Governments SANBAG Working Together

San Bernardino Associated Governments

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

TRANSPORTATION MEASURE I

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

AGENDA
Plans and Programs Policy Committee

November 19, 2008, 12:00 p.m.

SANBAG Offices
1170 W. 3rd Street, 2nd Fl.
San Bernardino, CA 92410

Plans and Programs Committee Membership

Chair
Mark Nuaimi, Mayor
City of Fontana

East Valley Representatives
Bea Cortes, Council Member
City of Grand Terrace

Richard Riddell, Mayor
City of Yucaipa

Larry McCallon, Council Member
City of Highland

West Valley Representatives
Diane Williams, Mayor Pro Tem
Rancho Cucamonga

Vice Chair
Paul Eaton, Mayor
City of Montclair

Mountain/Desert Representatives
Bill Jahn, Mayor Pro Tem
Big Bear Lake

Rick Roelle, Mayor
Town of Apple Valley

William Neeb, Council Member
Town of Yucca Valley

San Bernardino County
Brad Mitzelfelt, Supervisor

Paul Biane, Supervisor

Dennis Hansberger, Supervisor

Josie Gonzalez, Supervisor

Gary Ovitt, Supervisor

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.

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

Plans and Programs Policy Committee

November 19, 2008

12:00 p.m.

LOCATION:
San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor, San Bernardino
The Super Chief

CALL TO ORDER - 12:00 p.m.
(Meeting chaired by Mayor Mark Nuaimi)

I. Attendance
II. Announcements
III. Agenda Notices/Modifications

Notes/Action

1. Possible Conflict of Interest Issues for the SANBAG Plans and Programs Meeting of November 19, 2008 **Pg. 8**

Note agenda item contractors, subcontractors and agents which may require member abstentions due to conflict of interest and financial interests. Member abstentions shall be stated and recorded on the appropriate item in the minute summary for each month.

Consent Calendar

Consent Calendar items shall be adopted by a single vote unless removed by Board member request. Items pulled from the consent calendar will be brought up at the end of the agenda.

2. Plans and Programs Attendance Roster **Pg. 10**

A quorum shall consist of a majority of the membership of each SANBAG Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

Notes/Action

Discussion Calendar

Regional Quality of Life Programs

3. 2009 Plans and Programs Policy Committee Meeting Schedule **Pg. 12**

Approve the 2009 Plans and Programs Policy Committee Meeting Schedule
Ty Schuiling

4. Measure I 2010-2040 Model Project Advancement Agreement (PAA) **Pg. 26**

1. Approve and release revised model interagency agreement for reimbursement of eligible costs for projects advanced by member agencies with local (non-SANBAG) funds in the Valley Region.

2. Approve reimbursement for Nexus Study projects for which construction begins after January 31, 2009 through an Advancement Expenditure (AE) process included in the Measure I 2010-2040 Strategic Plan as described below. **Philip Chu**

5. Amendments to Contracts to extend Freeway Service Patrol (FSP) services on four Beats for the time period of January 1 through April 30, 2009. **Pg. 37**

1. Amend Contract No. 06-021a with Armada Towing to extend the contract term to April 30, 2009, as well as increase the contract not-to-exceed by $169,688 for a total contract amount of $1,712,005.14 as identified in the Financial Impact Section below; and

2. Amend Contract No. 06-042 with Pepe's Towing to extend the contract term to April 30, 2009, as well as increase budget contract not-to-exceed amount by $69,993 for a total contract amount of $648,333 as identified in the Financial Impact section below.
Kelly Lynn

Notes/Action

Transportation Programming and Fund Administration

6. Proposition 1B Trade Corridor Improvement Funds (TCIF) Revised Baseline Agreements for Grade Separation Projects. **Pg. 47**

1. Approve the following revised Proposition 1B Trade Corridor Improvement Funds (TCIF) draft Baseline Agreements with the California Transportation Commission (CTC):
   a. South Milliken Ave. Grade Separation Project (Contract No. C09016)
   b. Vineyard Ave. Grade Separation Project (Contract No. C09018)
   c. Archibald Ave. Grade Separation Project (Contract No. C09125)

2. Authorize the Executive Director to execute the final TCIF Baseline Agreements including technical and administrative changes that maybe necessary following CTC staff review. Should any policy issues arise, the Executive Director will consult with Board Officers. **Philip Chu**

7. Quarterly Administrative Report on SANBAG Federal Funding Programs **Pg. 70**

1) Receive report on quarterly reporting and obligation status.

2) Adopt a finding of compliance with obligation requirements for all affected agencies. **Ty Schuiling**

This item is scheduled for review by the Planning and Programming Committee on November 19, 2008 and by the Mountain Desert Committee on November 21, 2008.

8. Transportation Development Act (TDA) – Article 3 Pedestrian and Bicycle Facilities and Transit Stop Access Improvement Call for Projects **Pg. 76**

Authorize the release of TDA Article 3 Biennial Call for Projects for 1) Pedestrian and Bicycle Projects and 2) Transit Stop Access Improvement Projects. **Mike Bair**

9. Agreement C09-126 with Caltrans for Allocation of Funds Reserved for Project Planning, Programming, and Monitoring (PPM) **Pg. 91**

Approve Agreement C09-126 with Caltrans for allocation to SANBAG of $1,200,000, of Regional Share State Transportation Improvement Program (STIP) funds for PPM activities, as specified in the Financial Impact Section. **Philip Chu**

Notes/Action

Transportation Programming and Fund Administration *Cont.,,*

10. Amendment to Contract 06-038 with Transportation & Energy Solutions, Inc. for Construction Management Services for Tiers 1 and 2 of the San Bernardino Valley Coordinated Traffic Signal System Program **Pg. 99**

1. Approve Amendment No. 2 to Contract 06-038 with Transportation & Energy Solutions, Inc. for construction management services for Tiers 1 and 2 of the San Bernardino Valley Coordinated Traffic Signal System Program, increasing the contract amount by $110,303., for a new total contract amount of $679,679., and extend the contract completion date to December 31, 2008.

2. Approve budget amendment to increase Task 70109000 in the amount of $110,303. Funding source is Caltrans State Highway Operation and Protection Program (SHOPP) . **Philip Chu**

Subregional Transportation, Planning & Programming Program

11. Draft Measure I 2010-2040 Strategic Plan **Pg. 107**

Receive information on the status of the Draft Measure I 2010-2040 Strategic Plan Report **Steve Smith**

12. Final Accounting for SR-210 Right-of-Way Costs **Pg. 127**

1) Receive report on SR-210 final right-of-way expenditures totaling $122,806,500

2) Acknowledge $26,679,500 in expenditures over the programmed State Transportation Improvement Program (STIP) amount which will count against San Bernardino County's (STIP) share.

This item was reviewed by the Major Projects Committee on November 13, 2008. This item will be reviewed by the Plans and Programming Committee on November 19, 2008.

Program Support/Council of Governments

13. Fiscal Year 2010 Federal Appropriations Process and Project Nominations **Pg. 129**

Review the Federal Appropriations Process and Project Nominations. ***Jennifer Franco***

Notes/Action

Program Support/Council of Governments *Cont...*

14. SANBAG's Project Nomination Process for the Multi-year Federal Transportation Reauthorization Bill **Pg. 133**

1. Approve SANBAG's coordination with Southern California stakeholders regarding the federal transportation reauthorization bill; and
2. Approve project nomination criteria for projects to consider for inclusion in the upcoming federal transportation reauthorization bill. ***Jennifer Franco***

Public Comments

Items under this heading will be referred to staff for further study, research, completion and/or future actions.

15. Additional Items from Committee Members

16. Brief Comments by General Public

17. Acronym List **Pg. 139**

ADJOURNMENT

Complete packages of this agenda are available for public review at the SANBAG offices. Staff reports for items may be made available upon request. For additional information call (909) 884-8276 and ask for Joanne Cook.

The next Plans and Programs Meeting is December 17, 2008.

Meeting Procedures and Rules of Conduct

Meeting Procedures

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

Accessibility

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

Agendas – All agendas are posted at 1170 W. 3rd Street, 2nd Floor, San Bernardino at least 72 hours in advance of the meeting, 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 "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

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

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the 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.

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 apply.*

Disruptive Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

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

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 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 would like to amend his 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 Board/Committee 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

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TRANSPORTATION MEASURE I

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

Minute Action

AGENDA ITEM: 1

Date: November 19, 2008

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 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. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Contractor/Agents	Subcontractors
5	06-021a-02	Armada Transport, Inc., d/b/a Armada Towing *Mohammed Hassan*	None
5	06-042-02	Pepe's Towing Service, Inc. *Manuel Acosta*	None
10	06-038-02	Transportation & Energy Solutions, Inc. *Nathaniel Behura, President*	None

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

Approved
Plans and Programs Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

PPC0811z-ty.doc

Reviewed By: This item is prepared monthly for review by the Board of Directors and Policy Committee members.

Responsible Staff: Ty Schuiling, Director of Planning and Programming

AGENDA ITEM: 2

PLANS & PROGRAMS POLICY COMMITTEE ATTENDANCE RECORD - 2007

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
EAST VALLEY												
Richard Riddell City of Yucaipa	X			X	Cancelled	X	Cancelled	X	X	X	X	X
Bea Cortes City of Grand Terrace	X	X	X	X	Cancelled		Cancelled	X	X	X		X
Larry McCallon City of Highland	X	X	X	X	Cancelled		Cancelled	X	X	X		X
WEST VALLEY												
Paul Eaton Chair City of Montclair		X	X	X	Cancelled	X	Cancelled	X	X	X		X
Mark Nuaimi City of Fontana	X	X	X	X	Cancelled	X	Cancelled	X		X	X	X
Diane Williams City of Rancho Cucamonga	X	X	X	X	Cancelled	X	Cancelled	X	X	X	X	X
MID DESERT												
Kevin Cole City of Twentynine Palms	X			X	Cancelled	X	Cancelled					
Bill Jahn Big Bear Lake												X
Rick Roelle Town of Apple Valley	X	X	X	X	Cancelled		Cancelled		X	X	X	
Chad Mayes Town of Yucca Valley		X	X	X	Cancelled		Cancelled	X	X			X
SAN BERNARDINO COUNTY												
Gary Ovitt Board of Supervisors	X		X	X	Cancelled		Cancelled	X	X	X		x
Josie Gonzales Board of Supervisors	X			X	Cancelled	X	Cancelled	X		X		
Dennis Hansberger Board of Supervisors	X			X	Cancelled	X	Cancelled	X	X	X	X	X
Paul Biane Board of Supervisors	x		X	X	Cancelled	X	Cancelled	X	X			X
Brad Mitzelfelt Board of Supervisors	x		X		Cancelled	X	Cancelled			X		X

X = Member attended meeting. * = Alternate member attended meeting. Empty box = Member did not attend meeting Crossed out box = Not a member at the time.

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AGENDA ITEM: 2

PLANS & PROGRAMS POLICY COMMITTEE ATTENDANCE RECORD - 2008

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
EAST VALLEY												
Richard Riddell City of Yucaipa	X	X	X	x	Cancelled	X	X	X	Cancelled	X		
Bea Cortes City of Grand Terrace	X	X	X		Cancelled			X	Cancelled	X		
Larry McCallon City of Highland	X		X		Cancelled		X		Cancelled	X		
WEST VALLEY												
Paul Eaton Chair City of Montclair	X	X	X		Cancelled	X	X	X	Cancelled	X		
Mark Nuaimi City of Fontana	X		X		Cancelled	X	X		Cancelled			
Diane Williams City of Rancho Cucamonga	X	X	X		Cancelled	X	X	X	Cancelled	X		
MID DESERT												
Bill Jahn Big Bear Lake	X	X			Cancelled				Cancelled	X		
Rick Roelle Town of Apple Valley	X	X	X		Cancelled	X	X		Cancelled			
Chad Mayes Town of Yucca Valley					Cancelled							
William Neeb Town of Yucaa Valley						X	X	X	Cancelled	X		
SAN BERNARDINO COUNTY												
Gary Ovitt Board of Supervisors	X				Cancelled	X	X		Cancelled			
Josie Gonzales Board of Supervisors	X		X		Cancelled	X	X	X	Cancelled	X		
Dennis Hansberger Board of Supervisors	X		X		Cancelled		X	X	Cancelled	X		
Paul Biane Board of Supervisors	X		X		Cancelled	X		X	Cancelled			
Brad Mitzelfelt Board of Supervisors	X		X		Cancelled	X		X	Cancelled	X		

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TRANSPORTATION MEASURE I

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

Minute Action

AGENDA ITEM: 3

Date: December 12, 2007

Subject: 2009 Plans and Programs Policy Committee Meeting Schedule

Recommendation:* Approve the 2009 Plans and Programs Policy Committee Meeting Schedule

Background: The SANBAG Plans and Programs Committee has established a regular meeting schedule on the third Wednesday of each month, beginning at 12:00 p.m., at SANBAG. Although a monthly schedule is adopted, it is acknowledged that when there are not sufficient business items to require a meeting, the meeting will be cancelled. It has also been the practice to modify the meeting location or time when it appears that a quorum will not be present. SANBAG staff, however, has been directed to make every effort to minimize deviation from the regular schedule to insure continuity of meetings and participation. A proposed 2009 meeting schedule is identified below for approval. Committee members and staff are urged to calendar these meetings for the coming year. Advance confirmation of meetings or cancellation notices are part of SANBAG's standard procedure for meeting preparation. The proposed 2009 meeting schedule does conform to the third Wednesday of each month, and is as follows:

Proposed 2008 Plans and Programs Policy Committee Meeting Schedule

January 21, 2009	May 20, 2009	September 16, 2009
February 18, 2009	June 17, 2009	October 21, 2009
March 18, 2009	July 15, 2009	November 18, 2009
April 15, 2009	August 19, 2009	December 16, 2009

*

Approved
Plans and Programs Policy Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

PPC0811a-ty
60108000

Financial Impact: Approval of the regular meeting schedule has no impact upon the SANBAG budget. Activities to support the Plans and Programs Policy Committee meetings are in the approved SANBAG budget in Task No. 60109000, County Transportation Commission-General.

Reviewed By: This item is scheduled for review by the Plans and Programs Policy Committee on November 19, 2008.

Responsible Staff: Ty Schuiling, Director of Planning and Programming

PPC0811a-ty
60108000

January 2009

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
4	5	6	7 Board	8	9	10
11	12	13	14 Admin.	15 Major Projects	16 Mt/Desert	17
18	19 MLK Holiday	20	21 Plans and Programs	22 Commuter Rail	23	24
25	26	27	28	29	30	31

February 2009

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4 Board	5	6	7
8	9	10	11 Admin	12 Major Projects	13	14
15	16 President's Day	17	18 Plans/Programs	19	20 Mt/Desert	21
22	23	24	25	26	27	28

March 2009

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4 Board	5	6	7 *NACO Legisl.*
8 *NACO Legisl. Conf.*	9 *NACO Legisl. Conf.*	10 *NACO Legisl. Conf.*	11 Admin *NACO Legisl. Conf.*	12 Major Projects	13	14
15	16	17	18 Plans and Programs	19 Commuter Rail	20 Mt/Desert	21
22	23	24	25	26 **City/County Conf.**	27 **City/County Conf.**	28
29	30	31				

April 2009

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1 Board	2	3	4
5	6	7	8 Admin.	9 Major Projects	10	11
12	13	14	15 Plans/Programs *League Legislative ActionDays*	16 *League Legislative ActionDays*	17 Mt/Desert	18
19	20	21	22	23	24	25
26	27	28	29	30		

May 2009

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4	5	6 Board	7	8	9
10	11	12	13 Admin.	14 Major Projects	15 Mt/Desert	16
17	18	19	20 Plans/Programs	21 Commuter Rail	22	23
24	25 Memorial Day	26	27 *League Mayors/Council Forum*	28 *League Mayors/Council Forum*	29 *League Mayors/Council Forum*	30 *League Mayors/Council Forum*
31						

June 2009

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3 Board	4	5	6
7	8	9	10 Admin	11 Major Projects	12	13
14	15	16	17 Plans/Programs	18	19 Mt/Desert	20
21	22	23	24	25	26	27
28	29	30				

July 2009

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1 Board	2	3	4
5	6	7	8 Admin	9 Major Projects	10	11
12	13	14	15 Plans/Programs	16 Commuter Rail	17 Mt/Desert	18
19	20	21	22	23	24 *NACO Annual Conf.*	25 *NACO Annual Conf.*
26 *NACO Annual Conf.*	27 *NACO Annual Conf.*	28 *NACO Annual Conf.*	29	30	31	

August 2009

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4	5 Board	6	7	8
9	10	11	12 Admin	13 Major Projects	14	15
16	17	18	19 Plan/Programs	20	21 Mt/Desert	22
23	24	25	26	27	28	29
30	31					

September 2009

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2 Board	3	4	5
6	7 Labor Day	8	9 Admin.	10 Major Projects	11	12
13	14	15	16 Plans/Programs *League Annual Conf.*	17 Commuter Rail *League Annual Conf.*	18 Mt/Desert *League Annual Conf.*	19
20	21	22	23	24	25	26
27	28	29	30			

October 2009

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
4	5	6	7 Board	8	9	10
11	12	13	14 Admin.	15 Major Projects	16 Mt/Desert	17
18	19	20	21 Plans and Programs	22	23	24
25	26	27	28	29	30	31

November 2009

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4 Board	5	6	7
8	9	10	11 **Veteran's Day**	12 Major Projects	13	14
15	16	17	18 ***Admin. (11:00 a.m.)*** Plans /Programs	19 Commuter Rail	20 Mt/Desert	21
22	23	24	25	26 Thanksgiving	27 Thanksgiving	28
29	30					

December 2009

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2 Board	3	4	5
6	7	8	9 Admin.	10 Major Projects	11	12
13	14	15	16 Plans/ Programs	17	18 Mt/Desert	19
20	21	22	23	24 Christmas Eve	25 Christmas	26
27	28	29	30	31 New Year's Eve	January 1, 2010 New Year's Day	

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TRANSPORTATION MEASURE I

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

Minute Action

AGENDA ITEM: 4

Date: November 19, 2008

Subject: Measure I 2010-2040 Model Project Advancement Agreement (PAA)

Recommendation:* 1. Approve and release revised model interagency agreement for reimbursement of eligible costs for projects advanced by member agencies with local (non-SANBAG) funds in the Valley Region.

2. Approve reimbursement for Nexus Study projects for which construction begins after January 31, 2009 through an Advancement Expenditure (AE) process included in the Measure I 2010-2040 Strategic Plan as described below.

Background: Following the passage of Measure I 2010-2040 in November 2004, several member agencies indicated an interest in advancing shelf-ready or near-shelf-ready freeway interchange, overcrossing, or arterial projects consistent with the new Expenditure Plan. After several months of consideration, a strategy to advance SANBAG Nexus Study interchange, arterial, and grade separation projects to construction prior to 2010 was approved by the SANBAG Board in December 2005, with the model interagency Project Advancement Agreement approved by the Board in April 2006.

On September 2, 2008, the Board adopted a policy regarding the repayment of Measure I 2010-2040 Project Advancement Agreements for the Valley Interchange and Major Street Programs. The attached draft model interagency Project Advancement Agreement is based on

*

Approved
Plans and Programs Policy Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

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61009000

the model agreement approved in April 2006, but also includes the adopted policy for repayment with Measure I 2010-2040 funds. Following approval of the model agreement, each new agreement would be subject to approval by the Board of Directors and the governing body of the sponsoring agency. Approval of this model agreement has no effect on existing agreements.

The Project Advancement process was designed to allow for the reimbursement of Measure I 2010-2040 dollars for expenditures on Nexus Study projects that occur prior to the actual flow of revenue from the new Measure in April 2010. The model Project Advancement Agreement allows for reimbursement on projects that initiate construction no later than January 2009. It is the intent that eligible expenditures on Nexus Study projects for which construction begins after January 2009 be captured under an Advance Expenditure (AE) program. The policies associated with such a program will not be finalized until the approval of the Measure I 2010-2040 Strategic Plan, currently scheduled for April 2009. However, a general framework for the AE process is being prepared as part of the draft Strategic Plan to be released in December 2008.

The AE program will provide reimbursement to local jurisdictions that choose to deliver Nexus Study projects with local resources in advance of an allocation of Measure I funds. The Valley AE program would apply to eligible projects within the Valley Freeway Interchange and the Valley Major Street Programs. Reimbursement would occur at a later time when Measure I funds become available according to the respective policies for the Interchange and Major Street Programs.

The AE program will be operational throughout the Measure I 2010-2040 time period. Local jurisdictions that wish to take advantage of this option would execute an agreement with SANBAG to be reimbursed for the public share of an advanced project's cost at such time as Measure I funds are available through the applicable program. Policies governing the specific requirements and reimbursement schedules will be reviewed and approved through the development of the Strategic Plan. However, staff is requesting acknowledgement that an AE process will be established to reimburse Valley jurisdictions for expenditures incurred on Nexus Study projects after January 31, 2009, unless otherwise covered under the Project Advancement Program. This will provide assurance that a mechanism is available to capture eligible expenditures on Nexus Study projects that are unable to meet the Project Advancement Program deadlines.

Financial Impact: This item has no impact on the Fiscal Year 2008-2009 SANBAG Budget. The long-term impact of the project advancement program is expected to be positive in that significant savings in both construction and right-of-way costs are likely to occur through early delivery of these projects.

Reviewed By: This item will be reviewed by the Plans and Programs Policy Committee on November 19, 2008.

Responsible Staff: Philip Chu, Transportation Programming Analyst
Wendy Li, Chief of Programming
Ty Schuiling, Director of Planning and Programming

ppc0811a-pc
61009000

Draft Model Interagency Project Advancement Agreement

COOPERATIVE AGREEMENT NO.
BETWEEN

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND

FOR

THIS AGREEMENT is made and entered into this _____ day of _____ by and between the San Bernardino County Transportation Authority (hereinafter referred to as "SANBAG") and _____ (hereinafter referred to as "CITY").

WITNESSETH

WHEREAS, the SANBAG Nexus Study and the Measure I 2010-2040 Expenditure Plan identify freeway interchange, major street, and railroad grade separation projects eligible for partial funding from Measure I 2010-2040 revenues; and

WHEREAS, SANBAG has determined that this PROJECT and expenditure phase are included in the SANBAG Nexus Study and are eligible to receive Measure I 2010-2040 funds; and

WHEREAS, because revenue for the PROJECT from Measure I 2010-2040 will not be available until 2010 or later, CITY desires to use its own local (non-SANBAG) funds to proceed with the PROJECT at this time; and

WHEREAS, SANBAG and CITY are entering into this Agreement that will allow CITY to use funds not contributed or allocated by SANBAG to implement the PROJECT immediately with the understanding that SANBAG will reimburse CITY for eligible PROJECT expenditures at a later date with Measure I 2010-2040 revenue or other eligible public share revenue available to SANBAG in accordance with the reimbursement schedule established in the Measure I 2010-2040 project advancement repayment policy in Attachment B.

NOW, THEREFORE, SANBAG and CITY agree to the following:

SECTION I

DEFINITIONS:

- COST of a project is the project cost for the phase or phases defined in the Scope of Work in Attachment A.

- DEVELOPMENT SHARE of project cost is the developer contribution percentage as listed in the SANBAG Nexus Study times the COST of the PROJECT.

- PUBLIC SHARE of the project is the COST of the project minus its DEVELOPER SHARE.

SANBAG AGREES:

1. To reimburse CITY for the public share of those eligible PROJECT expenses that are incurred by CITY for the PROJECT-specific work activities, as set forth in Attachment A to this Agreement. Said reimbursement amount shall not exceed the public share amount as calculated by the total cost minus the development share of the cost, as indicated in the Nexus Study. The development share of the cost is the total cost times the fair share percentage in the Nexus Study, up to $_____. In the event that the actual project expenditures are lower than the estimated cost in Attachment A, the development percentage shall be applied to the actual expenditures.

   The calculation of reimbursement is based on the principles contained in Chapter 4, Section 4B of the Congestion Management Program prepared by the San Bernardino County Congestion Management Agency (CMA). The two pertinent principles are:

   - Federal or state appropriations from transportation sources for specific projects that were given to specific local jurisdictions through their own effort or competitive grant process will buy down the project cost, not just reduce the required development share. The percentage share of the remaining project costs allocated to development and other sources will remain the same.

