awards will be considered by the SCAQMD Board at its March 4, 2016 meeting.

Contract Modification Requests

The MSRC considered five contract modification requests and took the following actions:

1. For City of Monterey Park, Contract #ML14090, which provides \$225,000 to expand their CNG station, unanimously approved modification of their contract to reflect an amendment to the Compression Services Tariff agreement with Southern California Gas Company to include electrical upgrades and the installation of the City-purchased dispensing equipment in addition to the compression equipment.
2. For City of Long Beach, Contract #ML09036, which provides \$875,000 for the purchase of 35 heavy-duty natural gas vehicles, unanimously approved to substitute the purchase of CNG vehicles for the final 14 vehicles in the contract, in addition to a two-year no-cost term extension;

3. For San Bernardino Associated Governments (SANBAG), Contract #MS16086 (proposed), which provides \$800,625 to implement a new freeway service patrol (FSP) beat, unanimously approved to modify the FSP beat endpoints, extending the beat by approximately one and a half miles, in order to establish safer drop point locations and turn around points.
4. For County of Los Angeles Department of Public Works, Contract #ML05014, which provides \$204,221 for the Florence/Mills Avenue Signal Synchronization Project, unanimously approved a 21-month no-cost term extension, contingent upon advertising of the project for construction no later than September 2016. If condition is not met, the contract will terminate, and funds will revert back to the unallocated budget and become part of the next Work Program, as excess money from previous years.
5. For Riverside County Transportation Commission (RCTC), Contract #MS16080 (proposed), provides \$1,200,000 to implement rail and shuttle service for Coachella and Stagecoach Festivals. RCTC requested modification of the time frame for the Festivals' service to provide service for two years beginning in April 2017. The MSRC unanimously approved to continue this item to the March 17, 2016 MSRC meeting to allow for MSRC Chair's input.

The SCAQMD Board will consider the above contract modification for San Bernardino Associated Governments at its March 4, 2016 meeting.

Received and Approved Final Reports

The MSRC received and unanimously approved three final report summaries this month as follows:

1. Final Assembly, Inc., Contract #MS12031, which provided \$50,000 for the purchase of two medium-heavy duty vehicles;
2. Orange County Transportation Authority, Contract #MS12088, which provided \$125,000 to implement a Rideshare Incentives Program; and
3. Midway City Sanitary District, Contract #MS14074, which provided \$250,000 to construct a CNG station and facility modifications.

Contracts Administrator's Report

The MSRC's AB 2766 Contracts Administrator provides a written status report on all open contracts from FY 2004-05 through the present.

COMMITTEE MEMBERSHIP

APPOINTING/ELECTING AUTHORITY	REGIONAL COUNCIL (12:00 noon)	POLICY COMMITTEES (Regional Council Members Serve on One Each) (Subregional Appointments) (County Commissions Appoint One to TC) (10:00 a.m.)		
		Community, Economic, and Human Development	Energy and Environment	Transportation
District 6 (Grand Terrace, Colton, Loma Linda, Redlands, Yucaipa) District 7 (San Bernardino, Highland) District 8 (Rialto, Fontana) District 9 (Rancho Cucamonga, Upland, Montclair) District 10 (Chino, Chino Hills, Ontario) District 11 (Barstow, Big Bear, Needles, Twentynine Palms, Yucca Valley) District 65 (Adelanto, Apple Valley, Hesperia, Victorville) San Bernardino County	F. Navarro L. McCallon D. Robertson P. Eaton R. Marquez B. Jahn R. McEachron C. Hagman	L. McCallon B. Jahn	D, Robertson	F. Navarro P. Eaton R. Marquez R. McEachron C. Hagman
†SANBAG Acting as County Transportation Commission	A. Wapner			A. Wapner
SANBAG Subregional Appointees* *One appointee to each policy committee for a total of three appointees per subregion, plus one additional appointee for every SCAG District over three in the subregion. SANBAG has a total of seven subregional appointees to the policy committees.		Julie McIntyre Ray Musser Ed Paget	Diane Williams Eric Schmidt Ed Graham	B. Stanton

Rules of Appointment

1. SANBAG policy stipulates that all SANBAG appointees be SANBAG Board Members.
2. SCAG President appoints Regional Council members to Standing and Policy Committees.