   - Funds generated by local jurisdictions from non-transportation sources (federal, state or other) will be eligible for credit against development share contributions. In addition, SANBAG may permit the use of transportation dollars (federal or state appropriations) as a credit against development share on an exception basis, when the local jurisdiction shows that such transportation dollars are net "new" dollars to the regional transportation system.

   SANBAG Measure I 2010-2040 Strategic Plan provides specific guidance regarding the fund types that buy down the total PROJECT cost vs. buy down the PUBLIC SHARE vs. buy down the DEVELOPER SHARE.

   In the event that additional Federal/State funds are applied to this project the reimbursement amount shall be recalculated to reflect the change in Federal/State transportation funding.

2. To reimburse CITY, subject to Article 1 of this Section I, in accordance with the reimbursement terms set forth in the Measure I 2010-2040 project advancement repayment policy in Attachment B to this agreement and after CITY submits to SANBAG an original and two copies of the signed invoices in the proper form covering those actual allowable PROJECT expenditures that were incurred by CITY. SANBAG reserves the right to make modifications to the project advancement repayment policy at any time based on SANBAG Board approval. CITY will be notified by SANBAG of any modifications of this policy within 30 days of its modification.

3. When conducting an audit of the costs claimed under the provisions of this Agreement, to rely to the maximum extent possible on any prior audit of CITY performed pursuant to the provisions of state and federal laws. In the absence of such an audit, work of other auditors will be relied upon to the extent that work is acceptable to SANBAG when planning and conducting additional audits.

SECTION II

CITY AGREES:

1. Subject to Article 1 of Section I, that only eligible PROJECT-specific work activities, as set forth in Attachment A to this Agreement, which are for transportation purposes that conform to the SANBAG Nexus Study, will be eligible for future Measure I 2010-2040 reimbursement. CITY agrees that work it will later claim reimbursement for hereunder will only include eligible PROJECT-specific work activities.

2. To abide by all State and, if applicable, Federal policies and procedures pertaining to the PROJECT.

3. After completion of the PROJECT, to prepare and submit to SANBAG an original and two copies of signed consultant/contractor invoices for subsequent reimbursement of those eligible PROJECT expenses. CITY further agrees and understands that SANBAG will not reimburse CITY for any PROJECT expenditures that are not described in the PROJECT-specific work activities.

4. If Measure I 2010-2040 reimbursement funds are received by CITY, to repay to SANBAG any costs that are determined by subsequent audit to be unallowable within thirty (30) days of CITY receiving notice of audit findings. Should CITY fail to reimburse moneys due SANBAG within (30) days of demand, or within such other period as may be agreed between both parties hereto, SANBAG reserves the right to withhold future payments due CITY from any source under SANBAG's control.

5. To maintain all source documents, books and records connected with its performance under this Agreement for a minimum of five (5) years from the date of the Final Report of Expenditures submittal to SANBAG or until audit resolution is achieved and to make all such supporting information available for inspection and audit by representatives of SANBAG. Copies will be made and furnished by CITY upon request, but in no case less than five (5) years from the date of final reimbursement payment, if said reimbursement occurs under this Agreement.

6. To establish and maintain an accounting system conforming to Generally Accepted Accounting Principles (GAAP) to support CITY request for reimbursement, payment vouchers, or invoices which segregate and accumulate costs of PROJECT work elements and produce monthly reports which clearly identify reimbursable costs, matching fund costs, and other allowable expenditures by CITY.

7. To prepare a Final Report of Expenditures, including a final invoice reporting the actual eligible PROJECT costs expended for those activities described in the work activities, and to submit that Report and invoice no later than 60 days following the completion of those expenditures. The Final Report of Expenditures, three copies of which report shall be submitted to SANBAG, must state that these PROJECT funds were used in conformance this Agreement and for those PROJECT- specific work activities described.

8. To have a PROJECT-specific audit completed by SANBAG upon completion of the PROJECT. The audit must state that all funds expended on the PROJECT were used in conformance with this Agreement.

9. CITY agrees that the PROJECT reimbursement schedule will be determined according to Measure I 2010-2040 project advancement repayment policy in Attachment B (Dated September 2, 2008). CITY acknowledges that SANBAG reserves the right to make modifications to the project advancement repayment policy at any time based on SANBAG Board approval. CITY will be notified by SANBAG of any modifications of this policy within 30 days of its modification.

10. CITY agrees to post signs on ends of PROJECT noting that PROJECT is funded with Measure I funds. Signs shall bear the logos of San Bernardino Associated Governments and City of_____.

SECTION III

IT IS MUTUALLY AGREED:

1. SANBAG's financial responsibility shall not exceed $_____ (as adjusted based on the availability of Federal/State transportation funding as described in SECTION I) or the amount based on actual cost as derived in ARTICLE 1, SECTION I, whichever is less.

2. Eligible PROJECT reimbursements shall include only those costs incurred by CITY for PROJECT-specific work activities that are described in this Agreement and shall not include escalation, interest, or other fees.

3. SANBAG shall have no responsibility to reimburse any otherwise allowable PROJECT expenditures until a) sufficient Measure I 2010-2040 revenue exists to fund those eligible PROJECT reimbursements and b) CITY has satisfied any and all other necessary PROJECT requirements including the submission of all required invoices and Reports.

4. In the event CITY fails to initiate construction by January 31, 2009, fails to complete the PROJECT commenced under this Agreement, fails to perform any of the obligations created by this Agreement, or fails to comply with applicable state and, if applicable, federal laws and regulations, SANBAG reserves the right to terminate this Agreement and any subsequent funding for the PROJECT or a portion thereof upon written notice to CITY. CITY may only be reimbursed for those eligible PROJECT expenditures that occur prior to the date of termination when successfully completed as provided for pursuant to this Agreement. An audit may be performed as provided in Section II, Article (8) of this Agreement. CITY shall provide evidence to SANBAG that construction has been initiated on PROJECT through the submission of invoices, executed contract, or similar information no later than March 31, 2009.

5. The CITY is responsible for payment of the entire development fair share amount. If there are other jurisdictions with minority development fair share amount, the CITY is responsible for establishing a cooperative agreement with other jurisdictions that guarantees the reimbursement of the minority development fair share according to terms mutually agreed upon by all parties.

6. Neither SANBAG nor any officer or employee thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by CITY under or in connection with any work, authority or jurisdiction delegated to CITY under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, CITY shall fully defend, indemnify and save harmless SANBAG, its officers and employees from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined by

Government Code Section 810.8) occurring by reason of anything done or omitted to be done by CITY under or in connection with any work, authority or jurisdiction delegated to CITY under this Agreement.

7. This Agreement will be considered terminated upon reimbursement of eligible costs by SANBAG.

San Bernardino County Transportation Authority

By: _____

President, SANBAG Board of Directors

Date: _____

APPROVED AS TO FORM AND PROCEDURE:

By: _____
SANBAG County Counsel

Date: _____

City of

By: _____

Mayor

Date: _____

APPROVED AS TO FORM AND PROCEDURE:

By: _____
City Attorney

Date: _____

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Attachment A

Project Scope and Cost

Proposed Improvements:

Summary of Project Costs (Estimate):

Total Project Cost $

Attachment B (Dated: 9/2/2008)
Measure I 2010-2040 Project Advancement Agreement (PAA) Repayment Policy

1. **Overall Approach:** SANBAG will pay reimbursements to all eligible advanced projects up to 40 percent of the revenues allocated to the program categories from which the projects will be funded.
2. **Commitment of Available Revenues:**
   SANBAG will commit the full 40% of available revenues for each program to the reimbursement of Project Advancement Agreements on an annual basis. The SANBAG Board, at its discretion, may increase the 40% apportionment level to a higher percentage specific to each program if the time between expenditure and reimbursement has become greater than six years or if the other project needs for the fiscal year are less than the remaining 60% of the pertinent program.
3. **Order of reimbursement:** The order of reimbursement will be based on date of expenditure. Specifically, the dates of consultant and contractor invoices reflecting actual project expenditures will be used to represent the date of expenditure. Expenditures incurred prior to April 5, 2006 (the date when the model agreement for the Project Advancement Program was adopted by the SANBAG Board of Directors) will not be reimbursed.
4. **Execution of New Project Advancement Agreements:** SANBAG will allow for execution of new PAAs through January 31, 2009, with expenditures to be reimbursed using the same criteria as existing PAAs. Reimbursement for invoices dated prior to April 2010 (the initiation date of Measure I 2010-2040) and not covered under a PAA cannot be guaranteed. Projects not under PAAs and incurring expenses from April 2010 onward will be reimbursed under policies being developed through the Strategic Plan for the respective programs.
5. **Quarterly Reimbursements:** Reimbursements by SANBAG for eligible expenditures will be provided on a quarterly basis. The first reimbursements will occur in approximately July 2010, following the quarterly reconciliation of sales tax dollars by the State.
6. **Project Cost to be Reimbursed:**
   For the Valley Interchange and Major Street Programs, SANBAG will pay up to the Measure I share of Nexus Study project cost or Measure I share of the actual cost, whichever is less. The Measure I share means the portion being contributed from Measure I 2010-2040 Valley Interchange or Major Street Program funds. For new PAAs (i.e. those executed after adoption of these policies by the SANBAG Board on September 3, 2008), the Nexus Study project cost will be the cost included in the version of the Nexus Study in force at the time the first project expenditures were incurred or at the time of the execution of the agreement, whichever is earlier. This will provide cost equity with those projects already covered under existing PAAs.
7. **Submission of Invoices:** Jurisdictions must submit to SANBAG any reimbursable consultant and contractor invoices, or other verifiable record documenting the magnitude and date of expenditures on the project.
8. **Payment of Invoices by Date of Expenditure:** SANBAG staff will arrange the PAA invoices in order of expenditure (including invoices for projects still in progress), separately for each program and will draw a line at the point where cumulative expenditures (of the Measure I share of the cost) exceed the Board-established apportionment cap for each program for the given quarter. The Measure I share of the cost (i.e. the proportion of the cost being funded by the pertinent Measure I program) for all projects above the line will be reimbursed. All project expenditures below the line will wait for reimbursement until the following quarter. This process of quarterly payments will continue until all PAAs are fully repaid.
9. **Inclusion in Equitable Share Calculations:** For the Valley Major Street Program, reimbursement of PAAs will be included in the equitable share calculations maintained by SANBAG to ensure geographic equity over the life of the Measure.

Governments SANBAG Working Together

San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor San Bernardino, CA 92410-1715
Phone: (909) 884-8276 Fax: (909) 885-4407 Web: www.sanbag.ca.gov

TRANSPORTATION MEASURE I

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

AGENDA ITEM: 5

Date: November 19, 2008

Subject: Amendments to Contracts to extend Freeway Service Patrol (FSP) services on four Beats for the time period of January 1 through April 30, 2009.

Recommendations:* 1. Amend Contract No. 06-021a with Armada Towing to extend the contract term to April 30, 2009, as well as increase the contract not-to-exceed by $169,688 for a total contract amount of $1,712,005.14 as identified in the Financial Impact Section below; and

2. Amend Contract No. 06-042 with Pepe's Towing to extend the contract term to April 30, 2009, as well as increase budget contract not-to-exceed amount by $69,993 for a total contract amount of $648,333 as identified in the Financial Impact section below.

Background: FSP consists of a fleet of tow trucks roaming the freeways for the purpose of assisting motorists with their disabled vehicles during peak periods of congestion. Since the program's inception in January 2006, the FSP Program has demonstrated many benefits by reducing the amount of time a motorist is in unsafe conditions in, as well as reducing traffic delay, vehicular emissions and secondary accidents. Since its inception the program has assisted more than 94,000 motorists.

In January of 2006 Armada Towing and Pepe's Towing were selected through a competitive proposal process to provide FSP services on the first four Beats implemented. The four Beats are as follows:

*

Approved
Plans and Programs Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

PPC0811a-kl
Attachments: C06-021a-02; C06-042-02
TN 70409000

- Beat 1 is along Interstate (I) 10 from the Los Angeles County line to Haven Avenue, provided by Armada Towing.
- Beat 2 is along the I-10 from Haven Avenue to Sierra Avenue, provided by Armada Towing.
- Beat 3 is along the I-10 from Sierra Avenue to Waterman Avenue, provided by Pepe's Towing.
- Beat 5 is along the I-15 from the Riverside County line to Baseline Road, provided by Armada Towing.

On November 5, 2008, the Board approved the release of a Request For Proposal C09093 for FSP services on Beats 1, 2, 3 and 5. The Tow Operators that are selected through a competitive process and approved by the Board will begin providing services on May 1 of 2009.

The current contracts which provide FSP services along these four Beats will terminate on December 31, 2008. In order to continue to provide FSP services on these four Beats until the procurement process is complete, an extension of the current contracts is required with Armada Towing and Pepe's Towing.

Financial Impact: The contract amendment amounts in the amount of $239,681 are included in the FY 2008/2009 Budget for the provision of these services, and the source of funds are a combination of State FSP Funds and Department of Motor Vehicle Registration Fees (Call Box funding). TN 70409000

Reviewed By: This item to be reviewed by the Plans and Programs Committee on November 19, 2008. The item has been reviewed and approved by Legal Counsel.

Responsible Staff: Kelly Lynn, Air Quality/Mobility Program Manager

PPC0811a-kl
Attachments: C06-021a-02; C06-042-02
TN 70409000

SANBAG Contract No. 06-021a-02
by and between
SAN BERNARDINO ASSOCIATED GOVERNMENTS
and
ARMADA TRANSPORT INC., DBA ARMADA TOWING.
for
FSP TOW SERVICE FOR BEATS 1, 2 AND 5

FOR ACCOUNTING PURPOSES ONLY

☒ Payable ☐ Receivable	Vendor Contract # 06-021a-02 Vendor ID AT5I	Retention: ☐ Yes ____ % ☒ No	☐ Original ☒ Amendment

Notes:

Original Contract:	$ 1,542,317.14	Previous Amendments Total:	$ 0
		Previous Amendments Contingency Total:	$ 0
Contingency Amount:	$ 0	Current Amendment:	$ 169,688
		Current Amendment Contingency:	$ 0

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL ➔ $ 1,712,005.14

↓ Please include funding allocation for the original contract or the amendment.

Task	Cost Code	Funding Sources	Grant ID	Amounts
704E6021	5553	State Funding 80%I	0896	$ 135,750.40
704E6021	5553	SAFE 20%	0860	$ 33,937.60
____	____	____	____	$ ____
____	____	____	____	$ ____

Original Board Approved Contract Date: 11/02/05 Contract Start: 11/02/05 Contract End: 12/31/08
New Amend. Approval (Board) Date: ____ Amend. Start: 01/01/09 Amend. End: 04/30/09

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

Approved Budget Authority ➔	Fiscal Year: ____ $ ____	**Future Fiscal Year(s) – Unbudgeted Obligation ➔**	$ 0

Is this consistent with the adopted budget? ☒Yes ☐No
If yes, which Task includes budget authority? 704E6021
If no, has the budget amendment been submitted? ☐Yes ☐No

CONTRACT MANAGEMENT

Please mark an "X" next to all that apply:
☐ Intergovernmental ☒ Private ☐ Non-Local ☒ Local ☐ Partly Local

Disadvantaged Business Enterprise: ☒No ☐Yes ____%

Task Manager: **Michelle Kirkhoff** | Contract Manager: **Kelly Lynn**

11·13·08

Task Manager Signature Date | Contract Manager Signature Date

Chief Financial Officer Signature Date

Filename: C06-021a-02

Amendment No. 2 to Contract No. 06-021a

By and Between

SAN BERNARDINO ASSOCIATED GOVERNMENTS

and

ARMADA TRANSPORT INC. DBA ARMADA TOWING

TOW VENDOR SERVICES FOR FREEWAY SERVICE PATROL BEAT 1, 2 AND 5

WHEREAS, San Bernardino Associated Governments, hereinafter referred to as "SANBAG" and Armada Transport Inc. DBA Armada Towing, referred to herein as "CONTRACTOR", have previously entered into a contract effective November 2, 2005, wherein SANBAG engaged CONTRACTOR to provide Freeway Service Patrol (FSP) tow services for Beat areas 1, 2 and 5 on Interstate 10 and 15; which contract is hereinafter referred to as the "Contract", and,

WHEREAS, SANBAG and CONTRACTOR desire to amend the Contract to extend the Contract for four additional months (January 1 – April 30, 2009) for CONTRACTOR to perform the agreed upon work and to increase the contract amount;

NOW THEREFORE, SANBAG, and CONTRACTOR agree to amend the Contract as follows:

1. Section 3.4 Term. The first sentence is amended to read as follows:

   The term of this Contract shall be from November 2, 2005 through April 30, 2009 for Beat areas 1, 2 and 5 and shall not exceed the total amount of one million seven hundred twelve thousand and five dollars and fourteen cents ($1,712,005.14), unless earlier terminated as provided herein.

   Beat 1 – On the I-10 from Los Angeles County line to Haven
   Beat 2 – On the I-10 from Haven to Sierra
   Beat 5 – On the I-15 from the Riverside County line to Baseline

2. Exhibit B is amended to read as follows:

For the period of performance from January 1, 2006 through April 30, 2009, the CONTRACTOR shall provide two primary FSP vehicles (along with a certified FSP back-up vehicle) for each beat. FSP services hours are from 5:30 a.m. to 8:30 a.m. Monday through Friday, 3 p.m. to 7 p.m. Monday through Thursday, and from 1 p.m. to 7 p.m. on Friday's.

3. All other portions of this Contract shall remain in full force and effect and are incorporated herein by this reference.

IN WITNESS WHEREOF, the authorized parties have below signed and executed this Amendment to the Contract, and shall be effective on the date set forth above:

SAN BERNARDINO ASSOCIATED GOVERNMENTS

_____

Gary C. Ovitt, President

ARMADA TRANSPORT INC. DBA ARMADA TOWING

_____

Mohammed Hassan, President

APPROVED AS TO LEGAL FORM FOR SANBAG

_____

Jean-Rene Basle, SANBAG Counsel

EXHIBIT "B" COMPENSATION AND PAYMENT AMENDMENT

Amendment to Armada Towing contract #06021a for Beats 1, 2 and 5 (Jan. 1 - April 30, 2009)

Hourly Costs (per truck)	No. of Hours	5% Contingency	Total Hours	Beat 1	Beat 2	Beat 5
Hourly rate per truck (two primary trucks) to cover the time period Jan. 1 - April 30, 2009				$ 44.80	$ 44.80	$ 43.74
Budget amendment for FSP Beats 1, 2 & 5						
Jan. 1 - April 30, 2009	606.00	30.30	636.30	$ 57,012	$ 57,012	$ 55,663.52

Beat 1 (along the I-10 from LA County line to Haven)
Beat 2 (along the I-10 from Haven to Sierra)
Beat 5 (along the I-15 from Riverside County line to Baseline)

tal Budget Amendment: **$ 169,688**

SANBAG Contract No. 06-042-02
by and between
SAN BERNARDINO ASSOCIATED GOVERNMENTS
and
PEPE'S TOWING SERVICE, INC.
for
FSP TOW SERVICE FOR BEAT 3

FOR ACCOUNTING PURPOSES ONLY

☒ Payable ☐ Receivable	Vendor Contract # 06-042-02 Vendor ID PTSI	Retention: ☐ Yes ____ % ☒ No	☐ Original ☒ Amendment

Notes:

Original Contract:	$ 578,340.00	Previous Amendments Total:	$ 0
		Previous Amendments Contingency Total:	$ 0
		Current Amendment:	$ 69,993
Contingency Amount:	$ 0	Current Amendment Contingency:	$ 0

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL ➔ $ 648,333

↓ Please include funding allocation for the original contract or the amendment.

Task	Cost Code	Funding Sources	Grant ID	Amounts
704E6042	5553	State Funding 80%I	0896	$ 55,994.40
704E6042	5553	SAFE 20%	0860	$ 13,998.60
____	____	____	____	$ ____
____	____	____	____	$ ____

Original Board Approved Contract Date: 11/02/05 Contract Start: 11/02/05 Contract End: 12/31/08
New Amend. Approval (Board) Date: ____ Amend. Start: 01/01/09 Amend. End: 04/30/09

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

Approved Budget Authority ➔	Fiscal Year: ____ $ ____	**Future Fiscal Year(s) – Unbudgeted Obligation ➔**	$ 0

Is this consistent with the adopted budget? ☒Yes ☐No
If yes, which Task includes budget authority? 704E6042
If no, has the budget amendment been submitted? ☐Yes ☐No

CONTRACT MANAGEMENT

Please mark an "X" next to all that apply:
☐ Intergovernmental ☒ Private ☐ Non-Local ☐ Local ☐ Partly Local

Disadvantaged Business Enterprise: ☒No ☐Yes ____%

Task Manager: **Michelle Kirkhoff** | Contract Manager: **Kelly Lynn**

Task Manager Signature Date | Contract Manager Signature 11.13.08 Date

Chief Financial Officer Signature Date

Filename: C06-042-02

Amendment No. 2 to Contract No. 06-042

By and Between

SAN BERNARDINO ASSOCIATED GOVERNMENTS

and

PEPE'S TOWING SERVICE, INC.

TOW VENDOR SERVICES FOR FREEWAY SERVICE PATROL BEAT 3

WHEREAS, the San Bernardino Associated Governments, hereinafter referred to as "SANBAG" and Pepe's Towing Service, Inc., referred to herein as "CONTRACTOR", have previously entered into a contract effective November 2, 2005, wherein SANBAG engaged CONTRACTOR to provide Freeway Service Patrol (FSP)tow services for Beat area 3 on Interstate 10; which contract is hereinafter referred to as the "Contract", and,

WHEREAS, SANBAG and CONTRACTOR desire to amend the Contract to extend the Contract for four additional months (January 1 – April 30, 2009) for CONTRACTOR to perform the agreed upon work and to increase the contract amount;

NOW THEREFORE, SANBAG, and CONTRACTOR agree to amend the Contract as follows:

1. Section 3.4 Term. The first sentence is amended to read as follows:

   The term of this Contract shall be from November 2, 2005 through April 30, 2009 for Beat 3 (I-10 from Sierra to Waterman) and shall not exceed six hundred forty-eight thousand three hundred thirty-three dollars and no cents ($648,333), unless earlier terminated as provided herein.

2. Exhibit B is amended to read as follows:

   For the period of performance from January 1, 2006 through April 30, 2009, the CONTRACTOR shall provide two primary FSP vehicles (along with a certified FSP back-up vehicle), covering Interstate 10 from Sierra to

Waterman from 5:30 a.m. to 8:30 a.m. Monday through Friday, 3 p.m. to 7 p.m. Monday through Thursday, and from 1 p.m. to 7 p.m. on Friday's.

3. All other portions of this Contract shall remain in full force and effect and are incorporated herein by this reference.

IN WITNESS WHEREOF, the authorized parties have below signed and executed this Amendment to the Contract, and shall be effective on the date set forth above:

SAN BERNARDINO ASSOCIATED GOVERNMENTS

_____

Gary C. Ovitt, President

PEPE'S TOW SERVICE, INC.

_____

Manuel Acosta, Secretary

APPROVED AS TO LEGAL FORM FOR SANBAG

_____

Jean-Rene Basle, SANBAG Counsel

EXHIBIT "B" COMPENSATION AND PAYMENT AMENDMENT

Amendment to Pepe's Towing contract #06-042 for Beat 3 (Jan. 1 - April 30, 2009)

Hourly Costs (per truck)	No. of Hours	5% Contingency	Total Hours	Beat 1
Hourly rate per truck (two primary trucks) to cover the time period Jan. 1 - April 30, 2009				$ 55.00
Budget amendment for FSP Beat 3				
Jan. 1 - April 30, 2009	606.00	30.30	636.30	$ 69,993

Beat 3 (along the I-10 From Sierra to Waterman)

Total Budget Amendment: $ 69,993

Governments SANBAG Working Together

San Bernardino Associated Governments

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

TRANSPORTATION MEASURE I

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

Minute Action

AGENDA ITEM: 6

Date: November 19, 2008

Subject: Proposition 1B Trade Corridor Improvement Funds (TCIF) Revised Baseline Agreements for Grade Separation Projects.