Terms of Appointment

Terms of appointment are two years, commencing on adjournment of the annual General Assembly in May of each year. Even-numbered District representatives' terms expire in even-numbered years; odd-numbered District representatives expire in odd-numbered years. †SANBAG's Regional Council Representative serves a two-year term from the date of appointment.

Stipend Summary

SCAG Regional Council members receive a \$120 stipend for attendance and travel to SCAG sponsored meetings. Regional Council members may also receive reimbursement for public transit expenses or a mileage reimbursement. Parking is validated at SCAG's downtown Los Angeles office for RC members. RC members are eligible to receive up to six (6) per diem stipends per month. Both RC members and Subregional Appointees, if eligible, may receive reimbursement (\$150 + taxes) for lodging (please review SCAG rules before making expenditure). Subregional Appointees shall receive a \$120 stipend for up to four Policy or Task Force meetings per month.

Meeting Information

The regular meetings of SCAG Regional Council and Policy Committees are on the 1st Thursday of each month at the SCAG offices located at 818 West 7th Street, 12th Floor in Los Angeles. Generally, the Policy Committee meetings start at 10 AM and Regional Council meetings start at 12:15 PM.

Policy Committees

Community, Economic, and Human Development: Provides policy recommendations to the Regional Council on subjects of housing, land use, resource, economic, community development, infrastructure, employment, and regional disaster preparedness issues. Reviews and recommends to the Planning Committee revisions to the Housing, Economy, Growth Management, Human Resources, and Finance Chapters of the Regional Comprehensive Plan and Guide.

Energy and Environment: Acts as the policy advisory committee to the Regional Council on environmental issues, including air and water, hazardous, solid waste management, natural resources conservation, and energy conservation. Reviews the Environmental Impact Report of the Regional Comprehensive Plan and Guide. Provides recommendations to the Planning Committee on state and federal legislative proposals and administrative guidelines affecting environmental quality, resource conservation.

Transportation and Communications: Acts as the policy advisory committee to the Regional Council on all regional matters pertaining to the movement of goods and people on land, water, and air. Reviews and recommends to the Regional Council all major utility development plans. Addresses the location, size, or capacity, timing, and impact of facilities.

Communication: Representatives on SCAG Committees (Committee Membership)

SANBAG Appointments to External Agencies

SANBAG works closely with not only the County and cities within the County of San Bernardino, but with a number of regional governments that relate to the multiple counties within the Southern California region. Members of the SANBAG Board of Directors frequently take active roles in representing the interests of San Bernardino County on these regional bodies. This participation provides assurance that the unique needs and characteristics of San Bernardino County are taken into consideration as policies are developed which impact this County and its individual local government units. Active participation in regional organizations further promotes the interests of San Bernardino County and secures its appropriate role in the Southern California region.

The following table lists some of the regional bodies upon which SANBAG representatives serve.