Recommendation:* 1. Approve the following revised Proposition 1B Trade Corridor Improvement Funds (TCIF) draft Baseline Agreements with the California Transportation Commission (CTC):

a. South Milliken Avenue Grade Separation Project (Contract No. C09016)
b. Vineyard Avenue Grade Separation Project (Contract No. C09018)
c. Archibald Avenue Grade Separation Project (Contract No. C09125)

2. Authorize the Executive Director to execute the final TCIF Baseline Agreements including technical and administrative changes that maybe necessary following CTC staff review. Should any policy issues arise, the Executive Director will consult with Board Officers.

Background: The CTC acted on April 10, 2008 to program $1.648 billion in Proposition 1B Trade Corridor Improvement Funds for projects in the Los Angeles/Inland Empire Corridor, with approximately $239 million for SANBAG's Tier 1 projects. In its adopting resolution, the CTC required nominating agencies to provide executed project baseline agreements that commit to full funding of the projects, define the delivery schedule, scope, and expected performance benefits for all TCIF Projects.

On September 3, 2008, the SANBAG Board approved ten TCIF baseline agreements including South Milliken Avenue, Vineyard Avenue and Valley

*

Approved
Plans and Programs Policy Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

Boulevard. Grade Separation Project. On October 1, 2008 SANBAG Board approved a TCIF program modification to withdraw the Valley Boulevard. Grade Separation Project from TCIF funding for $7.65 million and requested the CTC to approve TCIF funding for the Archibald Avenue Grade Separation project in the same amount of $7.65 million. This request was approved at the October 29, 2008 CTC meeting.

In addition to TCIF program modification, an updated cost estimate including right-of-way (ROW) and construction management cost was identified in the updated Project Study Report (PSR) for South Milliken Avenue and Vineyard Avenue grade separation projects. The updated cost estimates will increase the total financial commitment of the grade separation component of the Measure I 2010-2040 Major Street Program as well as local contributions.

SANBAG will continue to seek alternative funding sources for these projects, such as container fees and the new federal reauthorization. SANBAG staff will also work with local sponsors to identify other possible cost saving options on TCIF projects.

These Baseline Agreements identify funding arrangements, delivery schedule, scope, and expected performance benefits as required. (Note: Project Study Report or Equivalent (Exhibit B of each agreement) is not included due to the size of the documents; a copy of each report is available upon request.)

Financial Impact: This item is consistent with the approved Fiscal Year 2008-09 SANBAG Budget. These agreements commit future funding but have no direct impact on the current budget.

Reviewed By: This item will be reviewed by the Plans and Programs Policy Committee on November 19, 2008. The agreement is being reviewed by SANBAG counsel.

Responsible Staff: Philip Chu, Transportation Programming Analyst
Ty Schuiling, Director of Planning and Programming

ppc0811c-pc
37309000

SANBAG Contract No. C09-125
by and between
San Bernardino County Transportation Authority
and
California Transportation Commission
for
South Archibald Ave. Grade Separation Project

FOR ACCOUNTING PURPOSES ONLY

☐ Payable ☐ Receivable	Vendor Contract # _____ Vendor ID CTC	Retention: ☐ Yes ____ % ☒ No	☒ Original ☐ Amendment

Notes:

Original Contract:	$ 0	Previous Amendments Total:	$ _____
		Previous Amendments Contingency Total:	$ _____
Contingency Amount:	$ _____	Current Amendment:	$ _____
		Current Amendment Contingency:	$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL ➔ $ 0

↓ Please include funding allocation for the original contract or the amendment.

Task	Cost Code	Funding Sources	Grant ID	Amounts
N/A	N/A	TCIF	_____	$ _____
_____	_____	_____	_____	$ _____
_____	_____	_____	_____	$ _____
_____	_____	_____	_____	$ _____

Original Board Approved Contract Date: 12/3/08 Contract Start: 12/3/08 Contract End: N/A
New Amend. Approval (Board) Date: _____ Amend. Start: _____ Amend. End: _____

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

Approved Budget Authority ➔	Fiscal Year: _____ $ _____	**Future Fiscal Year(s) – Unbudgeted Obligation ➔**	$ _____

Is this consistent with the adopted budget? ☐Yes ☐No
If yes, which Task includes budget authority? _____
If no, has the budget amendment been submitted? ☐Yes ☐No

CONTRACT MANAGEMENT

Please mark an "X" next to all that apply:

☒ Intergovernmental ☐ Private ☐ Non-Local ☐ Local ☐ Partly Local

Disadvantaged Business Enterprise: ☒No ☐Yes ____%

Task Manager: **Ty Schuiling**	Contract Manager: **Philip Chu**
Task Manager Signature Date	Contract Manager Signature Date 11/13/08

Chief Financial Officer Signature Date

Filename: C09018-pc

SANBAG Agreement No. C09125
TRADE CORRIDORS IMPROVEMENT FUND
PROJECT BASELINE AGREEMENT

1. PARTIES AND DATE

1.1 This Project Baseline Agreement (Agreement) for the South Archibald Ave Grade Separation, effective on December 3, 2008, is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), and the San Bernardino Associated Governments (SANBAG), and the City of Ontario (Project Sponsors), sometimes collectively referred to as the "Parties".

2. RECITAL

2.1 Whereas at its April 10, 2008 Meeting the California Transportation Commission programmed the Trade Corridors Improvement Fund and included in this program of projects the South Archibald Ave. Grade Separation, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A, the Draft Project Study Report or Equivalent attached hereto as Exhibit B, and the Project Benefits Form attached hereto as Exhibit C, as the baseline for project monitoring by the California Transportation Commission and its Project Delivery Council. The undersigned Project Sponsor certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

3. GENERAL PROVISIONS

The Project Sponsor and Caltrans agree to abide by the following provisions:

3.1 To meet the requirements of Government Code Section 8879.23(c)(1), as added by Proposition 1B, and of Government Code Section 8879.50, as enacted through implementing legislation in 2007 (Senate Bill 88 and Assembly Bill 193).

3.2 To adhere to the provisions of the California Transportation Commission Resolution TCIP-P-0708-01, "Adoption of Program of Projects for the Trade Corridors Improvement Fund (TCIF)," dated April 10, 2008.

3.3 To adhere to the California Transportation Commission's Trade Corridors Improvement Fund Guidelines.

3.4 To adhere to the California Transportation Commission's Accountability Implementation Plan and Policies, and program and baseline amendment processes.

3.5 The Sponsoring Agency agrees to secure funds for any additional costs of the project. Any change to the funding commitments outline in this agreement requires an amendment.

3.6 To report to the California Transportation Commission on a quarterly basis on the progress made toward the implementation of the project, including scope, cost and schedule.

3.7 To report to the California Transportation Commission on the progress, on a quarterly basis, and outcomes, at the end of the environmental phase, of the environmental process with regard to air quality impacts due to emissions from diesel or other particulates and related mitigation strategies. Whereas the Bond Act mandates that the Commission shall allocate TCIF for trade infrastructure improvements in a manner that places emphasis on projects that improve trade corridor mobility while reducing emissions of diesel particulate and other pollutant emissions, the Department of Transportation, the Sponsoring Agency, and the Corridor Coalition understand and agree that the California Transportation Commission will only allocate TCIF to projects that can demonstrate compliance with applicable environmental requirements. If environmental clearance is conditioned to the implementation of mitigation measures, the sponsoring agency must commit, in writing, to the implementation of those mitigation measures.

3.8 To maintain and make available to the California Transportation Commission and/or its designated representative, all work related documents, including engineering and financial data, during the course of the project and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

3.9 The California Transportation Commission and/or its designated representative, has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Sponsoring Agency, and any subconsultants at any time during the course of the project and for four years from the date of the final closeout of the project. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

4. SPECIFIC PROVISIONS AND CONDITIONS

4.1 **<u>Project Schedule and Cost</u>**
See Project Programming Request Form, attached as Exhibit A.

4.2 **<u>Project Scope</u>**
See Project Study Report/Project Study Report Equivalent, attached as Exhibit B.

4.3 **<u>Project Scope</u>**
See Project Benefits Form, Attached as Exhibit C.

4.4 **<u>Other Project Specific Provisions and Conditions</u>**

Deborah Barmack **DATE**
Executive Director
San Bernardino Associated Governments

Gregory C. Devereaux **DATE**
City Manager
City of Ontario

Will Kempton **DATE**
Director
California Department of Transportation

John F Barna, Jr. **DATE**
Executive Director
California Transportation Commission

Approved as to Form by: **DATE**
Jean-Rene Basle
SANBAG County Counsel

Exhibit A

2008 Project Programming Request

(Project Information)

Caltrans

General Instructions

☑ New Project	☐ Amendment (Existing Project)			Date: 11/13/08
Caltrans District	**EA**	**PPNO**	**MPO ID**	**TCRP No**
08			200804	

County	Route/Corridor	Project Sponsor/Lead Agency	MPO	Element
SBD		SANBAG	SCAG	MT

Project Title

South Archibald Ave Railroad Grade Separation at UP/Los Angeles

PM Bk	PM Ahd	Project Mgr/Contact	Phone	E-mail Address
		Tom Danna	909-395-2387	tdanna@ci.ontario.ca.us

Location, Project Limits, Description, Scope of Work, Legislative Description

In the City of Ontario along Alameda Corridor East, on S Archibald Ave at UP/Los Angeles immediately north of Mission Blvd, construct grade separation (likely highway under rail).

Component	Implementing Agency	AB 3090	Letter of No Prejudice
PA&ED	Ontario	☐	☐
PS&E	Ontario	☐	☐
Right of Way	Ontario	☐	☐
Construction	Ontario	☐	☐

Legislative Districts

Assembly:	61	**Senate:**	32
Congressional:	43		

Purpose and Need

South Archibald Ave is a north/south corridor south of Los Angeles/Ontario International Airport (ONT) running from SR-60 to ONT and to Ontario's Foreign Trade Zone No. 50-1 (an extension of the Port of Long Beach's FTZ N0. 50). It carries an estimated 10,400 vehicles per day (33,500 vpd by 2030), and heavy duty trucks are estimated to comprise 20 percent of daily traffic. Separating the railroad crossing from South Archibald Ave, which is a key location along the Alameda Corridor East, will mitigate community impacts of goods movement and provide more reliable truck access to the logistics complex and the air cargo facilities at ONT.

Project Benefits

Railroad grade separations increase travel reliability on major roadways for both the community and truck traffic, improve air quality, and eliminate potential conflicts between vehicular and train traffic, which all act to mitigate the impact of freight movement on communities. This grade separation will eliminate gate down time totaling 2 hours per day in 2030 and is estimated to reduce 113 daily vehicle hours of delay in 2030.

Project Milestone			Date
Project Study Report Approved			N/A
Begin Environmental (PA&ED) Phase			07/01/08
Circulate Draft Environmental Document	Document Type	N/A	CEQA SE
Draft Project Report			01/01/09
End Environmental Phase (PA&ED Milestone)			12/31/09
Begin Design (PS&E) Phase			01/01/10
End Design Phase (Ready to List for Advertisement Milestone)			06/30/11
Begin Right of Way Phase			01/01/10
End Right of Way Phase (Right of Way Certification Milestone)			12/31/11
Begin Construction Phase (Contract Award Milestone)			12/01/12
End Construction Phase (Construction Contract Acceptance Milestone)			12/31/14
Begin Closeout Phase			01/01/15
End Closeout Phase (Closeout Report)			04/30/15

2008 Project Programming Request
(Funding Information)

(dollars in thousands and escalated to the programmed year) Date: 11/13/08

County	CT District	PPNO	TCRP Project No.	EA
SBD	08	0	0	0
Project Title: South Archibald Ave Railroad Grade Separation at UP/Los Angeles				

Existing Total Project Cost									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Implementing Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Total Project Cost									
E&P (PA&ED)	750	0	0	0	0	0	0	750	
PS&E	0	0	2,000	0	0	0	0	2,000	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	1,848	0	0	0	0	1,848	
CON	0	0	0	0	51,440	0	0	51,440	
TOTAL	750	0	3,848	0	51,440	0	0	51,440	

Fund No. 1:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									**Notes**
E&P (PA&ED)								0	Proposed TCIF
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON					7,658			7,658	
TOTAL	0	0	0	0	7,658	0	0	7,658	

Fund No. 2:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									**Notes**
E&P (PA&ED)								0	Developer Impact Fees
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W			269					269	
CON					10,862			10,862	
TOTAL	0	0	269	0	10,862	0	0	11,131	

Fund No. 3:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									**Notes**
E&P (PA&ED)	750							750	San Bernardino County Measure I
PS&E			2,000					2,000	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W			1,077					1,077	
CON					35,790			35,790	
TOTAL	750	0	3,077	0	35,790	0	0	39,617	

Page 5
C09125-pc

Trade Corridor Improvement Fund
Project Benefits Form
EXHIBIT C

Project Title: **South Archibald Ave. Grade Separation**

Project Category: *Grade Separation project (rail)*

Project Type: *Removal of at grade crossing*

Outputs: *Removal of one at grade crossing*

Outcomes:

Outcome	
Safety	Eliminate potential accidents with at grade crossings of rial lines FRA accident data show 2 injury collisions in the past 10 years
Velocity	Reduction of 15 existing daily vehicle hours Reduction of 113 daily vehicle hours in 2030
Throughput	Elinination of current gate down time of 1.3 hours per day Elimination of gate down time of 2.1 hours per day in 2030
Reliability	Eliminate emergency vehicle delay time up to 5 minutes
Congestion Reduction	Eliminate current at grade vehicle queue rate of 162 vehicles per hour per lane Eliminate at grade vehicle queue rate of 523 vehicles per hour per lane in 2030
Emissions Reduction	Estimate emission reductions in tons per day CO2- 0.06 Nox- 0.00005 PM2.5- 0.00001 ROG- 0.00002

SANBAG Contract No. C09-016
by and between
San Bernardino County Transportation Authority
and
California Transportation Commission
for
South Milliken Ave. Grade Separation

FOR ACCOUNTING PURPOSES ONLY

☐ Payable ☐ Receivable	Vendor Contract # _____ Vendor ID CTC	Retention: ☐ Yes ____ % ☒ No	☒ Original ☐ Amendment

Notes:

Original Contract:	$ 0	Previous Amendments Total:	$ _____
		Previous Amendments Contingency Total:	$ _____
Contingency Amount:	$ _____	Current Amendment:	$ _____
		Current Amendment Contingency:	$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL ➔ $ 0

↓ Please include funding allocation for the original contract or the amendment.

Task	Cost Code	Funding Sources	Grant ID	Amounts
N/A	N/A	TCIF	_____	$ _____
_____	_____	_____	_____	$ _____
_____	_____	_____	_____	$ _____
_____	_____	_____	_____	$ _____

Original Board Approved Contract Date: 9/3/08 Contract Start: 9/2/08 Contract End: N/A
New Amend. Approval (Board) Date: _____ Amend. Start: _____ Amend. End: _____

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

Approved Budget Authority ➔	Fiscal Year: _____ $ _____	**Future Fiscal Year(s) – Unbudgeted Obligation ➔**	$ _____

Is this consistent with the adopted budget? ☐Yes ☐No
If yes, which Task includes budget authority? _____
If no, has the budget amendment been submitted? ☐Yes ☐No

CONTRACT MANAGEMENT

Please mark an "X" next to all that apply:
☒ Intergovernmental ☐ Private ☐ Non-Local ☐ Local ☐ Partly Local

Disadvantaged Business Enterprise: ☒No ☐Yes ____%

Task Manager: **Ty Schuiling**	Contract Manager: **Philip Chu**

Task Manager Signature Date Contract Manager Signature Date 11/13/08

Chief Financial Officer Signature Date

Filename: C09016-pc

SANBAG Agreement No. C09016
TRADE CORRIDORS IMPROVEMENT FUND
PROJECT BASELINE AGREEMENT

1. PARTIES AND DATE

1.1 This Project Baseline Agreement (Agreement) for the South Milliken Ave. Grade Separation, effective on September 1, 2008, is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), and the San Bernardino Associated Governments (SANBAG), and the City of Ontario (Project Sponsors), sometimes collectively referred to as the "Parties".

2. RECITAL

2.1 Whereas at its April 10, 2008 Meeting the California Transportation Commission programmed the Trade Corridors Improvement Fund and included in this program of projects the South Milliken Ave. Grade Separation, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A, the Draft Project Study Report or Equivalent attached hereto as Exhibit B, and the Project Benefits Form attached hereto as Exhibit C, as the baseline for project monitoring by the California Transportation Commission and its Project Delivery Council. The undersigned Project Sponsor certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

3. GENERAL PROVISIONS

The Project Sponsor and Caltrans agree to abide by the following provisions:

3.1 To meet the requirements of Government Code Section 8879.23(c)(1), as added by Proposition 1B, and of Government Code Section 8879.50, as enacted through implementing legislation in 2007 (Senate Bill 88 and Assembly Bill 193).

3.2 To adhere to the provisions of the California Transportation Commission Resolution TCIP-P-0708-01, "Adoption of Program of Projects for the Trade Corridors Improvement Fund (TCIF)," dated April 10, 2008.

3.3 To adhere to the California Transportation Commission's Trade Corridors Improvement Fund Guidelines.

3.4 To adhere to the California Transportation Commission's Accountability Implementation Plan and Policies, and program and baseline amendment processes.

3.5 The Sponsoring Agency agrees to secure funds for any additional costs of the project. Any change to the funding commitments outline in this agreement requires an amendment.

3.6 To report to the California Transportation Commission on a quarterly basis on the progress made toward the implementation of the project, including scope, cost and schedule.

3.7 To report to the California Transportation Commission on the progress, on a quarterly basis, and outcomes, at the end of the environmental phase, of the environmental process with regard to air quality impacts due to emissions from diesel or other particulates and related mitigation strategies. Whereas the Bond Act mandates that the Commission shall allocate TCIF for trade infrastructure improvements in a manner that places emphasis on projects that improve trade corridor mobility while reducing emissions of diesel particulate and other pollutant emissions, the Department of Transportation, the Sponsoring Agency, and the Corridor Coalition understand and agree that the California Transportation Commission will only allocate TCIF to projects that can demonstrate compliance with applicable environmental requirements. If environmental clearance is conditioned to the implementation of mitigation measures, the sponsoring agency must commit, in writing, to the implementation of those mitigation measures.

3.8 To maintain and make available to the California Transportation Commission and/or its designated representative, all work related documents, including engineering and financial data, during the course of the project and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

3.9 The California Transportation Commission and/or its designated representative, has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Sponsoring Agency, and any subconsultants at any time during the course of the project and for four years from the date of the final closeout of the project. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

4. SPECIFIC PROVISIONS AND CONDITIONS

4.1 **<u>Project Schedule and Cost</u>**
See Project Programming Request Form, attached as Exhibit A.

4.2 **<u>Project Scope</u>**
See Project Study Report/Project Study Report Equivalent, attached as Exhibit B.

4.3 **<u>Project Scope</u>**
See Project Benefits Form, Attached as Exhibit C.

4.4 **<u>Other Project Specific Provisions and Conditions</u>**

Deborah Barmack **DATE**
Executive Director
San Bernardino Associated Governments

Gregory C. Devereaux **DATE**
City Manager
City of Ontario

Will Kempton **DATE**
Director
California Department of Transportation

John F Barna, Jr. **DATE**
Executive Director
California Transportation Commission

Approved as to Form by: **DATE**
Jean-Rene Basle
SANBAG County Counsel

Exhibit A

2008 Project Programming Request
(Project Information)

Caltrans

General Instructions

☑ New Project	☐ Amendment (Existing Project)		Date:	11/13/08

Caltrans District	EA	PPNO	MPO ID	TCRP No.
08			200405	

County	Route/Corridor	Project Sponsor/Lead Agency	MPO	Element
SBD		SANBAG	SCAG	MT

Project Title

South Milliken Ave Railroad Grade Separation at UP/Los Angeles

PM BX	PM Alt	Project Mgr/Contact	Phone	E-mail Address
		Tom Danna	909-395-2387	tdanna@ci.ontario.ca.us

Location, Project Limits, Description, Scope of Work, Legislative Description

In the City of Ontario along Alameda Corridor East, on Milliken Ave at UP/Los Angeles immediately north of Mission Blvd, construct grade separation.

Component	Implementing Agency	AB 3090	Letter of No Prejudice
PA&ED	Ontario	☐	☐
PS&E	Ontario	☐	☐
Right of Way	Ontario	☐	☐
Construction	Ontario	☐	☐

Legislative Districts

Assembly:	61, 71	**Senate:**	31, 32
Congressional:	43, 44		

Purpose and Need

Milliken Ave is a north/south corridor east of Los Angeles/Ontario International Airport (ONT) running from SR-60 to I-10 and provides access to and from ONT (for both passenger traffic and cargo-related uses), and to Ontario's Foreign Trade Zone No. 50-1 (an extension of the Port of Long Beach's FTZ N0. 50). It carries an estimated 19,500 vehicles per day (43,000 vpd by 2030), and heavy duty trucks are estimated to comprise 20 percent of daily traffic. Separating the railroad crossing from Milliken Ave, which is a key location along the Alameda Corridor East, will mitigate community impacts of goods movement and provide more reliable truck access to the logistics complex and the air cargo facilities at ONT.

Project Benefits

Railroad grade separations increase travel reliability on major roadways for both the community and truck traffic, improve air quality, and eliminate potential conflicts between vehicular and train traffic, which all act to mitigate the impact of freight movement on communities. This grade separation will eliminate gate down time totaling 2 hours per day in 2030 and is estimated to reduce 131 daily vehicle hours of delay in 2030.

Project Milestone			Date
Project Study Report Approved			N/A
Begin Environmental (PA&ED) Phase			07/01/08
Circulate Draft Environmental Document	Document Type	N/A	CEQA SE
Draft Project Report			01/01/09
End Environmental Phase (PA&ED Milestone)			12/31/09
Begin Design (PS&E) Phase			01/01/10
End Design Phase (Ready to List for Advertisement Milestone)			12/31/11
Begin Right of Way Phase			01/01/10
End Right of Way Phase (Right of Way Certification Milestone)			12/31/11
Begin Construction Phase (Contract Award Milestone)			12/01/12
End Construction Phase (Construction Contract Acceptance Milestone)			12/31/14
Begin Closeout Phase			01/01/15
End Closeout Phase (Closeout Report)			04/30/15

2008 Project Programming Request
(Funding Information)

Caltrans

(dollars in thousands and escalated to the programmed year)

Date: 11/13/08

County	District	PPNO	TCIF Project No	EA
SBD	08	0	0	0

Project Title: South Milliken Ave Railroad Grade Separation at UP/Los Angeles

Existing Total Project Cost									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Implementing Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Total Project Cost									
E&P (PA&ED)	750	0	0	0	0	0	0	750	
PS&E	0	0	2,000	0	0	0	0	2,000	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	2,989	0	0	0	0	2,989	
CON	0	0	0	0	47,672	0	0	47,672	
TOTAL	750	0	4,989	0	47,672	0	0	53,411	

Fund No. 1:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)								0	Proposed TCIF
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON					8,031			8,031	
TOTAL	0	0	0	0	8,031	0	0	8,031	

Fund No. 2:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)								0	Developer Impact Fees
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W			747					747	
CON					13,926			13,926	
TOTAL	0	0	747	0	13,926	0	0	14,673	

Fund No. 3:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)	750							750	San Bernardino County Measure I
PS&E			2,000					2,000	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W			2,989					2,989	
CON					47,672			47,672	
TOTAL	750	0	4,989	0	47,672	0	0	53,411	

Page 5

C009016-pc

Trade Corridor Improvement Fund
Project Benefits Form
EXHIBIT C

Project Title: **S Milliken Ave. Grade Separation**

Project Category: *Grade Separation project (rail)*

Project Type: *Removal of at grade crossing*

Outputs: *Removal of one at grade crossing*

Outcomes:

Outcome	
Safety	Eliminate potential accidents with at grade crossings of rial lines
Velocity	Reduction of 29 existing daily vehicle hours Reduction of 131 daily vehicle hours in 2030
Throughput	Elinination of current gate down time of 1.3 hours per day Elimination of gate down time of 2.0 hours per day in 2030
Reliability	Eliminate emergency vehicle delay time up to 5 minutes
Congestion Reduction	Eliminate current at grade vehicle queue rate of 203 vehicles per hour per lane Eliminate at grade vehicle queue rate of 448 vehicles per hour per lane in 2030
Emissions Reduction	Estimate emission reductions in tons per day CO2- 0.077 Nox- 0.00005 PM2.5- 0.00001 ROG- 0.00002

SANBAG Contract No. C09-018
by and between
San Bernardino County Transportation Authority
and
California Transportation Commission
for
Vineyard Ave. Grade Separation Project

FOR ACCOUNTING PURPOSES ONLY

☐ Payable ☐ Receivable	Vendor Contract # _____ Vendor ID CTC	Retention: ☐ Yes ____ % ☒ No	☒ Original ☐ Amendment

Notes:

Original Contract:	$ 0	Previous Amendments Total:	$ _____
		Previous Amendments Contingency Total:	$ _____
Contingency Amount:	$ _____	Current Amendment:	$ _____
		Current Amendment Contingency:	$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL ➔ $ 0

↓ Please include funding allocation for the original contract or the amendment.