Committee	Appointee	Appointing Authority	Purpose	Term
Alameda Corridor-East Construction Authority	Paul Eaton, Montclair, Primary Ex-Officio Julie McIntyre, Barstow, Alternate Ex-Officio	SANBAG President	SANBAG representative serves as ex-officio member of the Authority that addresses issues related to the transportation corridor running from Los Angeles to San Bernardino County. This Authority meets on the fourth Monday of each month at Irwindale City Hall. Members receive a \$100 stipend from the Authority.	12/31/16 12/31/17
Inland Empire Economic Partnership (IEEP)	Dennis Michael, Rancho Cucamonga	SANBAG President	The IEEP is a partnership that includes business, government and academic leaders to develop and carry out initiatives to benefit the region.	
The Sam and Alfreda L. Maloof Foundation for Arts and Crafts	Janice Rutherford, Supervisor	SANBAG Board of Directors	A non-profit corporation that participates in the preparation of the Conservation Plan and oversees the activities and assets of the Foundation. SANBAG has not authorized payment of stipend for participation.	12/31/17
Metro Gold Line Phase II Joint Powers Authority	Paul Eaton, Montclair, Primary Curt Hagman, Supervisor, Alternate	SANBAG Board of Directors	The Gold Line Phase II Construction Authority is a joint powers agency formed by thirteen cities along the corridor, LACMTA and SANBAG. THE JPA serves as a forum for the review, consideration, study, development and recommendation of policies and plans for the extension of the Gold Line from Pasadena to Montclair. Members receive \$150 payment from Gold Line Authority for participation.	12/31/17 12/31/16
Metro Gold Line Foothill Extension Construction Authority	Alan Wapner, Ontario, Primary Deborah Robertson, Alternate	SANBAG President	The Authority is responsible for the development of a light rail project from the City of Los Angeles into San Bernardino County. The Authority board meets on the second and fourth Wednesday of the month at 7:00 p.m. at the Authority's office in Monrovia. Members receive \$150 for each day spent on Authority business, not to exceed \$600 per month.	12/31/16 12/31/16
Mobile Source Air Pollution Reduction Review Committee	Larry McCallon, Highland, Primary Ed Graham, Alternate	SANBAG Board of Directors	Develops and implements work programs which reduce mobile source emissions, funded by AB2766 (portion of the \$4 motor vehicle registration fee). County Commissions, SCAQMD, and ARB have one appointment with alternates. In April 2005, SANBAG authorized a stipend of \$100 per day. The MSRC meets once a month on Thursdays at 1:30 p.m. at South Coast Air Quality Management District in Diamond Bar.	12/31/16 12/31/16

Communication: Appointments to External Agencies (Committee Membership)

SANBAG Appointments to External Agencies

Committee	Appointee	Appointing Authority	Purpose	Term
One Water One Watershed (OWOW) Steering Committee of the Santa Ana Watershed Project Authority	Jon Harrison, City of Redlands	SANBAG Board of Directors	Responsible for developing the integrated Regional Water Management Plan for the Santa Ana River. The term of the appointment is for four years for a city representative from San Bernardino County. Officers leaving elected office after appointment are still eligible to serve. Beginning January 2016, the OWOW meets on the 4 th Thursday of every other month at 11:00 a.m. at the Santa Ana Watershed Project Authority (SAWPA)	12/31/2019
SCAG Policy Committees	See associated table.	The SANBAG Board has authorized the SANBAG President to make appoints to SCAG Policy Committees.	SANBAG, as the CTC, appoints one elected official to serve on SCAG’s Transportation and Communications Committee. SANBAG, when acting as a subregional agency, also has authority to make six appointments to the three SCAG Policy Committees; i.e., Community Economic and Human Development, Energy and Environment, and Transportation and Communications. (The mayors of the six SCAG districts in SBCO elect members to the SCAG Regional Council. See attachment.) SCAG pays a fee for service to members for attendance at SCAG Policy Committee meetings.	See associated table – SANBAG Representatives on SCAG Committees
Southern California Regional Rail Authority	Paul Eaton, Montclair, Primary Larry McCallon, Highland, Primary Alan Wapner, Ontario, Alternate James Ramos, Supervisor, Alternate	SANBAG Board of Directors (Commuter Rail & Transit Committee makes a recommendation.)	SCRRA serves as the governing body for Metrolink, the regional commuter rail system serving the five Southern California Counties. Members receive payment of \$100 per day from SCRRA for participation.	Indefinite
SR 91 Advisory Committee	Vacant, Ex-Officio Member	SANBAG Board of Directors	The Committee reviews issues and makes recommendations to OCTA regarding the transportation facilities acquired, including tolls imposed, operations, maintenance, use of toll revenues, and improvements in the area of SR 91 between I-15 and SR 55, including the identification and siting of alternate highways. SANBAG has not authorized payment of stipend for participation.	12/31/16
Valley Transportation Services (VTrans)	Ed Graham, Chino Hills Alan Wapner, Ontario John Roberts, Fontana	SANBAG Board of Directors	VTrans is a non-profit organization created and designated by SANBAG as the Consolidated Transportation Service Agency (CTSA) eligible to receive 2% of Measure I Senior/Disabled transportation funds collected in the Valley. SANBAG has three appointments to the VTrans Board. VTrans Board members must be from the Valley region.	09/30/16 09/30/16 09/30/17

Communication: Appointments to External Agencies (Committee Membership)