Task	Cost Code	Funding Sources	Grant ID	Amounts
N/A	N/A	TCIF	_____	$ _____
_____	_____	_____	_____	$ _____
_____	_____	_____	_____	$ _____
_____	_____	_____	_____	$ _____

Original Board Approved Contract Date: 9/3/08 Contract Start: 9/2/08 Contract End: N/A
New Amend. Approval (Board) Date: _____ Amend. Start: _____ Amend. End: _____

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

Approved Budget Authority ➔	Fiscal Year: _____ $ _____	**Future Fiscal Year(s) – Unbudgeted Obligation ➔**	$ _____

Is this consistent with the adopted budget? ☐Yes ☐No
If yes, which Task includes budget authority? _____
If no, has the budget amendment been submitted? ☐Yes ☐No

CONTRACT MANAGEMENT

Please mark an "X" next to all that apply:
☒ Intergovernmental ☐ Private ☐ Non-Local ☐ Local ☐ Partly Local

Disadvantaged Business Enterprise: ☒No ☐Yes ____%

Task Manager: **Ty Schuiling**	Contract Manager: **Philip Chu**
Task Manager Signature Date	Contract Manager Signature Date 11/15/08

Chief Financial Officer Signature Date

Filename: C09018-pc

SANBAG Agreement No. C09018
TRADE CORRIDORS IMPROVEMENT FUND
PROJECT BASELINE AGREEMENT

1. PARTIES AND DATE

1.1 This Project Baseline Agreement (Agreement) for the Vineyard Ave Grade Separation, effective on September 1, 2008, is made by and between the California Transportation Commission (Commission), the California Department of Transportation (Caltrans), and the San Bernardino Associated Governments (SANBAG), and the City of Ontario (Project Sponsors), sometimes collectively referred to as the "Parties".

2. RECITAL

2.1 Whereas at its April 10, 2008 Meeting the California Transportation Commission programmed the Trade Corridors Improvement Fund and included in this program of projects the Vineyard Ave. Grade Separation, the parties are entering into this Project Baseline Agreement to document the project cost, schedule, scope and benefits, as detailed on the Project Programming Request Form attached hereto as Exhibit A, the Draft Project Study Report or Equivalent attached hereto as Exhibit B, and the Project Benefits Form attached hereto as Exhibit C, as the baseline for project monitoring by the California Transportation Commission and its Project Delivery Council. The undersigned Project Sponsor certifies that the funding sources cited are committed and expected to be available; the estimated costs represent full project funding; and the scope and description of benefits is the best estimate possible.

3. GENERAL PROVISIONS

The Project Sponsor and Caltrans agree to abide by the following provisions:

3.1 To meet the requirements of Government Code Section 8879.23(c)(1), as added by Proposition 1B, and of Government Code Section 8879.50, as enacted through implementing legislation in 2007 (Senate Bill 88 and Assembly Bill 193).

3.2 To adhere to the provisions of the California Transportation Commission Resolution TCIP-P-0708-01, "Adoption of Program of Projects for the Trade Corridors Improvement Fund (TCIF)," dated April 10, 2008.

3.3 To adhere to the California Transportation Commission's Trade Corridors Improvement Fund Guidelines.

3.4 To adhere to the California Transportation Commission's Accountability Implementation Plan and Policies, and program and baseline amendment processes.

3.5 The Sponsoring Agency agrees to secure funds for any additional costs of the project. Any change to the funding commitments outline in this agreement requires an amendment.

3.6 To report to the California Transportation Commission on a quarterly basis on the progress made toward the implementation of the project, including scope, cost and schedule.

3.7 To report to the California Transportation Commission on the progress, on a quarterly basis, and outcomes, at the end of the environmental phase, of the environmental process with regard to air quality impacts due to emissions from diesel or other particulates and related mitigation strategies. Whereas the Bond Act mandates that the Commission shall allocate TCIF for trade infrastructure improvements in a manner that places emphasis on projects that improve trade corridor mobility while reducing emissions of diesel particulate and other pollutant emissions, the Department of Transportation, the Sponsoring Agency, and the Corridor Coalition understand and agree that the California Transportation Commission will only allocate TCIF to projects that can demonstrate compliance with applicable environmental requirements. If environmental clearance is conditioned to the implementation of mitigation measures, the sponsoring agency must commit, in writing, to the implementation of those mitigation measures.

3.8 To maintain and make available to the California Transportation Commission and/or its designated representative, all work related documents, including engineering and financial data, during the course of the project and retain those records for four years from the date of the final closeout of the project. Financial records will be maintained in accordance with Generally Accepted Accounting Principles.

3.9 The California Transportation Commission and/or its designated representative, has the right to audit the project records, including technical and financial data, of the Department of Transportation, the Sponsoring Agency, and any subconsultants at any time during the course of the project and for four years from the date of the final closeout of the project. Audits will be conducted in accordance with Generally Accepted Government Auditing Standards.

4. SPECIFIC PROVISIONS AND CONDITIONS

4.1 **<u>Project Schedule and Cost</u>**
See Project Programming Request Form, attached as Exhibit A.

4.2 **<u>Project Scope</u>**
See Project Study Report/Project Study Report Equivalent, attached as Exhibit B.

4.3 **<u>Project Scope</u>**
See Project Benefits Form, Attached as Exhibit C.

4.4 **<u>Other Project Specific Provisions and Conditions</u>**

Deborah Barmack **DATE**
Executive Director
San Bernardino Associated Governments

Gregory C. Devereaux **DATE**
City Manager
City of Ontario

Will Kempton **DATE**
Director
California Department of Transportation

John F Barna, Jr. **DATE**
Executive Director
California Transportation Commission

Approved as to Form by: **DATE**
Jean-Rene Basle
SANBAG County Counsel

Exhibit A

2008 Project Programming Request

(Project Information)

Caltrans

General Instructions

☑ New Project	☐ Amendment (Existing Project)			Date:	11/13/08
Caltrans District	EA	PPNO	MPO ID	TCRP No.	
08			200849		
County	Route/Corridor	Project Sponsor/Lead Agency	MPO	Element	
SBD		SANBAG	SCAG	MT	

Project Title

Vineyard Ave Railroad Grade Separation at UP/Alhambra

PM Bk	PM Ahd	Project Mgr/Contact	Phone	E-mail Address
		Tom Danna	909-395-2387	tdanna@ci.ontario.ca.us

Location, Project Limits, Description, Scope of Work, Legislative Description

In the City of Ontario along Alameda Corridor East, on Vineyard Ave at UP/Alhambra immediately south of Holt Blvd, construct grade separation.

Component	Implementing Agency	AB 3090	Letter of No Prejudice
PA&ED	Ontario	☐	☐
PS&E	Ontario	☐	☐
Right of Way	Ontario	☐	☐
Construction	Ontario	☐	☐

Legislative Districts

Assembly:	61	**Senate:**	32
Congressional:	43		

Purpose and Need

Vineyard Ave is a north/south corridor north of Los Angeles/Ontario International Airport (ONT) running from I-10 to ONT and to Ontario's Foreign Trade Zone No. 50-1 (an extension of the Port of Long Beach's FTZ N0. 50). It carries an estimated 11,400 vehicles per day (25,200 vpd by 2030), and heavy duty trucks are estimated to comprise 20 percent of daily traffic. Separating the railroad crossing from Vineyard Ave, which is a key location along the Alameda Corridor East, will mitigate community impacts of goods movement and provide more reliable truck access to the logistics complex and the air cargo facilities at ONT.

Project Benefits

Railroad grade separations increase travel reliability on major roadways for both the community and truck traffic, improve air quality, and eliminate potential conflicts between vehicular and train traffic, which all act to mitigate the impact of freight movement on communities. This grade separation will eliminate gate down time totaling 2.4 hours per day in 2030 and is estimated to reduce 98 daily vehicle hours of delay in 2030.

Project Milestone			Date
Project Study Report Approved			N/A
Begin Environmental (PA&ED) Phase			07/01/08
Circulate Draft Environmental Document	Document Type	N/A	CEQA SE
Draft Project Report			01/01/09
End Environmental Phase (PA&ED Milestone)			12/31/09
Begin Design (PS&E) Phase			01/01/10
End Design Phase (Ready to List for Advertisement Milestone)			12/31/11
Begin Right of Way Phase			01/01/10
End Right of Way Phase (Right of Way Certification Milestone)			12/31/11
Begin Construction Phase (Contract Award Milestone)			12/01/12
End Construction Phase (Construction Contract Acceptance Milestone)			12/31/14
Begin Closeout Phase			01/01/15
End Closeout Phase (Closeout Report)			04/30/15

2008 Project Programming Request
(Funding Information)

(dollars in thousands and escalated to the programmed year)

Date: 11/13/08

County	District	PPNO	TCRP Project No	EA
SBD	08	0	0	0

Project Title: Vineyard Ave Railroad Grade Separation at UP/Alhambra

Existing Total Project Cost									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Implementing Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Total Project Cost									
E&P (PA&ED)	750	0	0	0	0	0	0	750	
PS&E	0	0	2,000	0	0	0	0	2,000	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	6,722	0	0	0	0	6,722	
CON	0	0	0	0	19,808	0	0	19,808	
TOTAL	750	0	8,722	0	19,808	0	0	29,280	

Fund No. 1:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)								0	Proposed TCIF
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W								0	
CON					6,884			6,884	
TOTAL	0	0	0	0	6,884	0	0	6,884	

Fund No. 2:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)								0	Developer Impact Fees
PS&E								0	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W			1,680					1,680	
CON					6,673			6,673	
TOTAL	0	0	1,680	0	6,673	0	0	8,353	

Fund No. 3:									Program Code
Existing Funding									
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	0	0	0	0	0	0	0	0	
PS&E	0	0	0	0	0	0	0	0	
R/W SUP (CT)	0	0	0	0	0	0	0	0	
CON SUP (CT)	0	0	0	0	0	0	0	0	
R/W	0	0	0	0	0	0	0	0	
CON	0	0	0	0	0	0	0	0	
TOTAL	0	0	0	0	0	0	0	0	
Proposed Funding									Notes
E&P (PA&ED)	750							750	San Bernardino County Measure I
PS&E			2,000					2,000	
R/W SUP (CT)								0	
CON SUP (CT)								0	
R/W			6,722					6,722	
CON					19,808			19,808	
TOTAL	750	0	8,722	0	19,808	0	0	29,280	

Trade Corridor Improvement Fund
Project Benefits Form
EXHIBIT C

Project Title: **Vineyard Ave. Grade Separation**

Project Category: *Grade Separation project (rail)*

Project Type: *Removal of at grade crossing*

Outputs: *Removal of one at grade crossing*

Outcomes:

Outcome	
Safety	Eliminate potential accidents with at grade crossings of rial lines
Velocity	Reduction of 23 existing daily vehicle hours Reduction of 98 daily vehicle hours in 2030
Throughput	Elinination of current gate down time of 1.6 hours per day Elimination of gate down time of 2.4 hours per day in 2030
Reliability	Eliminate emergency vehicle delay time up to 5 minutes
Congestion Reduction	Eliminate current at grade vehicle queue rate of 178 vehicles per hour per lane Eliminate at grade vehicle queue rate of 394 vehicles per hour per lane in 2030
Emissions Reduction	Estimate emission reductions in tons per day CO2- 0.86 Nox- 0.00006 PM2.5- 0.00001 ROG- 0.00003

Governments SANBAG Working Together

San Bernardino Associated Governments
1170 W. 3rd Street, 2nd Floor San Bernardino, CA 92410-1715
Phone: (909) 884-8276 Fax: (909) 885-4407 Web: www.sanbag.ca.gov

TRANSPORTATION MEASURE I

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

Minute Action

AGENDA ITEM: 7

Date: November 19, 2008

Subject: Quarterly Administrative Report on SANBAG Federal Funding Programs

Recommendation:* 1) Receive report on quarterly reporting and obligation status.

2) Adopt a finding of compliance with obligation requirements for all affected agencies.

Background: Assembly Bill 1012 (AB1012) requires SANBAG to monitor and report to Caltrans on the use of Congestion Mitigation and Air Quality (CMAQ) and Regional Surface Transportation Program (RSTP) funds apportioned to San Bernardino County and allocated by the SANBAG Board. Federal funds apportioned to SANBAG are eligible for obligation for three years. Obligation refers to a commitment by the Federal Highway Administration (FHWA) to reimburse an agency for an authorized amount of federal funds for a specific project. After three years, unobligated apportionments are subject to reprogramming and loss to SANBAG and its member agencies.

Because of SANBAG's requirement to manage the timely use of funds to avoid loss of funding pursuant to the provisions of AB1012, the SANBAG Board established a protocol that requires recipients of federal funds allocated by SANBAG to enter into contracts with SANBAG. These contracts include a description of the scope of the approved project, the amount of federal fund allocation, and the schedule of project implementation. In addition, the terms of the contracts require federal fund recipients to submit quarterly progress reports on their projects to SANBAG until completion of

*

Approved
Plans and Programs Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

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Attachment: ppc0811a1-bct
37309000

the project. In accordance with adopted SANBAG policy, failure to comply with any provision of the contract constitutes grounds for revocation and reallocation of the funding by action of the SANBAG Board pursuant to the protocol specified in each contract.

Quarterly Reporting Status
Tables 1 – 3 summarize the projects to which funds were allocated, their quarterly reporting history, and the status of the project. All agencies required to report to SANBAG on the status of their projects submitted quarterly reports by October 15th as required by the terms of their contract.

Obligation Status
As mentioned earlier, federal funds are available for obligation for three years from the date of apportionment. As of September 30, 2008, SANBAG has met AB1012 requirements for federal fiscal year 2006. Please refer to attached Caltrans Local Assistance "Apportionment Status Report" for apportionment balances for both CMAQ and STP funds. According to schedules provided by project sponsors in the quarterly reporting, SANBAG should meet the obligation requirements for fiscal year 08/09, as well.

As was reported to the SANBAG Board in June 2006, Caltrans has developed an Obligational Authority (OA) Management Policy that limits annual obligations to annual OA levels on a county-by-county basis. Because annual apportionments are almost always higher than annual OA levels, OA being the mechanism to tap into the reimbursement, it is inevitable that SANBAG will eventually lose a portion of past apportionments through AB1012. In addition, FHWA has been issuing rescissions of federal apportionments. An analysis of the projected impacts of the OA Management Policy and the federal rescissions is necessary before allocation of additional funds.

Financial Impact: Funding for SANBAG's monitoring of local assistance project status is consistent with the adopted SANBAG Budget Task No. 37309000. The absence of critical project status and progress information provided in quarterly reports could result in SANBAG's inability to assure timely obligation of funds to avoid loss to the agency and its members.

Reviewed By: This item is scheduled for review by the Planning and Programming Committee on November 19, 2008 and by the Mountain Desert Committee on November 21, 2008.

Responsible Staff: Ty Schuiling, Director of Planning and Programming

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Attachment: ppc0811a1-bct
37309000

TABLE 1
Congestion Mitigation and Air Quality Program Status
Mojave Desert Air Basin

Quarterly Reporting Status

Lead Agency	Project Description	Contract Number	Board Approval	Allocated Amount	Obligated Amount	2008 Quarterly Reports 1	2	3	4	Comments
Adelanto	Adelanto/Auburn/Jonathan Paving	01-052	12/06/00	$224,000	$0	Apr-08	Jul-08	Oct-08	Jan-08	RFA3 to be submitted 1/11
Barstow Transit	Paratransit Vehicle Replacement - Gas	20040701	08/06/03	$578,162	$578,162	Apr-08	Jul-08	Oct-08	Jan-08	Funds obligated 9/08
Barstow Transit	Purchase Replace Alt Fuel Paratransit Vehicles	20020140	08/06/03	$204,889	$96,889	Apr-08	Jul-08	Oct-08	Jan-08	Funds programmed in 08/09
Barstow Transit	Bus System - 27 Passenger Replacement Alt Fuel	20041303	08/06/03	$1,142,000	$0	Apr-08	Jul-08	Oct-08	Jan-08	Funds programmed in 08/09
Caltrans	I.E. Transportation Management Center & PNR - Fontana	200626	10/05/05	$1,350,000	$1,350,000	Apr-08	Jul-08	Oct-08	Jan-08	Funds obligated 7/08
SANBAG	Rideshare Program for Mojave Desert Air Basin	20040828	08/06/03	$1,688,731	$1,688,731	Apr-08	Jul-08	Oct-08	Jan-08	Funds obligated 9/08
Upland	Upland Metrolink Station	20040825	10/05/05	$2,776,800	$0	Apr-08	Jul-08	Oct-08	Jan-08	Funds programmed in 08/09
Victorville	Park & Ride at Victor Valley College	01-048	12/06/00	$650,000	$0	Apr-08	Jul-08	Oct-08	Jan-08	RFA3 to be re-submitted 11/08
Victorville	I-15/Amargosa Park-n-Ride Lot Expansion	00-107	02/02/00	$639,101	$0	Apr-08	Jul-08	Oct-08	Jan-08	RFA3 submitted 8/14.
Victorville	Bear Valley Road / Fish Hatchery Rd Signal	20041201	11/03/04	$180,000	$0	Apr-08	Jul-08	Oct-08	Jan-08	RFA3 to be submitted 6/09
VVTA	Replace Alt. Fuel Paratransit Vehicles	SBD41114	08/06/03	$1,136,725	$265,590	Apr-08	Jul-08	Oct-08	Jan-08	Funds programmed in 08/09
	TOTALS			$10,570,408	$3,979,372					

Obligation Status

Fiscal Year 08/09:

Obligated Amount to Date*	$8,250,655
Additional Obligation Scheduled by 11/09	$3,590,236

NOTES:
* - Includes projects with closed contracts and projects funded through Board set-asides
** The obligation of CMAQ apportionments is not monitored by Air Basin, therefore, over-obligation in the SCAB compensates for under-obligation in the MDAB
RFA1 - PSE Request for Authorization, RFA2 - ROW Request for Authorization, RFA3 - CONST Request for Authorization

TABLE 2
Congestion Mitigation and Air Quality Program Status
South Coast Air Basin

Quarterly Reporting Status

Lead Agency	Project Description	Contract Number	Board Approval	Allocated Amount	Obligated Amount	2008 Quarterly Reports 1	2	3	4	Comments
Caltrans	I.E. Transportation Management Center & PNR - Fontana	200626	10/05/05	$5,050,000	$5,050,000	Apr-08	Jul-08	Oct-08	Jan-08	Obligated 7/08
Caltrans	I-215 - I-10 to SR 30 HOV Lanes & Op Improvements	713	08/10/05	$47,007,000	$33,754,000	Apr-08	Jul-08	Oct-08	Jan-08	RFA3 for Seg. 1 to be submitted 2/09.
Colton	Washington St at Reche Cyn & Hunts Ln Mitigation	00-102	02/02/00	$400,000	$60,000	Apr-08	Jul-08	Oct-08	Jan-08	RFA3 to be submitted 5/09
MARTA	Replacement Paratransit Vehicle Purchase	200423	08/06/03	$723,691	$281,791	Apr-08	Jul-08	Oct-08	Jan-08	Funds programmed in 08/09 and future years
Omnitrans	Bus Replacement - Alt Fuel	SBD90105	08/06/03	$9,317,000	$9,317,000	Apr-08	Jul-08	Oct-08	Jan-08	Obligated 5/20/08
San Bernardino	Metrolink Parking Structure	20020802	10/05/05	$6,608,000	$0	Apr-08	Jul-08	Oct-08	Jan-08	RFA3 to be submitted 4/09
SANBAG	Rideshare Program for South Coast Air Basin	20061707	08/06/03	$4,025,000	$0	Apr-08	Jul-08	Oct-08	Jan-08	Funds programmed in 08/09
SANBAG	Rideshare Program for South Coast Air Basin	20040827	12/01/04	$6,833,000	$2,038,000	Apr-08	Jul-08	Oct-08	Jan-08	Funds programmed in 08/09 & 10/11
SANBAG	Valley Traffic Signal Coordination - Tier 2	2001014	12/05/01	$2,476,970	$1,752,724	Apr-08	Jul-08	Oct-08	Jan-08	Funds programmed in future years
SANBAG	Valley Traffic Signal Coordination - Tier 3 & 4	20061502	08/06/03	$4,500,000	$1,000,000	Apr-08	Jul-08	Oct-08	Jan-08	Funds programmed in 08/09 and 10/11
Upland	Upland Metrolink Station - Parking Expansion	20040825	10/05/05	$2,776,800	$0	Apr-08	Jul-08	Oct-08	Jan-08	Funds programmed in 09/10
	TOTALS			$89,717,461	$53,253,515					

Obligation Status

Fiscal Year 08/09:

Obligated Amount to Date*	$57,999,336
Additional Obligation Scheduled by 11/09	$30,738,746

NOTES:
* - includes projects with closed contracts and projects funded through Board set-asides
** The obligation of CMAQ apportionments is not monitored by Air Basin, therefore, over-obligation in the SCAB compensates for under-obligation in the MDAB
RFA1 - PSE Request for Authorization, RFA2 - ROW Request for Authorization, RFA3 - CONST Request for Authorization

TABLE 3
Regional Surface Transportation Program Status

Quarterly Reporting Status

Lead Agency	Project Description	Contract Number	Board Approval	Allocated Amount	Obligated Amount	2008 Quarterly Reports				Comments
						1	2	3	4	
Adelanto	El Mirage Rehab & Paving - West City Limits to US395	01-036	12/07/05	$1,375,468	$0	Apr-08	Jul-08	Oct-08	Jan-08	RFA3 to be submitted 11/2010
Caltrans	I-215 - I-10 to SR30 HOV Lanes & Op Improvements	713	08/01/03	$41,181,000	$29,307,000	Apr-08	Jul-08	Oct-08	Jan-08	Obligation scheduled for 08/09
Caltrans	NEPA Delegation Agreement with Local Assistance	NEPADEL	N/A	$104,617	$62,770	Apr-08	Jul-08	Oct-08	Jan-08	Programmed for obligation in 08/09
Colton	Main St & Iowa Ave Intersection	01-077	02/07/01	$250,000	$19,476	Apr-08	Jul-08	Oct-08	Jan-08	RFA2 to be submitted 11/08
Hesperia	Ranchero Rd Grade Separation	SBD031276	12/07/05	$3,650,000	$0	Apr-08	Jul-08	Oct-08	Jan-08	RFA3 to be submitted 1/10
San Bernardino	State St-16th St to Foothill-Extend 2 lanes	01-082	02/07/01	$1,925,000	$0	Apr-08	Jul-08	Oct-08	Jan-08	RFA2 to be submitted 1/09
SB County	SB County 110% Minimum Guarantee	SBCMG	N/A	$6,566,214	$5,471,845	Apr-08	Jul-08	Oct-08	Jan-08	Programmed for obligation in 08/09
SB County	Needles Hwy-N St to Nevada StateLine-Realign,Rehab	01-033	10/04/00	$1,434,865	$0	Apr-08	Jul-08	Oct-08	Jan-08	RFA2 to be submitted 909
SB County	National Trails Hwy - Passing Lanes	01-038	10/04/00	$1,597,284	$0	Apr-08	Jul-08	Oct-08	Jan-08	RFA2 to be submitted 5/09
	TOTALS			$58,084,446	$34,861,091					

Obligation Status

Fiscal Year 08/09:

Obligated Amount to Date*	$66,956,340
Additional Obligation Scheduled by 11/09	$17,580,580

NOTES:
* - Includes projects with closed contracts and projects funded through Board set-asides
RFA1 - PSE Request for Authorization, RFA2 - ROW Request for Authorization, RFA3 - CONST Request for Authorization

Apportionment Status Report
CMAQ and RSTP
(as of September 30, 2008)

AB 1012
Balances entering the 3rd Year
(from FFY 2006)*
Report Summary

*Previously referred to as Cycle 9

Region	CMAQ Unobligated 9/30/2008 Delivery Balance [1]	CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2008 [2]	RSTP Unobligated 9/30/2008 Delivery Balance [1]	RSTP Amount Subject to AB 1012 Reprogramming 11/01/2008 [2]
Butte	2,995,820	-	(8,839)	-
Fresno	9,443,439	-	14,720,577	-
Kern	9,095,184	-	5,996,313	-
Kings	2,421,395	-	(5,633)	-
Los Angeles	81,662,543	-	83,514,192	-
Madera	1,399,217	-	(5,353)	-
Merced	1,230,614	-	(9,161)	-
Monterey	366,037	-	1,159,703	-
Orange	44,158,978	-	20,834,227	-
Riverside[6]	22,604,780	-	33,974,646	-
Sacramento (SACOG)[3,4,5,6]	(292,277)	-	(115,408)	-
San Benito[3]	(14,961)	-	(2,316)	-
San Bernardino	46,232,061	-	23,391,838	-
San Diego	8,232,148	-	(5,791,507)	-
S.F. Bay Area (MTC)	32,942,188	-	(12,717,023)	-
San Joaquin	8,712,853	-	4,101,657	-
San Luis Obispo	-	-	927,523	-
Santa Barbara[4]	(0)	-	(17,374)	-
Santa Cruz	586,638	-	(11,120)	-
Stanislaus	8,562,404	-	3,515,233	-
Tahoe	1,770,285	552,027	(2,008)	-
Tulare	340,734	-	(16,012)	-
Ventura	7,791,426	-	12,805,256	-
Rural Counties & SCAG[5]	$2,160,913	69,166	$2,023,219	-
TOTAL	292,402,417	621,193	188,262,630	$0

Balances now include:

* Sept 08--Difference between Actual Appt received in March 08 vs. Revised Actual Apportions received in Sept 08 for FFY 2007-08
* Mar 08--Difference between Advanced/Estimated Apportionments vs. Actual Apportionment for CMAQ & RSTP for FFY 2007-08
* Mar 08--RSTP Exchange for FFY 07/08 effective March 27, 2008
* Mar 08--Recission amounts for each region as required by Notice N 4510.673 on March 4, 2008.
* Jan 08--NEPA Delegation contribution for FFY 07/08.
* Nov 07--Difference between Advanced/Estimated Apportionments vs. Actual Apportionment for CMAQ & RSTP for FFY 2006-07

Footnotes:

[1] Indicates all apportionments not yet obligated.