SANBAG Policy Committee Membership

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p>Mountain/Desert Committee Membership consists of 12 SANBAG Board Members from each Mountain/Desert jurisdiction and County Supervisors representing the First, Second, and Third Districts.</p>	<p>Provides ongoing policy level oversight related to the full array of SANBAG responsibilities as they pertain specifically to the Mountain/Desert subregion. The Committee also meets as the Mountain/Desert Measure I Committee as it carries out responsibilities for Measure I Mountain/Desert Expenditure Plan. (Brown Act)</p>	<p>Robert Lovingood, Supervisor (Chair) Bill Jahn, Big Bear Lake (Vice Chair) Curt Emick, Apple Valley George Huntington, Yucca Valley Rich Kerr, Adelanto Joel Klink, Twentynine Palms Ryan McEachron, Victorville Julie McIntyre, Barstow Edward Paget, Needles James Ramos, Supervisor Janice Rutherford, Supervisor Eric Schmidt Hesperia</p>	<p>Indeterminate (6/30/2016) Indeterminate (6/30/2016) Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate</p>

Policy Committee Meeting Times

General Policy Committee	Second Wednesday, 9:00 a.m., SANBAG Office
Commuter Rail & Transit Committee	Second Thursday, 9:00 a.m., SANBAG Office
Mountain/Desert Committee	Third Friday, 9:30 a.m., Apple Valley

NOTE: Policy Committee meetings will not be held in July of each year (effective 9/5/12).

Board of Directors Study Sessions for Metro Valley Issues

STUDY SESSION	PURPOSE	MEMBERSHIP	TERMS
<p>Board of Directors Study Sessions for Metro Valley Issues Refer to SANBAG Policy 10007.</p>	<p>To review, discuss, and make recommendations for actions to be taken at regular meetings of the Board on issues relating to Measure I Projects in the Valley. (Brown Act)</p>	<p>Board of Directors Alan Wapner, Ontario (Chair) Janice Rutherford, Supervisor (Vice Chair)</p>	<p>6/30/2016 6/30/2016</p>

Meeting Time: Second Thursday, 10:00 a.m., SANBAG Office

I-10 and I-15 Corridor Joint Sub-Committee

Joint Sub-Committee	PURPOSE	MEMBERSHIP
<p>I-10 and I-15 Corridor Joint Sub-Committee In January 2015, the Board approved the change status of Express Lanes Ad Hoc Committee to the creation of the I-10 and I-15 Corridor Joint Sub-Committee of the Board of Directors Metro Valley Study Session and the Mountain/Desert Policy Committee (I-10 and I-15 Joint Sub-Committee). Members of the committee will be members of the SANBAG Board of Directors and will be appointed by the SANBAG Board President. The President will appoint the Chair and Vice-Chair of the Sub-Committee. The Sub-Committee will include a minimum of nine and a maximum of fourteen SANBAG Board members. Membership will be composed of a minimum of three representatives from the East Valley; and a minimum of two representatives from the Victor Valley. The Sub-Committee will meet as necessary immediately following the Metro Valley Study Session.</p>	<p>The purpose is to consider and make recommendations to the Board of Directors on the development of express lanes in San Bernardino County, in particular on the I-10 and I-15 Corridors. (Brown Act)</p>	<p>Alan Wapner, Ontario – Chair Ryan McEachron, Victorville – Vice Chair Josie Gonzales, Supervisor Mike Leonard, Hesperia Robert Lovingood, Supervisor Larry McCallon, Highland L. Dennis Michael, Rancho Cucamonga Frank Navarro, Colton Dusty Rigsby, Loma Linda Deborah Robertson, Rialto Janice Rutherford, Supervisor Michael Tahan, Fontana</p>

Public and Specialized Transportation Advisory and Coordinating Council (PASTACC)