[2] Totals reflect balances in the third year.

[3,4,5,6] Includes adjustments made through MOU agreements between regions (San Benito, Santa Barbara, Imperial & Riverside) and SACOG.

Assumes the use of all previous balances.

The regional balances reflect activities that have been recorded in the Department's Local Assistance accounting system. There may be a delay between the FHWA authorization and the recording of the transaction in the Department's Local Assistance accounting system.

PPC0811a2-bct.xls

Governments SANBAG Working Together

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TRANSPORTATION MEASURE I

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

Minute Action

AGENDA ITEM: 8

Date: November 19, 2008

Subject: Transportation Development Act (TDA) – Article 3 Pedestrian and Bicycle Facilities and Transit Stop Access Improvement Call for Projects

Recommendation:* Authorize the release of TDA Article 3 Biennial Call for Projects for 1) Pedestrian and Bicycle Projects and 2) Transit Stop Access Improvement Projects.

Background: The TDA provides that 2% of the Local Transportation Funds (LTF) be made available to counties and cities for facilities for the exclusive use of pedestrians and bicyclists, known as TDA Article 3 Program. In August 1999 the SANBAG Board approved a policy that 20% of the 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 pedestrian and bicycle projects.

In April 2007 the SANBAG Board awarded $3,480,617 for Pedestrian and Bicycle Projects and $814,926 for Transit Stop Access Improvement projects. These projects are to be completed within a two year time frame or June 30, 2009.

Staff is proposing to issue two Calls. Attachment A presents the TDA Article 3 80% funds Call for Pedestrian and Bicycle Projects ($2,632,242 is available). Eligible projects include:

*

Approved
Plans and Programs Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

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50209000
PPC0811a1-vlb
PPC0811a2-vlb

- Preliminary engineering leading to construction of pedestrian or bicycle facility
- Right-of-Way acquisition necessary for Pedestrian or bicycle facility
- Construction or reconstruction of Class I, II and II bicycle facilities and sidewalks
- Provision of curbs, gutters and driveway ramp paving on a sidewalk project
- Purchase and installation of bicycle locker and/or racks at major employment centers, park-and-ride lots and transit terminals

Attachment B presents the TDA Article 3 20% funds Call for Transit Stop Access Improvement Projects ($658,060 is available). No single jurisdiction shall receive more than 10% of the funds available under this call unless there are an insufficient number of project applications to fully utilize the amount available. Eligible projects include:

- Retrofitting sidewalks with accessibility ramps to improve access to existing bus stops
- Construction of bus stop pads, including pads for bus shelters, but not including purchase and installation of bus shelters or benches at existing bus stop locations
- Construction of bus stop pads, including pads for bus shelters, but not including purchase and installation of bus shelters or benches at new bus stop locations
- Construction of new sidewalks to serve existing bus stop locations
- Construction of new sidewalks to serve new bus stop locations

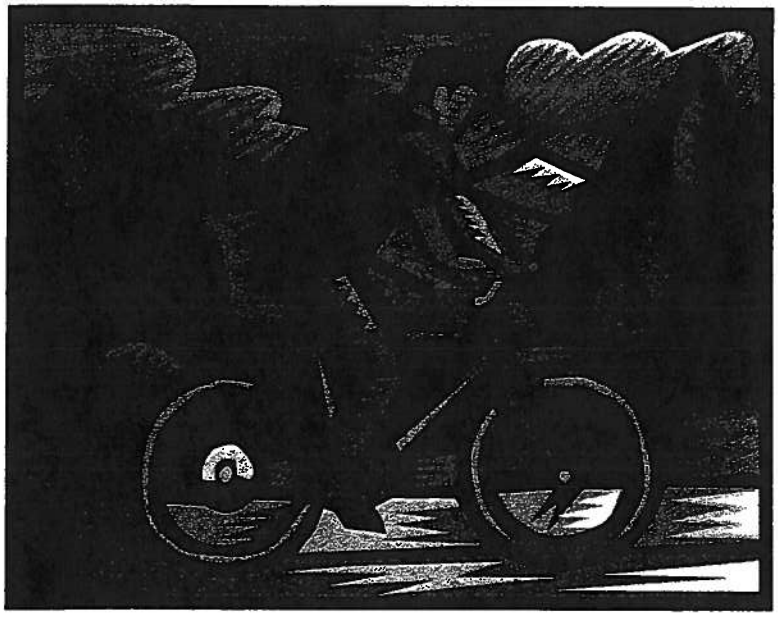
Financial Impact: Both calls are consistent with the adopted SANBAG Budget and with the agency's administrative responsibilities under the TDA. The staff work effort associated with this item is funded under Task 50209000 – TDA Administration. The funding source is LTF Administration.

Reviewed By: This item is scheduled for review by the Plans and Programs Committee on November 19, 2008.

Responsible Staff: Michael Bair, Director of Transit and Rail Programs
Victoria Baker, Senior Transit Analyst

PPC0811a-vlb
50209000
Attachments:
PPC0811a1-vlb
PPC0811a2-vlb

TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 BIENNIAL CALL FOR PROJECTS FOR PEDESTRIAN AND BICYCLE FACILITIES



Issued: December 3, 2008

Background:

In August 1999, the SANBAG Board approved a policy that 20% of the Transportation Development Act (TDA) Article 3 funds would be made available for projects that improve access to bus stops for pedestrians and persons with disabilities. The remaining 80% would be available for pedestrian and bicycle facilities. The total amount available in this call for projects is $2,632,242 and is comprised of funds from two fiscal years (FY 2008 & 2009).

Upon approval of a project list by the SANBAG Board, Article 3 funds will be allocated to the project sponsor agency. Allocated funds will remain available for two full fiscal years after the year of Board approval.

Proposed projects must be consistent with the most recent Non-Motorized Transportation Plan approved by the SANBAG Board and the following guideline requirements:

- Projects submitted for approval must be consistent with the sponsor's adopted general plan or master plan of bikeways.
- The award of Article 3 Bicycle and Pedestrian funds may be for up to 100% of the project cost. However, SANBAG may recommend partial funding in preparing the recommended project list.
- Agencies awarded funds will not be reimbursed for any project cost overruns. If an agency is providing a local match on a project and the project is completed under budget, the agency will be reimbursed at the matching ratio in effect at the time of project selection and approval. (Example: If an agency commits to a 25% match for a $10,000 project, the amount of Article 3 awarded would be $7,500. If the completed project cost was $8,000, the amount of Article 3 funds disbursed to the agency would be $6,000.)
- Design and construction of facilities must conform to the general design criteria for non-motorized facilities as outlined in the Caltrans Highway Design Manual.

Eligible Projects:

1. Preliminary engineering leading to construction of pedestrian or bicycle facility

2. Right-of-way acquisition necessary for pedestrian or bicycle facility

3. Construction or reconstruction of Class I, II and III bicycle facilities and sidewalks

4. Provision of curbs, gutters, and driveway ramp paving on a sidewalk project

5. Purchase and installation of bicycle lockers and/or racks at major employment centers, park-and-ride lots and transit terminals.

The construction of sidewalks fronting undeveloped land on a project may not exceed 15% of the total project length. Match paving for sidewalk projects is not an eligible project cost.

Additional Information:

Each application should include a prioritized listing of proposed projects. Include a project description discussing the nature and type of project being proposed for funding. The description shall include important design considerations and identify the location of the project and the transportation purpose to be served. A map showing the project location and limits along with principle streets, transit routes, nearby city and county boundaries, and prominent landmarks shall be included. The map shall be inserted on page 1 of the project submittal form.

Project Evaluation Criteria:

Evaluation Criteria	Possible Score
Local Plan Adoption – Requires applicant to have an adopted bicycle facilities plan, bicycle sub-element to the Circulation Element of its General Plan and a development review ordinance, standard or procedure which evaluates the need to incorporate bicycle improvements and/or amenities into conditions of development.	10
Connectivity – The relation of the proposed project to the regional and local systems. Proposed projects will receive 5 points if linked to an existing regional facility; 5 points if project involves more than one jurisdiction; 4 points if linked to an existing local facility; and 6 points if closing a gap in the regional system.	15
Destinations Served – Two points will be awarded for each destination served by the proposed project (e.g., employment centers, schools and colleges, retail centers and /or downtown areas, parks and other recreational uses, public buildings such as libraries, museums, government offices, stadiums, and residential areas).	10
Safety – The extent to which the proposed project will increase safety given the class of facility. Consideration will be given to accident incidence, pavement widths, bicycle lane demarcation, sight distances, speed differential and other safety considerations.	15
Local Matching Funds – Proposed projects will receive the following points based upon the extent of local match provided: 5 points for 10-19%; 10 points for 20-29%; 15 points for 30-49%; and 25 points for 50% or greater.	25
Intermodal Access – Five points will be award to proposed projects connecting to park-and-ride lots, transit terminals (bus and rail), and regional airports.	5
Project readiness/Cost Effectiveness – Five points will be awarded where existing roadways, pavement conditions, intersection signalization and other existing infrastructure accelerate project	10

development. Five points will be awarded where project design and environment clearances are complete.	
Population – The first applicant proposed project will receive 5 points. Subsequent proposed projects from the same applicant will receive 5 points up to a point where the total cost of all proposed projects is less than or equal to the applicants proportional allocation had such funds been allocated on a population basis.	5
Timeliness of Prior Project Completion	5
Total Possible Score	100

Project proposals will be reviewed by an evaluation committee. The evaluation committee, using the criteria contained in this call for projects, will score the proposed projects. The evaluation committee will be comprised of two SANBAG staff, engineering, public works or parks and recreation representatives from two cities/towns and the County and one member from an adjacent county transportation commission. The evaluation committee will make its recommendation to SANBAG Plans and Programs Committee who will forward its recommendation to the full SANBAG Board.

Call for Projects Schedule:

Issue Call for Projects	Wednesday, December 3, 2008
Project Proposals Due	Friday, March 6, 2009
Recommendation to Plans & Programs	Wednesday, April 15, 2009
Recommendation to Board	Wednesday, May 6, 2009

Project Completion and Payment:

Sponsor agencies receiving an allocation of $250,000 or less shall be reimbursed in arrears and upon proof of satisfactory project completion. Agencies receiving an allocation of $250,000 or more may request progress payments, however, 20% of the awarded funds shall be held by SANBAG until proof of satisfactory project completion. Each recipient shall prepare a project completion report, including pictures of completed project(s) when requesting reimbursement. SANBAG will reimburse the recipient within 45 days. Recipient must retain all records necessary for the compliance and fiscal audit that will be conducted at the end of each fiscal year. Projects selected under this process must be completed within the two full fiscal year period. Any funds allocated and not disbursed by the end of the two full fiscal year period shall be unallocated and returned the Article 3 Bicycle and Pedestrian Facilities fund.

San Bernardino Associated Governments
Project Submittal Form
LTF, Article 3 Pedestrian/Bicycle Program
FY 2008-2009

AGENCY:	CONTACT:	PHONE:
PROJECT NAME:		
PROJECT LOCATION MAP		
Insert Project Map Here		
PROJECT DESCRIPTION:		
PROJECT LENGTH:		
PROJECT TYPE		
☐ CLASS I BIKEWAY	☐ BIKE LOCKERS	
☐ CLASS II BIKEWAY	☐ BIKE RACKS	
☐ CLASS III BIKEWAY..	☐ SIDEWALKS	

CHECK IF PROJECT IS:

- [ ] INCLUDED IN A CURRENTLY APPROVED ADOPTED PLAN
- [ ] WILL BE INCLUDED IN SUCH A PLAN DURING NEXT FISCAL YEAR
- [ ] MEETS CALTRANS DESIGN STANDARDS FOR BICYCLE FACILITIES (APPLIES TO BICYCLE PROJECTS)
- [ ] IS PROJECT MULTI-JURISDICTIONAL? IF SO, EXPLAIN HOW:

ACTIVITY GENERATORS – CHECK ALL ACTIVITY GENERATORS DIRECTLY SERVED BY THE PROJECT

- [ ] EMPLOYMENT CENTERS
- [ ] SCHOOLS
- [ ] SHOPPING
- [ ] PARKS AND RECREATION
- [ ] PUBLIC BUILDINGS
- [ ] OTHER (DESCRIBE):

SAFETY CONSIDERATIONS

POSTED SPEED LIMIT _____ MPH

PAVEMENT WIDTH _____ FEET

AVERAGE DAILY TRAFFIC _____

OTHER SAFETY FACTORS _____

IS THIS PROJECT A MISSING LINK?

☐ **YES** ☐ **NO**

IF YES, EXPLAIN _____

_____

_____

DOES THIS PROJECT LINK DIRECTLY WITH ANOTHER MODE OF TRANSPORTATION?

☐ **YES** ☐ **NO**

IF YES, EXPLAIN _____

_____

_____

IF YOUR AGENCY HAS OUTSTANDING PROJECTS FROM PRIOR YEARS, PLEASE GIVE THE CURRENT STATUS OF THOSE PROJECTS.

ESTIMATED PROJECT COSTS (FOR MATCHING FUND CALCULATIONS:

1. **PRELIMINARY ENGINEERING, PROJECT ENGINEERING AND DESIGN COSTS** $_____

2. **RIGHT-OF-WAY COST** $_____

3. **PROJECT DEVELOPMENT COST** $_____

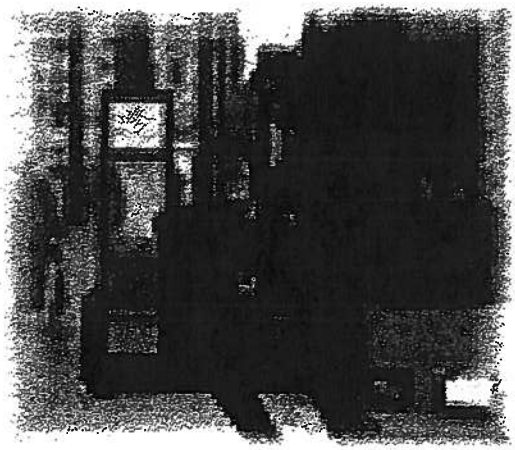
4. **TOTAL PROJECT COST** $_____

5. **LTF, ARTICLE 3 FUNDS REQUESTED** $_____

6. **LOCAL MATCH** $_____

7. **PERCENT LOCAL MATCH (LINE 6/LINE 4)** $_____

TRANSPORTATION DEVELOPMENT ACT ARTICLE 3 BIENNIAL CALL FOR PROJECTS FOR TRANSIT STOP ACCESS IMPROVEMENTS



Issued: December 3, 2008

PPC0811a2-vlb
Attachment B
50209000

Background:

In August 1999 the SANBAG Board approved a policy that 20% of the Transportation Development Act Article 3 funds would be made available for projects that improve access to transit stops for pedestrian and persons with disabilities. This program has been developed in recognition of the importance of providing safe and accessible paths of travel to existing and proposed bus stop locations. In some instances, the provision of accessible pathways to bus stops may reduce the demand for complementary paratransit service provided by the Americans with Disabilities Act (ADA). The total amount available in this call for projects is $658,060 and is comprised of funds from two fiscal years (FY 2008 to 2009).

Applicants may be cities, county or transit operators/claimants. No single jurisdiction shall receive more than 10% of the funds available under this call for projects unless there are an insufficient number of project applications to fully utilize the amount available. Joint power agency transit operators who are the lead agency for implementing the proposed projects may receive awards above the 10% limit.

Eligible Projects:

1. Retrofitting sidewalks with accessibility ramps to improve access to existing bus stops.

2. Construction of bus stop pads, including pads for bus shelters, but not including purchase and installation of bus shelters or benches at existing bus stop locations.

3. Construction of bus stop pads, including pads for bus shelters, but not including purchase and installation of bus shelters or benches at new bus stop locations

4. Construction of new sidewalks to serve existing bus stop locations.

5. Construction of new sidewalks to serve new bus stop locations.

Eligible project costs include expenses associated with: right of way acquisition or easement; preliminary engineering and design; plans, specifications and estimates; and construction. All projects must comply with the applicable Americans with Disabilities Act Accessibility Guidelines (ADAAG), Health and Safety Code, Sections 18901 to 18949.6 of the State Building Standards Law as issued by the California Building Standards Commission, and comply with local building and construction codes and requirements.

Application Information:

Each application should include a prioritized listing of access improvement projects. Projects shall be classified as one of the five types of projects identified under the eligibility section above. Each project description should identify whether the existing right of way or a new easement is required for the proposed project. Where possible, the applicant should document that the proposed project addresses a problem area identified by current users of the transit service or through a survey of bus stop accessibility. The applicant should identify the number of bus routes and daily buses serving the stop, current or expected daily boardings and alightings as well as generators or attractors served at the proposed project location. Applications shall include pictures of the improvement site(s) or location(s). A schedule for project completion, by project, is to be included in the application. (See attached application form).

Project applications will be evaluated by a committee comprised of two SANBAG staff, engineering or public works staff from four cities/towns and/or the County and one member from the disabled community.

Project Evaluation Criteria:

Evaluation Criteria	Possible Score
Project addresses identified access issues at existing bus stops.	20
Project is for access to a new bus stop location.	15
Cost Effectiveness – Shall include consideration of project cost divided by daily boardings and alightings and/or complementary paratransit cost avoidance achieved by making the bus stop location accessible to individuals with disabilities	20
Reasonableness of Cost	15
Matching funds from applicant – Proposed projects will receive the following points based upon the extent of match provided: 5 points for 10-19%; 10 points for 20-29%; 15 points for 30-49%; and 25 points for 50% or greater[1]	25
Timeliness of Prior Project Completion	5

[1] Matching funds from applicant may consist of Federal Transit Administration funds, Community Development Block Grant funds or other local funds, including LTF Article 8a.

Call for Projects Schedule:

Issue Call for Projects	Wednesday, December 3, 2008
Project Proposals Due	Friday, March 6, 2009
Recommendation to Plans & Programs	Wednesday, April 15, 2009
Recommendation to Board	Wednesday, May 6, 2009

Project Completion and Payment:

Recipients of funding approved by the SANBAG Board shall be reimbursed for expenses incurred up to the amount approved. Each recipient shall prepare and submit a project completion report, including pictures of the completed project(s) to accompany the request for reimbursement. SANBAG shall reimburse the recipient within 45 days. Recipient must retain all records necessary for the compliance and fiscal audit that will be conducted at the end of each fiscal year.

Biennial Article 3 20% Fund
Call for Projects Application Form
FY 2008-2009

1. Priority #: _____

2. Project Title: _____

3. Project Description:

_____
_____
_____
_____
_____
_____

4. Location: _____

_____ Existing Bus Stop _____ New Bus Stop

_____ Existing ROW _____ Easement Required

5. Project Cost Estimate: $ _____

6. Non-TDA Article 3 Project Matching Funds: $ _____

Source: _____

7. Location Characteristics:

_____ Bus Routes Serving Location

_____ Number of Daily Buses Serving Location

_____ Daily Boardings and Alightings

_____ Anticipated ADA Cost Savings

8. Listing of Generators and Attractors Served:

_____
_____
_____
_____
_____
_____

Governments SANBAG Working Together

San Bernardino Associated Governments

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Web: www.sanbag.ca.gov

TRANSPORTATION MEASURE I

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

Minute Action

AGENDA ITEM: 9

Date: November 19, 2008

Subject: Agreement C09-126 with Caltrans for Allocation of Funds Reserved for Project Planning, Programming, and Monitoring (PPM)

Recommendation:* Approve Agreement C09-126 with Caltrans for allocation to SANBAG of $1,200,000, of Regional Share State Transportation Improvement Program (STIP) funds for PPM activities, as specified in the Financial Impact Section.

Background: SB45 and the STIP Guidelines provide for programming or reservation of up to five percent of the county share funds for project planning, programming, and monitoring. These funds can be used for activities such as:

- Regional transportation planning, including the development and preparation of the regional transportation plan.
- Project planning, including the development of project study reports or major investment studies, conducted by regional agencies or by local agencies in cooperation with regional agencies.
- Program development, including the preparation of STIP submittals and studies supporting them.
- Monitoring the implementation of STIP projects, including project delivery, timely use of funds, and compliance with State law and the Commission's guidelines.

*

	Plans and Programs Policy Committee *Date:* *Moved:* *Second:* *In Favor:* *Opposed:* *Abstained:* *Witnessed:*

ppc0811d-pc
37309000
Attachment: C09126.doc

The approved budget relies on about one percent of the five percent statutorily authorized for use from San Bernardino County's Regional Share to fund planning, programming, and monitoring activities undertaken in FY 2008-2009.

Financial Impact: The total agreement amount is $1,200,000 and is among the revenue sources included in the approved FY 2008-2009 Budget to fund the project planning, programming, and monitoring operations of the agency. The $1,200,000 in PPM funds support work elements consistent with budgeted tasks 50009000, Transportation Improvement Program, 37309000, Federal/State Fund Administration and 85009000, Alternative Project Financing.

Reviewed By: This item will be reviewed by the Plans and Programs Policy Committee on November 19, 2008.

Responsible Staff: Philip Chu, Transportation Programming Analyst
Ty Schuiling, Director of Planning and Programming

ppc0811d-pc
37309000
Attachment: C09126.doc

SANBAG Contract No. C09-126

by and between

San Bernardino Associated Governments

and

Caltrans

for

Fiscal Year 2008-09 Planning, Programming and Monitoring Funds

FOR ACCOUNTING PURPOSES ONLY

☐ Payable ☒ Receivable	Vendor Contract # _____ Vendor ID _____	Retention: ☐ Yes ____ % ☒ No	☒ Original ☐ Amendment

Notes:

Original Contract:	$1,200,000	Previous Amendments Total:	$ _____
		Previous Amendments Contingency Total:	$ _____
Contingency Amount:	$ _____	Current Amendment:	$ _____
		Current Amendment Contingency:	$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL ➔ $ 1,200,000

↓ Please include funding allocation for the original contract or the amendment.

Task	Cost Code	Funding Sources	Grant ID	Amounts
37309000	_____	FY08/09 PPM	0920	$ 310,442
50009000	_____	FY08/09 PPM	0920	$ 130,186
61209000	_____	FY08/09 PPM	0920	$ 50,000
85009000	_____	FY08/09 PPM	0920	$ 250,000

Original Board Approved Contract Date: 12/3/08 Contract Start: 7/1/08 Contract End: 6/30/09

New Amend. Approval (Board) Date: _____ Amend. Start: _____ Amend. End: _____

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

Approved Budget Authority ➔	Fiscal Year: 08/09 $ 1,200,000	**Future Fiscal Year(s) – Unbudgeted Obligation ➔**	$ _____

Is this consistent with the adopted budget? ☒Yes ☐No

If yes, which Task includes budget authority? 37309000 5009000 61209000 85009000

If no, has the budget amendment been submitted? ☐Yes ☐No

CONTRACT MANAGEMENT

Please mark an "X" next to all that apply:

☒ Intergovernmental ☐ Private ☐ Non-Local ☐ Local ☐ Partly Local

Disadvantaged Business Enterprise: ☐No ☐Yes _____%

Task Manager: **Ty Schuiling**	Contract Manager: **Philip Chu**
Task Manager Signature Date	Contract Manager Signature 11/13/08 Date

Chief Financial Officer Signature Date

Filename:

Form 28 06/06

Agreement No. PPM09-6053(076)
Project Number: PPM09-6053(076)

Attachment A
San Bernardino County Transportation Commission
STIP Planning, Programming and Monitoring Activities Plan
Fiscal Year 2008-2009 Allocation

Activities Plan

Planning
Develop strategies to address the short and long term multimodal transportation needs of both the county and the region and to guide the expenditure of federal, state, and local transportation funds. Activities include: preparation and updates to the countywide transportation plan; development of technical and policy input to the regional transportation plan and the regional growth forecast; development of measures of transportation system performance and funding criteria; planning to address goods movement impacts and opportunities, the ground access needs of commercial airports, and the need to develop additional transportation corridors in areas of rapidly increasing demand for movement of people and goods.

Programming
Prioritize, allocate, and program federal, state, and local funds for transportation improvements through the county transportation improvement program, including the Regional component of the State Transportation Improvement Program (STIP), and the San Bernardino County component of the Regional Transportation Improvement Program (RTIP).

Transportation Monitoring, Data Management, and Analysis
Meet state and federal transportation data collection and monitoring requirements, thereby providing the analytical basis for countywide planning and programming decisions. In addition, monitor the development and delivery of transportation projects programmed through the STIP and RTIP. Activities include: transportation modeling and forecasting; maintenance of regional transportation-related data and database coordination; and monitoring of transportation system performance and project progress.

Total FY 08-09 Allocation **$1,200,000.00**

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STIP PLANNING, PROGRAMMING & MONITORING PROGRAM
FUND TRANSFER AGREEMENT

Project Number: PPM09-6053(076)
Agreement Number: PPM09-6053(076)

Location: 08-SBD-0-SBAG
EA: 08-925069
PPNO: 9811

THIS AGREEMENT entered into on July 24, 2008 is between the State of California, acting by and through the Department of Transportation, hereinafter referred to as STATE, and San Bernardino Associated Governments, a local public agency, hereinafter referred to as ADMINISTERING AGENCY.

WHEREAS the California State Budget Act of 2008 appropriates State Highway funds under local assistance for the State Transportation Improvement Program (STIP) Planning, Programming and Monitoring Program (PPM), and

WHEREAS PPM is defined as the project planning, programming and monitoring activities related to development of the Regional Transportation Improvement Program and the STIP required by Government Code Section 14527, et. seq. and for the monitoring of project implementation for projects approved in these documents, hereinafter referred to as PPM PROJECT, and

WHEREAS the California Transportation Commission (CTC) is tasked to allocate these funds in accordance with the amounts approved in the STIP in accordance with section 14527 (h) of the California Government code:

NOW, THEREFORE, the parties agree as follows:

SECTION I

STATE AGREES:

1. As authorized by Section 14527(h) of the Government Code and Section 21 of the CTC STIP Guidelines dated December 13, 2006 and included in item 2660-606-3008 of Chapter 268 of the Statutes of 2008, to reimburse ADMINISTERING AGENCY for its PPM PROJECT in an amount not to exceed $1,200,000.00 from monies appropriated in Fiscal Year 2008/2009 for the local assistance.

For Caltrans Use Only

I hereby Certify upon my own personal knowledge that budgeted funds are available for this encumbrance

Caleb Kwan | Accounting Officer | Date 10-23-08 | $ 1,200,000.00

Chapter	Statutes	Item	Fiscal Year	Program	BC	Category	Fund Source	$
268	2008	2660-606-3008	2008/2009	20.30.600.670	C	262040	606-008-O	

2. To make reimbursements to ADMINISTERING AGENCY as promptly as State fiscal procedures will permit, but not more often than monthly in arrears, upon receipt of an original and two copies of signed invoice in the proper form of covering actual allowable costs incurred for the period of the Progress Payment invoice.

3. When conducting an audit of the costs claimed under the provisions of this Agreement, to rely to the maximum extent possible on any prior audit of ADMINISTERING AGENCY pursuant to the provisions of State and federal laws. In the absence of such an audit, work of other auditors will be relied upon to the extent that work is acceptable to STATE when planning and conducting additional audits.

SECTION II

ADMINISTERING AGENCY AGREES:

1. To use all state funds paid hereunder only for eligible PPM PROJECT specific work activities as defined in Attachment A to this AGREEMENT.

2. To use all state funds paid hereunder only for those transportation purposes that conform to Article XIX of the California State Constitution.

3. To prepare and submit to STATE an original and two copies of signed invoices for reimbursement of allowable costs incurred by ADMINISTERING AGENCY.

4. To repay to State any costs for which ADMINISTERING AGENCY receives payment that are determined by subsequent audit to be unallowable within thirty (30) days of ADMINISTERING AGENCY receiving notice of audit findings. Should ADMINISTERING AGENCY fail to reimburse monies due STATE within (30) days of demand, or within such other period as may be agreed between both parties hereto, STATE reserves the right to withhold future payments due ADMINISTERING AGENCY from any source, including, but not limited to, the State Treasurer and the State Controller.

5. To maintain all source documents, books and records connected with its performance under this Agreement for a minimum of three years from the date of Final Report of Expenditures submittal to State or until audit resolution is achieved and to make all such supporting information available for inspection and audit by representatives of the STATE. Copies will be made and furnished by ADMINISTERING AGENCY upon request.

6. To establish and maintain an accounting system conforming to Generally Accepted Accounting Principles (GAAP) to support reimbursement payment vouchers or invoices which segregate and accumulate costs of PPM PROJECT work elements and produce monthly reports which clearly identify reimbursable costs, matching costs, and other expenditures by ADMINISTERING AGENCY.

7. To prepare a Final Report of Expenditures including a final invoice reporting actual costs expended in accordance with Attachment A and submit that Report and invoice no later than 60 days following the completion of expenditures. These allocated PPM funds are available for expenditure until June 30, 2011. The Final Report of Expenditures must state that the PPM funds were used in conformance with Article XIX of the California State Constitution and for PPM purposes as defined in this Agreement. Three copies of this report shall be submitted to STATE.

8. To obtain an audit for PROJECTS in excess of $300,000. The ADMINISTERING AGENCY and its subcontractors may fulfill the audit requirement by either contracting with an accounting firm to do a project specific audit or arrange to have the project audited concurrently with its independent annual audit, if performed. The audit must state that project funds were used in conformance with Article XIX of the California State Constitution. Three copies of this report shall be submitted to STATE.

SECTION III

IT IS MUTUALLY AGREED:

1. All obligations of STATE under the terms of this AGREEMENT are subject to the availability of the state funds encumbered under this AGREEMENT.

2. Eligible expenditures under this agreement shall be from the effective date of allocation to June 30, 2011.

3. In the event that ADMINISTERING AGENCY fails to implement or complete the PPM PROJECT commenced under this Agreement, fails to perform any of the obligations created by this agreement or fails to comply with applicable State laws and regulations, STATE reserves the right to terminate funding for the PPM PROJECT or portions thereof, upon written notice to ADMINISTERING AGENCY. An audit may be preformed as provided in Section II, Article (4) of this agreement.

4. Neither STATE nor any officer or employee thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by ADMINISTERING AGENCY under or in connection with any work, authority or jurisdiction delegated to ADMINISTERING AGENCY under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, ADMINISTERING AGENCY shall fully defend, indemnify and save harmless the State of California, its officers and employees from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by ADMINISTERING AGENCY under or in connection with any work, authority or jurisdiction delegated to ADMINISTERING AGENCY under this Agreement.

5. As a condition of acceptance of the State funds provided for under this Agreement, ADMINISTERING AGENCY will abide by all State policies and procedures pertaining to the PPM PROJECT.
6. This Agreement shall terminate on December 31, 2011.

STATE OF CALIFORNIA
Department of Transportation

By: _____
Office of Project Implementation
Division of Local Assistance

Date: _____

San Bernardino Associated Governments

By: _____
Title:

Date: _____

Attest: _____
Title:

Attachment to PPM Agreement Letter

The agency shall prepare a PPM plan, which will become a part of the Fund Transfer Agreement, titled Attachment A.

This plan is a one or two page summary outline of the major activities and, where appropriate, sub activities that will be accomplished with the current year PPM fund allocation. The plan shall outline the specific activities the Agency plans to implement. Indicate the approximate time period and cost for each major activity.

Funds may be moved between the elements. It is expected that work will be accomplished for each element and any revisions will be discussed in the Final Report of Expenditures.

Indicate if this is a single or multi-year plan for this specific allocation and the anticipated date of completion of all expenditures.

Fund allocations for future years should not be requested until this plan's expenditures are near completion.

Expenditures must be completed no later than two years after the fiscal year of allocation.

A Final Report of Expenditures is required within 60 days of completion of expenditures. Current or future allocations may be terminated if this report is not prepared in a timely manner. Unexpended funds shall be returned to the State.

A very simple plan is illustrated below. Details of a plan should be consistent with the activities proposed and funding received.

Attachment A XYZ RTPA

STIP Planning, Programming and Monitoring Activities Plan (FY 2002/2003)

Activity	Time Period	Cost($1,000)
A. Prepare/Review Project Study Reports	9/02-4/03	$10
B. RTIP Amendment Project Review/Programming	2/02-5/03	$5
C. STIP Amendment Processing/CTC Coordination	5/02-6/02	$5
D. Monitoring Implementation	9/02-6/03	$10
Total		$30

Anticipated Completion date 6/30/03

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rev 10/01/2003

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Governments SANBAG Working Together

San Bernardino Associated Governments

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

TRANSPORTATION MEASURE I

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

Minute Action

AGENDA ITEM: 10

Date: November 19, 2008

Subject: Amendment to Contract 06-038 with Transportation & Energy Solutions, Inc. for Construction Management Services for Tiers 1 and 2 of the San Bernardino Valley Coordinated Traffic Signal System Program

Recommendation:* 1. Approve Amendment No. 2 to Contract 06-038 with Transportation & Energy Solutions, Inc. for construction management services for Tiers 1 and 2 of the San Bernardino Valley Coordinated Traffic Signal System Program, increasing the contract amount by $110,303., for a new total contract amount of $679,679., and extend the contract completion date to December 31, 2008.

2. Approve budget amendment to increase Task 70109000 in the amount of $110,303. Funding source is Caltrans State Highway Operation and Protection Program (SHOPP) .

Background: **This is an amendment to an existing contract.** In September 1999 the SANBAG Board approved development of a San Bernardino Valley Coordinated Traffic Signal System Plan. The plan guides a strategic interconnection of traffic signals in the San Bernardino County Valley region and traffic signal coordination across jurisdictional boundaries to reduce vehicle stops, delays, travel time, and emissions. The plan identifies four tiers to fully implement the system. Congestion Mitigation and Air Quality (CMAQ) funding has been awarded for design, implementation, construction, and monitoring of Tiers 1 and 2.

*

Plans and Programs Policy Committee

Date:

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

ppc1008b-pc
70109000
Attachment: a0603802.doc

In April 2006 the SANBAG Board approved Contract 06-038 with Transportation & Energy Solutions, Inc. (TES) in the amount of $448,937 for construction management of two construction contracts for Tiers 1 and 2 of the Coordinated Traffic Signal System Program. At the time of award of this contract, it was anticipated that the construction management services would be complete by September 2007. In April 2008, the SANBAG Board approved Amendment No.1 to address several unexpected delays such as equipment problems, damage to a water main line during construction, and utility coordination. These delays have resulted in a greater level of effort than was originally anticipated to keep the project advancing in an efficient manner.

In additional, communication problems and issues because of the technology used (wireless links and modems) were found during final field-testing and installation. In most cases, the problem involved antenna location or a need for additional antennas or equipment replacement. All fieldwork was completed in September 2008. Because of the large number of contract change orders, the final close out is now expected to be completed in December 2008.

Approval of this amendment will increase the contract by $110,303., which is a 19% increase to the current contact amount. Because all fieldwork is completed, this will be the final contact amendment including all close out costs for the project.

Financial Impact: The total amendment amount for Contract 06-038 is $ 110,303, for a total contract amount of $679,679. The financial impact of this item is $110,303, which is not consistent with the FY 2008/2009 budget.

An amendment to the FY 2008/2009 budget is requested to increase expenditures in Task Number 70109000 by $110,303, to be funded by Caltrans State Highway Operation and Protection Program (SHOPP) dollars.

Reviewed By: This item will be reviewed by the Plans and Programs Policy Committee on November 19, 2008.

Responsible Staff: Philip Chu, Transportation Programming Analyst
Ty Schuiling, Director of Planning and Programming

ppc1108b-pc

70109000
Attachment: a0603802.doc

SANBAG Contract No. 06-038-02

by and between

San Bernardino Associated Governments

and

Transportation & Energy Solutions, Inc.

for

San Bernardino Valley Coordinated Traffic Signal System Program Tiers 1 and 2

FOR ACCOUNTING PURPOSES ONLY

☒ Payable ☐ Receivable	Vendor Contract # _____ Vendor ID _____	Retention: ☐ Yes ____ % ☒ No	☐ Original ☒ Amendment

Notes:

Original Contract:	$ 448,937.00	Previous Amendments Total:	$ 120,439
		Previous Amendments Contingency Total:	$ _____
Contingency Amount:	$ _____	Current Amendment:	$ 110,303
		Current Amendment Contingency:	$ _____

Contingency Amount requires specific authorization by Task Manager prior to release.

Contract TOTAL ➔ $ 679,679

↓ Please include funding allocation for the original contract or the amendment.

Task	Cost Code	Funding Sources	Grant ID	Amounts
701D6038	6010	SHOPP	0255	$ 70,682
701D6038	6010	SHOPP	0456	$ 39,621
_____	_____	_____	_____	$ _____
_____	_____	_____	_____	$ _____

Original Board Approved Contract Date:	4/19/06	Contract Start: 4/19/06	Contract End: 4/19/08
New Amend. Approval (Board) Date:	12/3/08	Amend. Start: 4/19/08	Amend. End: 12/31/08

If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:

Approved Budget Authority ➔	Fiscal Year: 08/09 $ 110,303.	**Future Fiscal Year(s) – Unbudgeted Obligation ➔**	$ _____

Is this consistent with the adopted budget? ☐Yes ☒No

If yes, which Task includes budget authority? _____

If no, has the budget amendment been submitted? ☒Yes ☐No

CONTRACT MANAGEMENT

Please mark an "X" next to all that apply:

☐ Intergovernmental ☒ Private ☒ Non-Local ☐ Local ☐ Partly Local

Disadvantaged Business Enterprise: ☒No ☐Yes ____%

Task Manager: **Ty Schuiling**	Contract Manager: **Philip Chu**
Task Manager Signature Date	Contract Manager Signature Date 11/13/08
Chief Financial Officer Signature Date	

Filename: a0603802

CONTRACT NO. 06-038-02

AMENDMENT NO. 2

BY AND BETWEEN

SAN BERNARDINO ASSOCIATED GOVERNMENTS

AND

TRANSPORTATION & ENERGY SOLUTIONS, INC.

This AMENDMENT No. 2 to SANBAG Contract No. 06-038 entered into as of this 3rd day of December, 2008 by the firm of Transportation & Energy Solutions, Inc. (hereinafter called CONSULTANT) and the San Bernardino Associated Governments (hereinafter called SANBAG):

WITNESSETH

WHEREAS, SANBAG, under SANBAG Contract No. 06-038, has engaged the services of CONSULTANT to provide Construction Management Services for San Bernardino Valley Coordinated Traffic Signal System Program Tiers 1 and 2.

WHEREAS, the parties desire to amend the aforesaid contract to increase the contract not to exceed amount and period of performance with this amendment;

NOW THEREFORE, the parties hereto do mutually agree to amend Contract No. 06-038, as follows:

1. The not-to-exceed amount of the contract shall be increased by $110,303. The overall total contract not-to-exceed amount shall be increased to $679,679 as shown in Cost Proposal in Attachment A.

2. The period of performance shall be extended to December 31, 3008 for Contract 06-038.

3. Except as amended by this amendment, all other provisions of Contract No. 06-038 remain in full force and effect.

IN WITNESS THEREOF, the authorized parties have below signed:

Transportation & Energy Solutions, Inc.

By: _____
Nathaniel Behura, President

Date: _____

San Bernardino Associated Governments

By: _____
Gary Ovitt, President
SANBAG Board of Directors

Date: _____

APPROVED AS TO FORM:

By: _____
Jean Rene-Basle
SANBAG Counsel

Date: _____

ATTACHMENT A

Amendment 2 to Contract No. 06-038

Cost Proposal

Transportation & Energy Solutions, Inc.

San Bernardino Associated Governments (SANBAG) Tier 1 Project
Revised Budget 11/10/08

Task	Cost Proposal	Revised Budget	Amount Remaining	Revised Budget Total Hours	Adjusted Hours Remaining	Adjusted % Complete Total ($)
2. Bid Processing	$6,778.08	$6,778.08	$6,778.08	60.5	0.0	100%
3. Project Administration	$30,371.68	$40,136.17	$9,764.49	362.5	89.0	75%
4. Construction Coordination	$28,178.98	$37,567.11	$9,388.13	339.5	83.0	76%
5. Construction Inspection	$154,621.21	$190,341.16	$35,719.95	2426.5	462.0	81%
6. Project Support	$16,586.49	$21,451.30	$4,864.81	190.5	43.5	77%
7. Cost & Scheduling	$10,293.01	$11,343.02	$1,050.01	99.0	10.0	90%
8. Contract Change Orders/Claims	$6,913.24	$10,392.62	$3,479.38	88.5	31.0	65%
9. Safety Issue / Review	$4,673.20	$6,077.51	$1,404.31	64.0	16.0	75%
10. Project Close Out	$1,809.76	$6,361.21	$4,551.45	57.0	41.0	28%
TOTALS:	$260,225.65	$330,448.18	$70,222.53	3688.0	775.5	79%

Expenses	Cost Proposal	Revised Budget	Adjusted Amount Remaining	Adjusted % Complete Total ($)
Mileage	$8,721.00	$8,881.00	$160.00	98%
Walkie-Talkie / Phone System	$150.00	$150.00	$0.00	100%
Outside Copying	$100.00	$100.00	$0.00	100%
Field and Safety Equipment	$350.00	$350.00	$0.00	100%
Field Phone Service	$900.00	$1,200.00	$300.00	75%
Others - SCE Meter Fees (CT)			-	
TOTALS:	$10,221.00	$10,681.00	$460.00	96%

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Transportation & Energy Solutions, Inc.

San Bernardino Associated Governments (SANBAG) Tier 2 Project
Revised Budget 11/10/08

Task	Cost Proposal	Revised Budget	Amount Remaining	Revised Budget Total Hours	Adjusted Hours Remaining	Adjusted % Complete Total ($)
2. Bid Processing	$6,764.56	$6,764.56	$0.00	61.0	0.0	100%
3. Project Administration	$31,631.20	$38,592.47	$6,961.27	346.5	62.0	82%
4. Construction Coordination	$25,340.78	$33,258.48	$7,917.70	297.5	70.0	76%
5. Construction Inspection	$163,553.74	$178,737.00	$15,183.26	2073.0	192.5	91%
6. Project Support	$16,086.03	$20,014.64	$3,928.61	180.0	35.5	80%
7. Cost & Scheduling	$9,105.36	$9,784.02	$678.66	86.5	6.0	93%
8. Contract Change Orders/Claims	$7,791.09	$9,318.08	$1,526.99	83.0	13.5	84%
9. Safety Issue / Review	$5,208.64	$5,294.72	$86.08	50.0	1.0	98%
10. Project Close Out	$8,849.63	$11,143.87	$2,294.24	101.0	22.0	78%
TOTALS:	$274,331.03	$312,907.84	$38,576.81	3278.5	402.5	88%

Expenses	Cost Proposal	Revised Budget	Adjusted Amount Remaining	Adjusted % Complete Total ($)
Mileage	$8,721.00	$9,466.00	$745.00	92%
Walkie-Talkie / Phone System	$150.00	$150.00	$0.00	100%
Outside Copying	$100.00	$100.00	$0.00	100%
Field and Safety Equipment	$350.00	$350.00	$0.00	100%
Field Phone Service	$900.00	$1,200.00	$300.00	75%
Others - SCE Meter Fees (CT)				
TOTALS:	$10,221.00	$11,266.00	$1,045.00	91%

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70108000

Governments SANBAG Working Together

San Bernardino Associated Governments

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

TRANSPORTATION MEASURE I

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

Minute Action

AGENDA ITEM: 11

Date: November 19, 2008

Subject: Draft Measure I 2010-2040 Strategic Plan

Recommendation:* Receive information on the status of the Draft Measure I 2010-2040 Strategic Plan Report

Background: Development of the Measure I 2010-2040 Strategic Plan was initiated in 2005 to define the policy framework for delivery of the projects and programs referenced in the new Measure. The Strategic Plan will be the policy manual for delivery of the Measure I programs by SANBAG and its member agencies.

SANBAG staff is beginning limited distribution of draft sections of the Strategic Plan in November. An outline of the full draft Strategic Plan Report is included as Attachment 1. Drafts of Sections 1 and 2, which represent introductory chapters of the Strategic Plan, are included as Attachment 2.

A complete draft of the Strategic Plan is planned for release with SANBAG committee agendas in early December. This will initiate a formal review and comment period that extends through late January 2009. SANBAG will then prepare a response to comments for February committee meetings and/or a Board workshop in mid-February. A final draft will be prepared for March committee approval, with SANBAG Board approval scheduled for April 1, 2009.

*

Approved
Plans and Programs Committee

Date: *November 19, 2008*

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

ppc0811a-ss
Attachments: ppc0811a1-ss; ppc0811a2-ss
60909000

SANBAG staff is holding workshops with local jurisdiction staff the week of November 17th so that several procedural issues related to Valley and Mountain/Desert programs can be discussed, to ensure that the SANBAG staff proposals are workable. Examples of issues to be discussed at the Valley workshop include: eligible expenditures, loan repayment process, Capital Project Needs Analysis requirements, the advance expenditure process, and processes governing SANBAG management of interchange and rail/highway grade separation projects. Examples of issues to be discussed at the Mountain/Desert workshop include: policies for implementation of local street programs; maintenance of lists of eligible projects and allocation of funds for the Major Local Highways Program; and policies governing application of development fair shares.

Approval of the Strategic Plan is needed one year in advance of the initiation of the new Measure I in April 2010 so that the resources and systems can be put in place to manage the new Measure. A Board workshop is tentatively planned for February 2009, in the event one is needed to discuss responses to comments received in the formal review period and resolve remaining issues.

Financial Impact: This item has no financial impact. The item is consistent with the approved Fiscal Year 2008-2009 SANBAG budget, Task 60909000.

Reviewed By: This item will be reviewed by the Plans and Programs Committee on November 19, 2008.