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p>Public and Specialized Transportation Advisory and Coordinating Council (PASTACC)</p> <p>Membership consists of 13 members appointed by the SANBAG Executive Director.</p> <p>6 representing Public Transit Providers</p> <p>1 representing County Dept. of Public Works</p> <p>1 representing the Consolidated Transportation Services Agency</p> <p>5 representing Social Service Providers</p>	<p>Subject to the Transportation Development Act (TDA) Section 99238 – establishes PASTACC’s statutory responsibilities;</p> <p>(1)Review and make recommendations on annual Unmet Transit Needs hearing findings</p> <p>(2)Score and make recommendations for Federal Transit Administration Section 5310 Capital Grant Program applications</p> <p>(3) Assist SANBAG in developing public outreach approach on updating the Coordinated Public Transit/Human Services Transportation Plan</p> <p>(4) Review call for projects for Federal Transit Administration Section 5316, and 5317 grant applications</p> <p>(5) Monitor and make recommendations on Federal regulatory processes as they relate to transit and specialized transit</p> <p>(6) Monitor and disseminate information in reference to State level law and recommendations as they relate to transit and specialized transit</p> <p>(7) Receive annual reports on funded specialized programs funded through FTA Section 5316, 5317 and Measure I</p> <p>(8) Identify regional or county level areas of unmet needs</p> <p>(9) Address special grant or funding opportunities</p> <p>(10)Address any special issues of PASTACC voting and non-voting members</p> <p>(Brown Act)</p>	<p>Standing Membership –</p> <p>Barstow Area Transit, Manager *</p> <p>Morongo Basin Transit Authority, Manager *</p> <p>Mountain Area Regional Transit Authority, Manager *</p> <p>Needles Area Transit, Manager *</p> <p>Omnitrans, Manager *</p> <p>Victor Valley Transit Authority, Manager *</p> <p>County of San Bernardino Dept. of Public Work, Manager *</p> <p>Valley Transportation Services (VTS), Manager *</p> <p>At Large Membership –</p> <p>San Bernardino Dept. of Aging and Adult Services, Director *</p> <p>Inland Regional Center, Director *</p> <p>Inland Empire United Way 2-1-1, Director *</p> <p>Victor Valley Community Service Counsel, Director *</p> <p>Community Senior Services, Director *</p>	<p>On-going</p> <p>On-going</p> <p>On-going</p> <p>On-going</p> <p>On-going</p> <p>On-going</p> <p>On-going</p> <p>On-going</p> <p>1/31/2017</p> <p>9/30/2017</p> <p>9/30/2017</p> <p>1/31/2017</p> <p>2/28/2018</p>

Meeting Dates and Time: Bi monthly, beginning in February, 2nd Tuesday of the month, 10:00 a.m., SANBAG Office

* Manager or Director may designate alternate/s

Independent Taxpayer Oversight Committee (ITOC) Review of Measure I Expenditure Plan

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p>Independent Taxpayer Oversight Committee (ITOC) Review of Measure I Expenditure Plan</p> <p>The ITOC shall provide citizen review to ensure that all Measure I funds are spent by the San Bernardino County Transportation Authority (hereby referred to as the Authority) in accordance with provision of the Expenditure Plan and Ordinance No. 04-01.</p>	<p>The ITOC shall review the annual audits of the Authority; report findings based on the audits to the Authority; and recommend any additional audits for consideration which the ITOC believes may improve the financial operation and integrity of program implementation.</p> <p>The Authority shall hold a publicly noticed meeting, which may or may not be included on the agenda of a regularly scheduled Board meeting, with the participation of the ITOC to consider the findings and recommendations of the audits.</p> <p>(Brown Act)</p>	<p>Richard Haller</p> <p>Rod Johnson</p> <p>Norman Orfall</p> <p>Craig Scott</p> <p>Vacant</p> <p>Ray Wolfe, Ex-Officio</p> <p>In addition to the appointed members, the SANBAG Executive Director will serve as an ex officio member.</p>	<p>12/31/16</p> <p>12/31/16</p> <p>12/31/18</p> <p>12/31/18</p> <p>12/31/18</p>

Communication: SANBAG Committee Membership (Committee Membership)

SANBAG Ad Hoc Committees

COMMITTEE	PURPOSE	MEMBERSHIP
<p>Budget Process In July 2012, the SANBAG Board President appointed this ad hoc committee to review SANBAG’s budget preparation process and final budget document and make recommendations to help improve communication and transparency of SANBAG’s budget to elected officials and the general public.</p>	<p>Review SANBAG’s budget adoption process and final budget document and make recommendations on changes to improve the process and the final budget document to make them more useful and informative to Board Members and the public.</p>	<p>Ray Musser, Upland – Chair Mike Podegracz, P.E. – City Manager, City of Hesperia Sam Racadio – Council Member, City of Highland Kevin Ryan - Principal Transportation Planner, City of Fontana</p>
<p>Legislative In March 2013, the SANBAG Board President appointed this ad hoc committee. This committee will consist of the SANBAG Board Officers.</p>	<p>Review proposed legislation at the state and federal level. Provide direction to staff on positions consistent with the Board-adopted legislative platform.</p>	<p>President – L. Dennis Michael, Rancho Cucamonga Vice President – Ryan McEachron, Victorville Immediate Past President – Bill Jahn, City of Big Bear Lake</p>
<p>Transit Review Ad Hoc Committee In July 2013, the SANBAG Board President appointed this ad hoc committee.</p>	<p>Review transit agency efficiencies and maximize transit funding.</p>	<p>Janice Rutherford, Supervisor – Chair Jim Harris, Twentynine Palms Robert Lovingood, Supervisor Ryan McEachron, Victorville L. Dennis Michael, Rancho Cucamonga Dusty Rigsby, Loma Linda Alan Wapner, Ontario</p>
<p>Statutory Entity Ad Hoc Committee In June 2015, the SANBAG Board President appointed this ad hoc committee.</p>	<p>Study and make recommendations to full Board regarding sponsoring legislation to consolidate certain SANBAG entities and functions into a new statutory entity.</p>	<p>Bill Jahn, Big Bear Lake - Chair Jon Harrison, Redlands George Huntington, Yucca Valley Robert Lovingood, Supervisor Ryan McEachron, Victorville Janice Rutherford, Supervisor Alan Wapner, Ontario</p>

Communication: SANBAG Committee Membership (Committee Membership)

SANBAG Technical Advisory Committees

COMMITTEE	PURPOSE	MEETING SCHEDULE
<p>Transportation Technical Advisory Committee (TTAC) Committee membership consists of a primary staff representative of each SANBAG member agency designated by the City Manager or County Administrative Officer.</p>	<p>SANBAG’s Transportation Technical Advisory Committee was formed by SANBAG management to provide input to SANBAG staff on technical transportation-related matters and formulation of transportation-related policy recommendations to the SANBAG Board of Directors. The TTAC is not a Brown Act committee.</p>	<p>Generally meets on the first Monday of each month at 1:30 PM, at SANBAG.</p>

<p>City/County Manager’s Technical Advisory Committee (CCM TAC) The committee is made up of up to two representatives of the County Administrator’s Office and the city manager or administrator from each city and town in the County.</p>	<p>SANBAG’s City/County Manager’s Technical Advisory Committee was established in the Joint Powers Authority that established SANBAG. The primary role of the committee is to provide a forum for the chief executives of SANBAG’s member agencies to become informed about and discuss issues facing SANBAG. It also provides a forum for the discussion of items of mutual concern and a way to cooperate regionally in addressing those concerns. The CCM TAC is a Brown Act Committee.</p>	<p>Meets on the first Thursday of each month at 10:00 AM, at SANBAG.</p>
<p>Planning and Development Technical Forum (PDTF) Committee membership consists of a primary staff representative of each SANBAG member agency designated by the City Manager or County Chief Executive Officer.</p>	<p>The SANBAG Planning and Development Technical Forum was formed by SANBAG management to provide an opportunity for interaction among planning and development representatives of member agencies on planning issues of multijurisdictional importance. The PDTF is not a Brown Act Committee.</p>	<p>Meets the 4th Wednesday of each month at 2:00 p.m. at the Depot (in the SCAG Office).</p>
<p>Project Development Teams</p>	<p>Project Development Teams (PDTs) are assembled for all major project development activities by SANBAG staff. Teams are generally composed of technical representatives from SANBAG, member jurisdictions appropriate to the project, Caltrans, and other major stakeholder entities that have significant involvement in the project. PDTs make recommendations related to approaches to project development, evaluation of alternatives, and technical solutions. PDTs meet on a regular basis throughout the project phase to review progress and to provide technical input required for project development. The PDTs are not Brown Act Committees.</p>	<p>Varies with the PDT, at SANBAG.</p>

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