Responsible Staff: Steve Smith, Chief of Planning
Ryan Graham, Transportation Planning Analyst
Ty Schuiling, Director of Planning and Programming

Attachments: ppc0811b1-ss; ppc0811a2-ss
60909000

DRAFT MEASURE I 2010-2040 STRATEGIC PLAN OUTLINE

1. Introduction
   - 1.1. Measure I Half-Cent Sales Tax – History and Background
   - 1.2. Purpose of the Strategic Plan
   - 1.3. Approach to the Strategic Plan
   - 1.4. Strategic Plan Organization
2. Measure I 2010-2040 Expenditure Plan
   - 2.1. Subarea and Program Overview
   - 2.2. Measure I Revenue Estimates
   - 2.3. Development Mitigation Program
   - 2.4. Other Sources of Revenue
     - 2.4.1. State
     - 2.4.2. Federal
     - 2.4.3. Additional revenue sources
   - 2.5. Strategic Plan Updates and Amendments
3. Measure I Strategic Plan Framework
   - 3.1. Overarching Principles
   - 3.2. Overview of the Implementation Strategy
     - 3.2.1. Maximize Revenue
     - 3.2.2. Manage Project and Program Costs
     - 3.2.3. Accelerate Project Delivery through Borrowing, where Appropriate
     - 3.2.4. Increase the Efficiency and Effectiveness of Project Development
   - 3.3. Implementation Frameworks by Subarea and Program
     - 3.3.1. Cajon Pass Program
       - 3.3.1.1. Scope of the program
       - 3.3.1.2. Financial analysis of program
       - 3.3.1.3. Policy framework
       - 3.3.1.4. Implementation actions
     - 3.3.2. Valley Programs
       - 3.3.2.1. Process overview
       - 3.3.2.2. Project Advancement Agreements/Advance Expenditure
       - 3.3.2.3. Local Streets
         - 3.3.2.3.1. Scope of the program
         - 3.3.2.3.2. Financial analysis of program
         - 3.3.2.3.3. Policy framework
         - 3.3.2.3.4. Implementation actions
       - 3.3.2.4. Freeway
         - 3.3.2.4.1. Scope of the program
         - 3.3.2.4.2. Financial analysis of program
         - 3.3.2.4.3. Policy framework
         - 3.3.2.4.4. Implementation actions
       - 3.3.2.5. Interchange
         - 3.3.2.5.1. Scope of the program
         - 3.3.2.5.2. Financial analysis of program

3.3.2.5.3. Policy framework
3.3.2.5.4. Implementation actions
3.3.2.6. Major Street
3.3.2.6.1. Scope of the program
3.3.2.6.2. Financial analysis of program
3.3.2.6.3. Policy framework
3.3.2.6.4. Implementation actions
3.3.2.7. Metrolink/Rail
3.3.2.7.1. Scope of the program
3.3.2.7.2. Financial analysis of program
3.3.2.7.3. Policy framework
3.3.2.7.4. Implementation actions
3.3.2.8. Express Bus/BRT
3.3.2.8.1. Scope of the program
3.3.2.8.2. Financial analysis of program
3.3.2.8.3. Policy framework
3.3.2.8.4. Implementation actions
3.3.2.9. Senior and Disabled Transit
3.3.2.9.1. Scope of the program
3.3.2.9.2. Financial analysis of program
3.3.2.9.3. Policy framework
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Attachments: ppc0811b1-ss; ppc0811a2-ss
60909000

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Attachment 2
Draft Sections of the Measure I 2010-2040 Strategic Plan Report

1. Introduction

1.1. Measure I Half-Cent Sales Tax – History and Background

The California State Legislature authorized county transportation authorities to enact local option sales tax measures for transportation in the late 1980s, under provisions of Division 19 (commencing with Section 180000) of the Public Utilities Code. In November 1989, San Bernardino County voters approved passage of Measure I, authorizing the San Bernardino County Transportation Authority to impose a half cent retail transactions and use tax applicable in the incorporated and unincorporated areas of the County of San Bernardino for the 20-year period between April 1, 1990 and March 31, 2010. San Bernardino Associated Governments (SANBAG), acting as the Authority, was authorized to administer the programs described in the Measure. Revenue from the tax can only be used for transportation improvement and traffic management programs authorized in the Expenditure Plan set forth in Ordinance No. 89-1.

By March 2010, Measure I will have generated approximately $1.8 billion (nominal dollars) in revenue for transportation projects throughout San Bernardino County. The list of accomplishments is extensive and includes initiation of Metrolink commuter rail service, construction of the SR-71 and SR-210 freeways; widening of I-10, SR-60, and I-215, the widening and maintenance of many arterial highways throughout San Bernardino County, and support for several transit systems operated around the County. For a complete listing of accomplishments of Measure I see SANBAG's web site at www.sanbag.ca.gov.

Early in the second decade of the Measure, it became apparent that continuation of the half-cent sales tax would be critical to maintaining funding for transportation in San Bernardino County. Information was solicited from local jurisdictions regarding ongoing transportation needs, and a draft expenditure plan was developed that could serve as a basis for renewal of Measure I. Ordinance No. 04-01 was placed before voters in November 2004, and Measure I was renewed resoundingly, with just over 80% of the vote. The new Measure I extends the half-cent sales tax for 30 years, from April 1, 2010 through March 31, 2040. It is now referred to as Measure I 2010-2040 to distinguish it from the first Measure I.

1.2. Purpose of the Strategic Plan

In August 2005, the SANBAG Board of Directors approved a Strategic Plan Scope of Work to address significant policy, fiscal, and institutional issues associated with Measure I 2010-2040. It was noted in the approved Scope that the magnitude of Measure I 2010-2040 rivals the transportation budgets of some states. It was also noted that the policy, fiscal, and institutional issues associated with administration of Measure I 2010-2040 are complex and interrelated, and that they differ among the Valley, Mountain, and

Desert areas of the County. By approving preparation of this Strategic Plan, SANBAG signaled its intent to consider and ultimately resolve these issues through a measured, comprehensive, strategic planning process.

Consistent with the approved Scope of Work, the Strategic Plan is the official guide and reference for the allocation and administration of the combination of local transportation sales tax, state and federal transportation revenues, and private fair-share contributions to regional transportation facilities from new development needed to fund delivery of the Measure I 2010-2040 transportation program. It is also the comprehensive repository for the policies and institutional provisions needed to manage implementation of the Measure.

The administrative policy framework, policies, and procedures described herein are products of more than three years of analysis of fiscal and procedural alternatives, discussion and direction provided through technical and policy committees, and approval by the SANBAG Board of Directors. They include direction on a host of policy and procedural, fiscal, and institutional issues, including specific actions and policies to be implemented in the near-term, and broader, more conceptual guidance for the out-years of the program. As noted in Section 2.5, the Strategic Plan will be updated periodically to reflect the changes in costs, revenues, conditions, and priorities that will undoubtedly occur over the life of Measure I 2010-2040.

1.3. Approach to the Strategic Plan

The Strategic Plan is intended to structure Measure I 2010-2040 programs so that they:

- Fulfill commitments made to the voters
- Are financially feasible and scaled to the revenue projected to be available
- Are implemented with policies and procedures that provide financial accountability, treat each of SANBAG's member jurisdictions equitably, and provide predictable access to Measure I revenues
- Can be managed with the resources available to SANBAG

The Strategic Plan has been developed based on the best available information of projected Measure I 2010-2040 revenues and program costs. History has shown that projections of up to 30 years into the future are extremely uncertain. For example, the predictions by regional demographers in 1978 of the San Bernardino County population in year 2000 were 50% low over just that 20-year span. Projections of funding, which depend on forecasts of population growth and other variables, should be viewed as order-of-magnitude. Funding availability can vary significantly, even dramatically, from one year to the next. Forecasts of federal and state revenues must be made over 30 years of congressional and legislative cycles with highly unpredictable outcomes. The federal and state revenues are dependent not only on the willingness of these bodies to renew and fund programs, but on their willingness to modify revenue sources to keep pace with needs.

In summary, although SANBAG intends to be realistic in terms of revenue and cost projections, reality could vary significantly from these assumptions. The Strategic Plan policies and procedures have been prepared so that project delivery can adapt to these uncertainties. Scope adjustments have already been made to some of the programs in light of information generated in the Strategic Plan process. Several programs have been structured based on the prioritization of projects, thereby controlling commitments made to Measure I dollars. Updates to the Strategic Plan to better reflect future conditions will occur as indicated in Section 2.5.

1.4 Strategic Plan Organization

The remainder of the Strategic Plan is organized into the following Sections:

- Section 2. Measure I 2010-2040 Expenditure Plan – Provides a description of how the Measure is organized into geographic subareas and programs, defines eligible projects, and specifies funding percentages for programs within each subarea.
- Section 3. Measure I Strategic Plan Framework - States the Board-adopted Strategic Plan principles, provides an overview of the implementation strategy, and presents the policy framework for each subarea and program
- Section 4. Measure I 2010-2040 Resource Requirements – Delineates the human and management resources needed to implement Measure I 2010-2040.

Section 3 is the centerpiece of the plan. Each program within each subarea is discussed in the following order:

- Scope of the program
- Financial analysis of the program
- Implementation actions
- Policies

The policies are stated at the end of each program section and comprise the rules by which each program will function. The policies are also made available as a separately bound document and on the SANBAG web site so that interested parties may directly access those policies for guidance. Revision of policies will require SANBAG Board action, and may occur at any time. A notification process will be provided on changes to the Measure I 2010-2040 policies.

2. Overview of the Measure I 2010-2040 Expenditure Plan

2.1. Measure I 2010-2040 Subarea and Program Overview

2.1.1. Background

San Bernardino County Transportation Authority Ordinance 04-01 was approved by the voters of San Bernardino County on November 4, 2004. The Ordinance, referred to in the Strategic Plan as Measure I 2010-2040 to distinguish it from the 20-year half-cent sales tax measure that took effect in April 1990. A complete copy of the Ordinance, including the Expenditure Plan, is provided in Appendix A. All the financial data in the Expenditure Plan have been updated in this Strategic Plan.

The Measure I retail transactions and use tax is statutorily dedicated for transportation planning, design, construction, operation and maintenance only in San Bernardino County and cannot be used for other governmental purposes or programs. There are specific safeguards in the Ordinance to ensure that funding is used in accordance with the specified voter-approved transportation project improvements and programs (see Appendix A).

The Measure I Ordinance contains maintenance-of-effort provisions that state that funds provided to government agencies by Measure I are to supplement, and not replace, existing local revenues being used for transportation purposes. replace requirements for new development to provide for its own road needs. In addition, Measure I 2010-2040 revenues are not to replace requirements for new development to provide for its own road needs. The Ordinance further states that Measure I funding priorities should be given to addressing current road needs, easing congestion, and improving roadway safety.

Eligible expenditures include those for planning, environmental reviews, engineering and design costs, and related right-of-way acquisition. Eligible expenditures also include, but are not limited to, debt service on bonds and expenses in connection with issuance of bonds.

2.1.2. Subarea and Program Structure

Measure I 2010-2040 is organized into subareas as shown in Figure 2-1:

- San Bernardino Valley
- Victor Valley
- North Desert
- Mountains
- Morongo Basin
- Colorado River

The Cajon Pass is located in both the Valley and Victor Valley subareas and has its own expenditure plan.

Measure I 2010-2040 has a return-to-source provision that states that funds shall be allocated to subareas in accordance with the actual revenue collected in each subarea. After deduction of required Board of Equalization fees and authorized administrative costs, revenues generated in each subarea are to be expended on projects of direct benefit to that subarea. Revenues are accounted for separately for each subarea and then allocated to specified project categories in each subarea. These project categories are termed "programs" in this Strategic Plan.

Decisions on how revenues are expended within the subareas are made by the SANBAG Board of Directors, based upon recommendations of local representatives. Other than the projects identified in the Cajon Pass Expenditure Plan, revenues generated within a subarea are to be expended outside of that subarea only upon approval of two-thirds (2/3) of the jurisdictions within the affected subarea. A proportional share of projected state and federal transportation funds is to be reserved for use solely within the Valley subarea and individual Mountain/Desert subareas.

In the San Bernardino Valley subarea, the Measure I 2010-2040 programs are as follows:

- Freeway Program
- Freeway Interchange Program
- Major Street Program
- Local Street Program
- Metrolink/Rail Program
- Express Bus/Bus Rapid Transit Program
- Senior and Disabled Transit Program
- Traffic Management Systems Program

In each of the Mountain/Desert subareas, the programs are as follows:

- Local Street Program
- Major Local Highway Program
- Senior and Disabled Transit Program

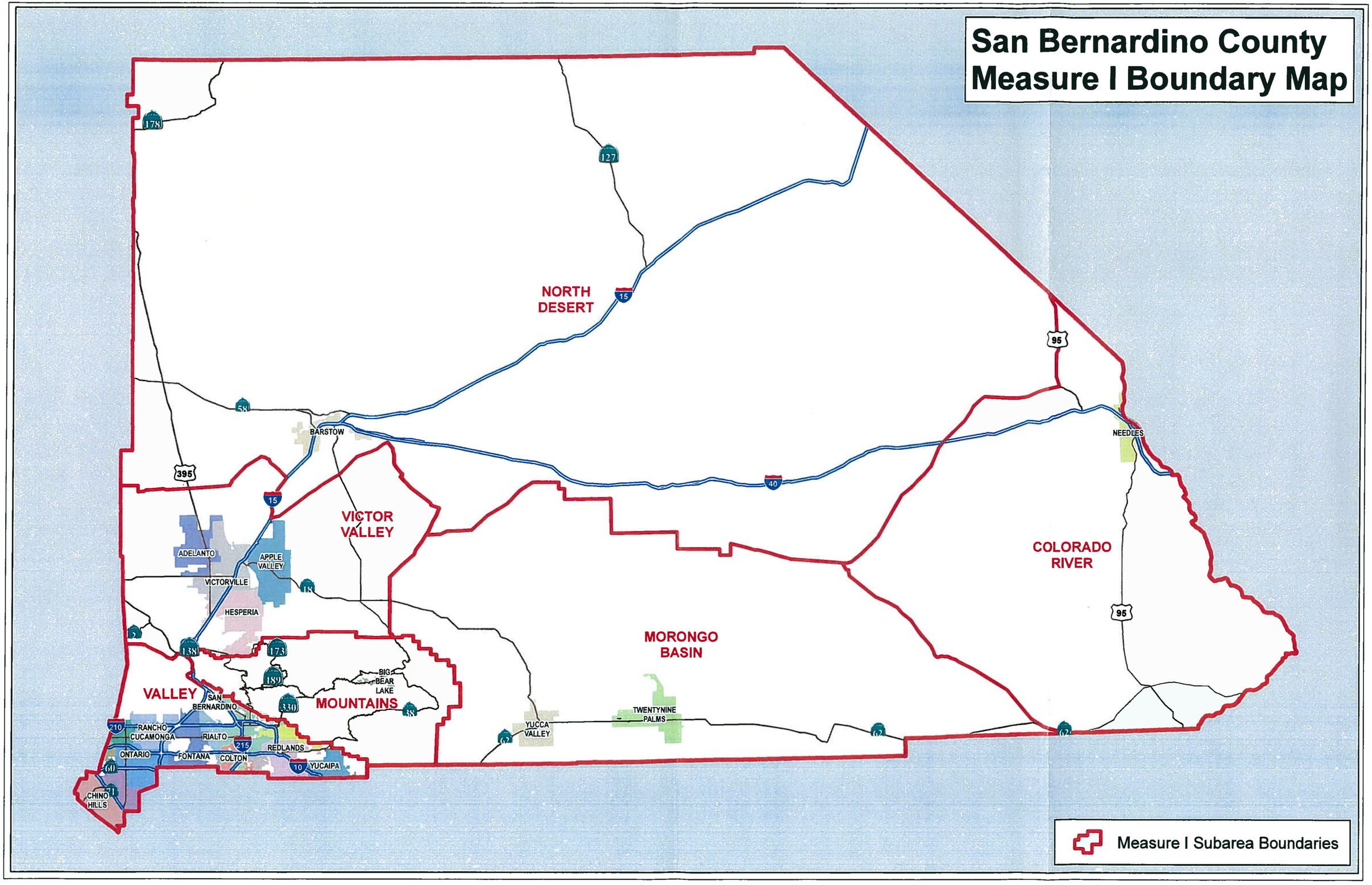
Project eligibility and Measure I funding distribution for each of the programs are delineated in Section 2.1.4.

2.1.3. Contributions from New Development

Section VIII of the Measure I ordinance states specific development mitigation requirements:

"SECTION VIII. CONTRIBUTIONS FROM NEW DEVELOPMENT. No revenue generated from the tax shall be used to replace the fair share contributions required from new development. Each local jurisdiction identified in the Development Mitigation Program must adopt a development financing mechanism within 24 months of voter approval of the Measure 'I' that would:

San Bernardino County Measure I Boundary Map



"1) Require all future development to pay its fair share for needed transportation facilities as a result of the development, pursuant to California Government Code 66000 et seq. and as determined by the Congestion Management Agency.

"2) Comply with the Land Use/Transportation Analysis and Deficiency Plan provisions of the Congestion Management Program pursuant to California Government Code Section 65089.

> *"The Congestion Management Agency shall require fair share mitigation for regional transportation facilities through a Congestion Management Program update to be approved within 12 months of voter approval of Measure 'I'."*

SANBAG serves as the Congestion Management Agency for San Bernardino County. The SANBAG Board approved modifications to the Congestion Management Program (CMP) to incorporate these provisions for the urbanized areas of the County (Valley and Victor Valley) in November, 2005. This included preparation of the Development Mitigation Nexus Study (now Appendix K of the CMP) and the development mitigation implementation language in Appendix J of the CMP. Local jurisdictions in the Valley and Victor Valley responded by the end of 2006 to these requirements with the creation or update of development impact fee (DIF) programs that include mitigation for improvements to freeway interchanges, rail/highway grade separations, and arterial streets on a regional network.

2.1.4. Revenue Distribution and Eligible Projects by Subarea and Program

As indicated above, Measure I funds shall be allocated to subareas by percentage of the actual revenue received. The Cajon Pass expenditure plan will receive three percent of the revenue generated in the San Bernardino Valley Subarea and the Victor Valley Subarea. This revenue will be reserved in an account for funding of the I-15/I-215 Interchange in Devore, I-15 widening through Cajon Pass, and truck lane development. The subarea programs for the San Bernardino Valley and Mountain/Desert Subareas are explained below:

San Bernardino Valley Subarea

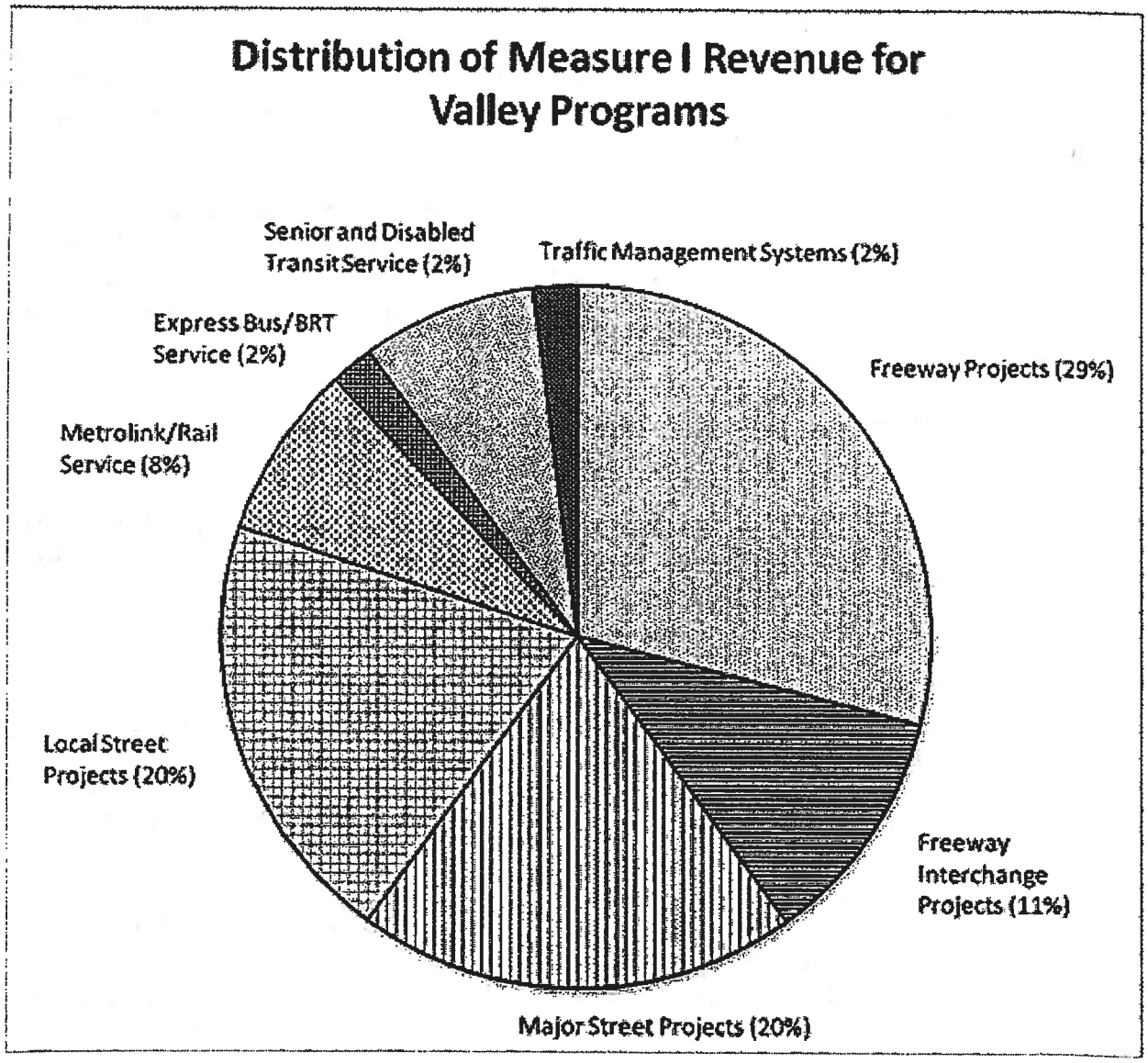
- Freeway Program –
  - Receives 29% of Valley subarea revenues
  - Eligible projects include: I-10 widening from I-15 to Riverside County Line, I-15 widening from Riverside County Line to I-215, I-215 widening from Riverside County Line to I-10, I-215 widening from SR-210 to I-15, SR-210 widening from I-215 to I-10, and carpool lane connectors
- Freeway Interchange Program
  - Receives 11% of Valley subarea revenues
  - Eligible projects include various interchanges on I-10, I-15, SR-60, I-215, and SR-210. The SANBAG Nexus Study contains a listing of 38 interchanges in the Valley that could be eligible for these funds
- Major Street Program

- Upon initial collection of revenue, the Major Street Program will receive 20% of revenue collected in the Valley. Effective ten years following initial collection of revenue, the Major Street Program allocation shall be reduced to no more 17% but to not less than 12% upon approval by the Authority Board of Directors and the Express Bus/Bus Rapid Transit Service allocation shall be increased by a like amount. Equitable geographic distribution of projects shall be taken into account over the life of the program.
- The SANBAG Nexus Study and CMP requirements have established projects that are eligible for funding under this program. Both rail/highway grade separations and arterial highway improvements on the regional network are eligible. The regional network is identified in the Nexus Study.

- Local Street Program
  - Receives 20% of revenue collected in the Valley subarea. This revenue is distributed to local jurisdictions for local street projects. Allocations to jurisdictions shall be on a per capita basis using the most recent State Department of Finance population estimates for January 1.
  - Local street projects are defined as local street and road construction, repair, maintenance and other eligible local transportation priorities. Expenditure of funds shall be based on a Five Year Plan adopted annually by the governing body of each jurisdiction. Funds are passed by SANBAG directly through to the local jurisdictions.
- Metrolink/Rail Program
  - Receives 8% of Valley subarea revenues
  - Eligible expenditures include, in part, purchase of additional Metrolink commuter rail passenger cars and locomotives, construction of additional track capacity, construction of additional parking spaces at Metrolink stations, new passenger rail service between San Bernardino and Redlands, and extension of the Gold Line light rail to Montclair.
- Senior and Disabled Transit Service
  - Receives 8% of Valley subarea revenues
  - This is a continuation of the senior and disabled transit program in Measure I 1990-2010.
- Express Bus/Bus Rapid Transit Service
  - Upon initial collection of revenue, the Express Bus/Bus Rapid Transit Service category will receive 2% of revenue collected in the Valley. Effective ten years following initial collection of revenue, the Express Bus/Bus Rapid Transit Service category shall be increased to at least 5%, but no more than 10% upon approval by the Authority Board of Directors. The Major Street Projects category shall be reduced by a like amount.
  - Funds in this category shall be expended for the development, implementation, and operation of express bus and bus rapid transit service, to be jointly developed by SANBAG and transit service agencies serving the Valley subarea.
- Traffic Management Systems
  - Receives 2% of Valley subarea revenue

- Eligible projects include signal synchronization, systems to improve traffic flow, commuter assistance programs, freeway service patrol, and projects which contribute to environmental enhancement associated with transportation facilities.

The pie chart below summarizes the percentage distribution for Valley programs.

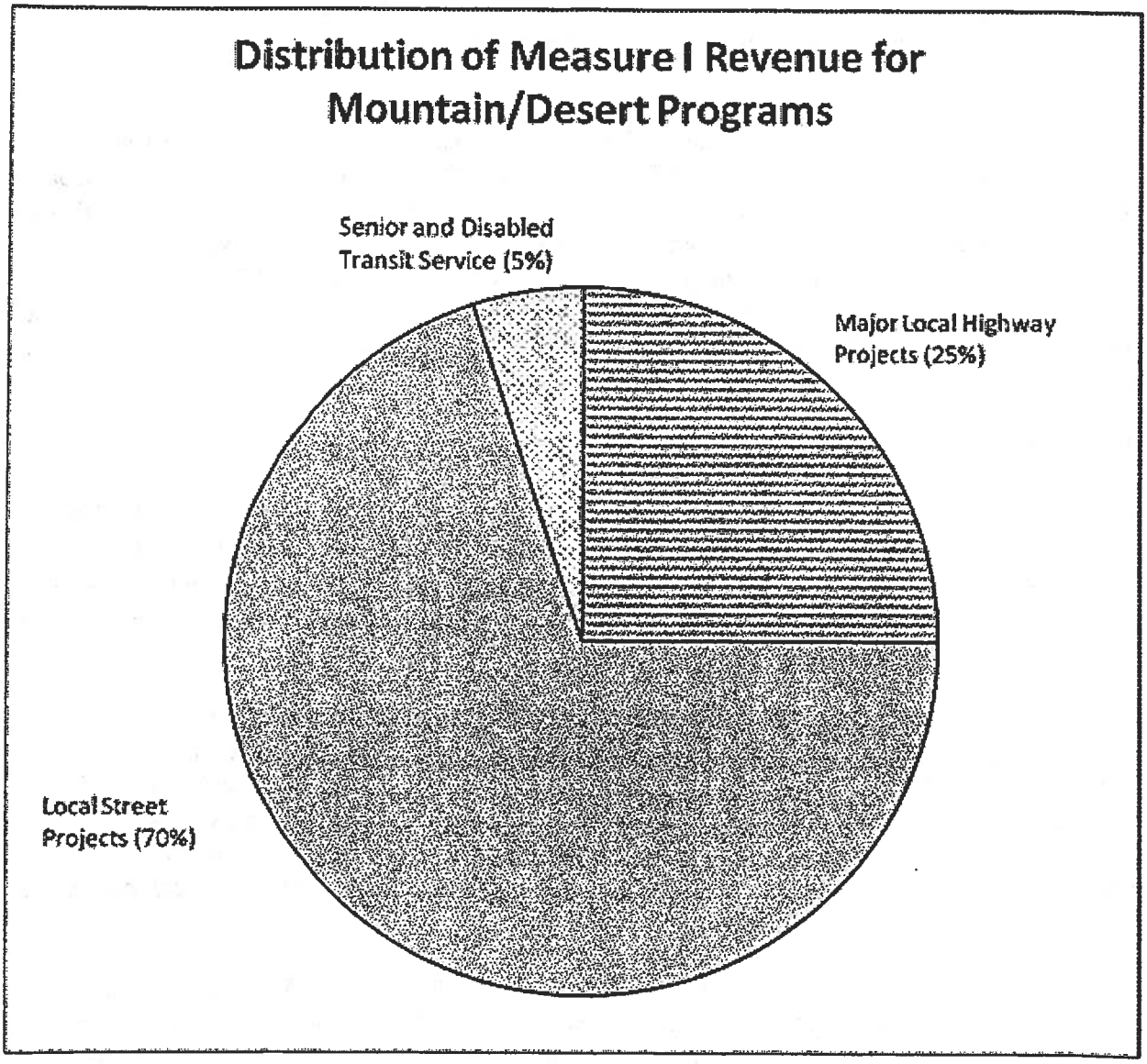


Mountain/Desert Subareas

The following Expenditure Plan requirements apply to each of the Mountain/Desert Subareas

- Local Street Program
  - 70% of revenue collected within each subarea shall be apportioned for Local Street Projects within each subarea. 2% of revenue collected within each subarea shall be reserved in a special account to be expended on Project Development and Traffic Management Systems.
  - After reservation of 2% collected in each subarea for Project Development and Traffic Management Systems, the remaining amount of funds shall be allocated to local jurisdictions based on population (50 percent) and tax generation (50 percent).
  - Local street projects are defined as local street and road construction, repair, maintenance and other eligible local transportation priorities. Expenditure of funds shall be based on a Five Year Plan adopted annually by the governing body of each jurisdiction. Funds are passed by SANBAG directly through to the local jurisdictions.
- Major Local Highway Program
  - 25% of revenue collected within each subarea shall be reserved in a special account to be expended on Major Local Highway Projects of benefit to the subarea.
  - Major Local Highway Projects are defined as major streets and highways serving as primary routes of travel within the subarea, which may include State highways and freeways, where appropriate. Major Local Highway Projects funds can be utilized to leverage other state and federal funds for transportation projects and to perform advance planning/project reports.
- Senior and Disabled Transit Program
  - 5% of revenue collected within each subarea shall be reserved in an account for Senior and Disabled Transit Service. Senior and Disabled Transit funding is defined as contributions to transit operators for fare subsidies for senior citizens and persons with disabilities or enhancements to transit service provided to seniors and persons with disabilities.
  - In the Victor Valley subarea, the percentage for Senior and Disabled Transit Service shall increase by .5% in 2015 with additional increases of .5% every five years thereafter to a maximum of 7.5%.
  - In the North Desert, Colorado River, Morongo Basin, and Mountain Subareas, local representatives may provide additional funding beyond 5% upon a finding that such increase is required to address unmet transit needs of senior and disabled transit services. All increases above the 5% initial revenue collected for Senior and Disabled Transit Service shall come from the general Local Street Projects category of the subarea.
- SANBAG's Mountain-Desert Committee shall remain in effect and provide oversight to implementation of the Mountain/Desert Expenditure Plan.

The pie chart below summarizes the percentage distribution for each of the Mountain/Desert subarea programs.



2.2. Measure I Revenue Estimates

2.2.1. Background

The November 2004 Expenditure Plan for Measure I 2010-2040 estimated that $6 billion would be generated by the half-cent sales tax over 30 years. Estimates of revenue for each subarea and program were derived from this overall revenue forecast. Estimates were in 2004 dollars and stated to be not binding or controlling. The expectation was that the revenue estimates would be periodically updated.

In April 2006, Dr. John Husing prepared a revised Measure I revenue forecast of $8.35 billion in 2005 dollars. The upward revision to the revenue forecast was developed by revising several key assumptions that had previously been used during the preparation of the original Expenditure Plan. At its August 2006 meeting, the SANBAG Board adopted a slightly more conservative revenue estimate of $8.0 billion for purposes of initiating work on the Measure I 2010-2040 Strategic Plan.

Modifications to the revenue assumptions by Dr. Husing in early 2008 lowered the 30-year non-inflated Measure I revenue estimates to $7.25 billion in 2008 dollars. The SANBAG Board approved the estimates for use in the Strategic Plan at its April 2008 meeting. Although the economy in early 2008 appears to be on a path to a steeper decline than may have been projected by Dr. Husing in early 2008, the Strategic Plan has been based on the $7.25 billion estimate of 30-year revenue countywide. The Strategic Plan assumptions will be revisited periodically, and the current estimate has proved to be sufficient to help scale each of the programs to the appropriate level.

2.2.1 Measure I Subarea Revenue Estimates

The Measure I revenue forecast prepared by Dr. Husing was at the countywide level. Following the approval of the $8 billion revenue forecast for Measure I 2010-2040, SANBAG staff began to develop subarea revenue estimates for strategic planning purposes. The challenge involved developing a methodology for disaggregating Measure I revenue to subarea levels in a way that reflects projected growth patterns.

Each Measure I subarea receives its funds based on a return-to-source calculation. SANBAG staff has information for the current subarea revenue distribution; however, each of the Measure I subareas will continue to grow at differential rates. For instance, the Victor Valley, with an abundance of vacant land and a developing retail sector, will continue to grow at a faster rate than the San Bernardino Valley, which is nearing buildout in many areas. A methodology was approved by the SANBAG Board in January 2007 that considered both historical per capita revenue growth and population growth.

Currently, San Bernardino Valley receives approximately 80.3% of the Measure I revenue and the Victor Valley subarea currently receives approximately 10.3%. The Valley generates the bulk of the revenue because of the large population and the more mature retail sector, when compared to the other Measure I subareas. Over the 30-year life of the Measure, however, the relative percent share for the San Bernardino Valley subarea is projected to be 75.5% and the relative share for the Victor Valley is projected as 14.9%. The change in the percent share of Measure I is the product of the faster growing communities, the expansion of retail opportunities and retail capture rate of the Victor Valley during the next 30 years. The final prediction of Measure I subarea shares approved for strategic planning purposes by the SANBAG Board is shown in Figure Table 2-1.

It is important to note that both the countywide revenue forecast and the forecast distribution to subareas are projections that extend 30 years into the future. The forecasts have been generated

to assist in scaling the programs and projected expenditures to these expectations of revenue. As stated in the Measure I ordinance, the revenue estimates are not binding or controlling. They are a planning tool, and the actual distribution of revenue will occur according to the specifications in the ordinance.

The projected subarea shares were based on annual estimates of revenue, summed over the 30-year life of the Measure. The annual estimates have been used to conduct cash-flow analyses for several of the programs. The annual revenue stream is important in understanding the extent to which early project delivery may be possible through bonding against the Measure I revenue stream. Additional information on revenue projections is provided in the sections discussing individual programs.

Table 2-1

Projected Subarea Shares of Measure I 2010-2040

SB Valley	Col. River	Mor. Basin	Mountains	No. Desert	V. Valley
75.6%	0.14%	2.4%	2.1%	2.1%	14.9%

Note: The Cajon Pass expenditure plan is projected to receive approximately 2.8%, separately from the above.

2.3. Development Mitigation Program Requirements

2.3.1. Background

The Development Mitigation Program was initiated in response to specific language that was included in the Measure I 2010-2040 Ordinance. The development contribution requirements of Measure I 2010-2040 are included in Section VIII of the ordinance, which was referenced in Section 2.1.3.

The SANBAG Development Mitigation Program was approved by SANBAG, acting as the San Bernardino County Congestion Management Agency (CMA), on October 5, 2005 and revised based on amendments approved by the SANBAG Board on July 5, 2006, October 4, 2006, November 1, 2006, January 10, 2007, March 7, 2007 and November 7, 2007. The Development Mitigation Program is comprised of three documents, all of which are included as components of the San Bernardino County Congestion Management Program — Chapter 4 of the CMP ("Land Use/Transportation Analysis Program"), Appendix K of the CMP ("Development Mitigation Nexus Study) and Appendix J of the CMP (Development Mitigation Program Implementation Language).

2.3.2. Urban and Rural Development Mitigation Requirements

The San Bernardino County CMP implements the Land Use/Transportation Analysis Program and development mitigation requirements with two distinct approaches, depending on geographic location within the County. The first approach addresses the urbanized cities and associated spheres of influence in the San Bernardino Valley and Victor Valley. The second approach applies to all other areas of the County. These two approaches are summarized below:

1. For San Bernardino Valley and Victor Valley cities and sphere areas: local jurisdictions implement development mitigation programs that generate development contributions for regional transportation improvements equal to or greater than fair share contributions determined through the SANBAG Development Mitigation Nexus Study (Appendix K of the CMP). Regional transportation facilities addressed by the Nexus Study include freeway interchanges, railroad grade separations, and regional arterial highways on the Nexus Study Network. Local jurisdiction development mitigation programs must comply with the implementation requirements established in Appendix J of the CMP. As of January 2007, each local jurisdiction adopted a compliant development mitigation program based on the requirements established by the SANBAG Development Mitigation Program. The local jurisdictions required to participate in the Development Mitigation Program are: Adelanto, Apple Valley, Chino, Chino Hills, Colton, Fontana, Grand Terrace, Hesperia, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland, Victorville, Yucaipa and the County of San Bernardino for spheres of influence. The development contributions are collected and allocated by local jurisdictions based on policies included in the Valley Freeway Interchange, Valley Major Street and Victor Valley Major Local Highway Programs contained in this strategic plan. Development contributions are not held by SANBAG.

2. For areas outside the San Bernardino Valley and Victor Valley cities and spheres: local jurisdictions must prepare Traffic Impact Analysis (TIA) reports for proposed development projects exceeding specified thresholds of trip generation. This is a continuation of a requirement established when the CMP was originally approved by the SANBAG Board in 1992. TIA reports must comply with requirements contained in Appendix C of the CMP. Local jurisdictions required to participate in the TIA program are: Barstow, Big Bear Lake, Needles, Twentynine Palms, Yucca Valley and other un-incorporated areas in the Mountain/Desert subareas.

At their discretion, jurisdictions outside the urbanized Valley and Victor Valley may adopt Approach 1, in coordination with and subject to the approval of the SANBAG Board. However, an amendment to the Nexus Study is required for this to occur. Estimates of revenue that may be generated by the development mitigation program are referenced in the Financial Analysis sections of this Strategic Plan for the relevant Valley and Victor Valley programs. Appendices J and K of the CMP should be referenced for policies governing structure of the development mitigation program and its associated policies.

The 2007 update of the Nexus Study estimates that $1.2 billion in development contributions in the San Bernardino Valley could be available to interchanges, rail/highway grade separations, and arterial projects on the regional network to supplement Measure I resources. The Nexus Study estimates that approximately $460 million in development contributions could be available for such projects in the Victor Valley. Most jurisdictions have additional development-based fees and mitigation for local street projects that are not part of the regional network. Development contributions will likely be part of the funding picture for other Mountain/Desert subareas as well, but these will occur on a project-by-project basis in accordance with site-specific traffic studies and mitigation requirements.

2.4. Other Sources of Revenue

The purpose of this section is to provide an overview of state and federal funding for transportation, as related to the delivery of Measure I projects. A basic understanding of state and federal funding processes and trends is important to be able to establish sound policy direction. Additional information on state and federal funding programs is available on the SANBAG website.

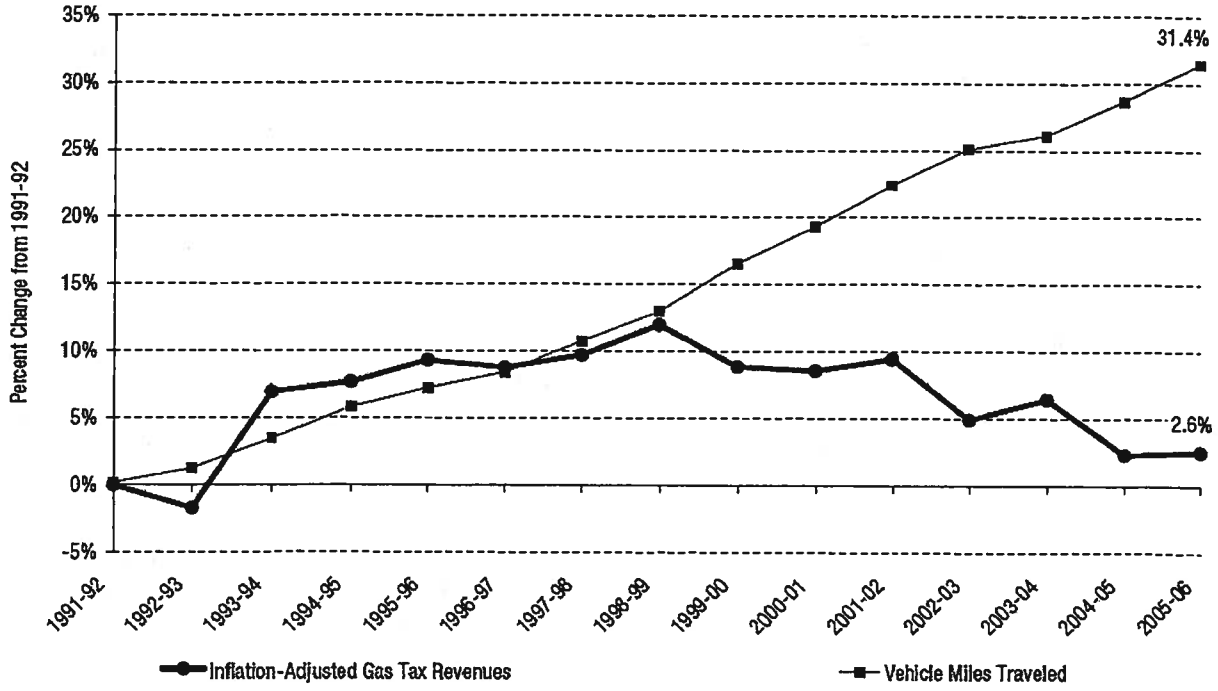
State and federal funding continues to be an important component of project delivery in the Measure I Expenditure Plan. However, the availability of state and federal funding has been steadily declining over the past 20 years. Through the mid-1990s in California, state and federal transportation revenues accounted for almost 75% of total transportation funding, and local agencies contributed approximately 25%. The local share is now approximately 51%, only a little over 10 years later. California has not raised its fuel tax since 1990, and virtually all of the gas tax available to the state is being used for maintenance of the existing system. Figure 2-2 shows a comparison of the increase in State gas tax revenue, on an inflation-adjusted basis, with the increase in travel within California in vehicle miles.

Additionally, the federal highway trust fund is in serious trouble, with indications that the fund will be completely exhausted in late summer 2009. It would have been exhausted in Fall 2008, were it not for an emergency infusion of $8 billion by Congress. An effort is being made in Congress to address the problem in advance of the reauthorization of the Federal Transportation Act, but it is a very difficult issue, considering the unpopular prospect of an increase to the federal gas tax.

Absent local option sales tax measures, few resources would be available for expansion of the transportation system in California. In total, as of 2007, 19 counties in California have adopted local option sales tax measures to fund transportation improvements. San Bernardino County's local option sales tax, Measure I, was initially approved in 1989 and reauthorized in 2004. Revenue from the initial Measure is projected to total $1.8 billion. Were it not for Measure I, the substantial improvements to the regional highway system would not have been possible.

Figure 2-2

Increase in Inflation-Adjusted State Gas Tax Revenue vs. Vehicle Miles of Travel



Source: Legislative Analyst's Office

The continuity and sustainability of state and federal funding is uncertain, at best. It is against this backdrop that financial planning for the Measure I 2010-2040 Strategic Plan has been conducted. Appendix B provides a brief overview of the sources and uses of State and federal transportation funding as they are known at this time.

2.5. Strategic Plan Updates and Amendments

This Measure I 2010-2040 Strategic Plan is intended to be updated periodically to reflect changes in project costs, revenues, economic conditions, and project priorities that will undoubtedly occur over the 30-year life of the Measure. Section XIV (1) of the San Bernardino County Transportation Authority Ordinance No. 04-01 states, "Beginning in 2015, and at least every ten years thereafter, the Authority shall review, and where necessary, propose revision to the Expenditure Plan." It is expected that Expenditure Plan revisions such as those contemplated by Ordinance 04-01 would trigger reconsideration of the Strategic Plan as well. However, changes in Strategic Plan policy to reflect marked changes in fiscal conditions and transportation priorities can be considered at any time deemed appropriate by a majority of the SANBAG Board of Directors.

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TRANSPORTATION MEASURE I

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

Minute Action

AGENDA ITEM: 12

Date: November 19, 2008

Subject: Final Accounting for SR-210 Right-of-Way Costs

Recommendation:* 1) Receive report on SR-210 final right-of-way capital expenditures totaling $122,806,500

2) Acknowledge $26,679,500 in expenditures over the programmed State Transportation Improvement Program (STIP) amount which will count against San Bernardino County's (STIP) share.

Background: The right-of-way for the SR-210 Freeway was funded by State Transportation Improvement Program (STIP) funds, as recommended by the SANBAG Board of Directors. The SR-210 was designated as a corridor project. A corridor project allows flexibility in utilizing the funds on all the segments on the corridor. The right-of-way funds for the SR-210/I-10 Direct Connector project were segregated from the corridor to be in compliance with the Corridor Mobility Improvement Account guidelines.

The STIP Guidelines require that for corridor projects, the final project expenditures, actual plus estimated, are deferred until the time the California Transportation Commission (CTC) makes an allocation for the last construction segment. With the completion of the last segment of SR-210, the final project expenditures have been finalized.

*

Approved
Plans and Programming Committee

Date: *November 19, 2008*

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

The actual final right-of-way capital expenditures are $211,742,262, totaling $115,615,262 above the $96,127,000 programmed by SANBAG. Per the STIP Guidelines, the project is responsible for all costs; costs over the programmed amount are to be counted against the county's future share of STIP funding. CTC and Caltrans staff, understanding what an impact this late development would have on SANBAG's program, have worked with SANBAG to develop a plan that will reduce the impacts.

Normally, the excess land sales are credited to the statewide STIP fund. However, CTC and Caltrans staff have agreed to credit the excess land sales to reduce the deficit. The SR-210 excess land credit is $58,993,155, reducing the deficit to $56,622,107.

The final right-of-way capital expenditures include both actual and estimated expenditures. The items that are estimated in the expenditures are condemnation cases and inverse condemnations. The SR-210 has three outstanding inverse condemnation cases which consist of the Colonies, Cactus Basin, and Williamson claims against Caltrans and SANBAG. It has been agreed that the final accounting will not include any funds for these inverse condemnation cases. In other words, any settlement against Caltrans will not count against SANBAG's STIP share. Crediting the total condemnation and inverse condemnation expenditures of $29,942,607, leaves an outstanding deficit of $26,679,500.

SANBAG and Caltrans staffs have been working on final accounting for SR-210 right-of-way since December 2007. The numerous project phases which have been split and combined over the development of this corridor lead to accounting issues and a changing right-of-way capital balance until the final expenditures were tabulated. If there had been an on-going, clear understanding of the balance, SANBAG would have been responsible to fund the total shortfall in prior STIPs. The actions recommended in this item, with concurrence of Caltrans and the CTC, will represent a final accounting for close-out of SR-210 right-of-way costs, leaving SANBAG with a final responsibility for $26,679,500 and the ability to account for the amounts owed over the next three STIP cycles

Financial Impact: This action will reduce the future STIP allocations to San Bernardino County by $26,679,500.

Reviewed By: This item was reviewed by the Major Projects Committee on November 13, 2008. This item will be reviewed by the Plans and Programming Committee on November 19, 2008.

Responsible Staff: Ty Schuiling, Director of Planning and Programming

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DRAFT Analysis of Expenditures and Excess Land Sales
For SBD 210
As of 10/28/2008

Type of Expenditures and Encumbrances	Object Code	Actual Expenditures Encumbrances	Future Needs	Final R/W Estimate
Title and Escrow Fees	034	578,450		578,450
Acquisition of Real Property + (AOs 052, 053, 059, 080)	050	118,501,516		118,501,516
Right of Way Utility Relocation	054	47,359,587		47,359,587
Relocation Assistance Payments	055	3,987,982		3,987,982
Demolition and Clearance	056	3,828,575		3,828,575
Project Development Permit Fees	088	16,727		16,727
Condemnation Deposits	090	875,685	2,000,000	2,875,685
Jury, Recording, Reporter Fees - Condemnation	130	1,447,812		1,447,812
Expert Appraisers and Witnesses - Condemnation	131	3,203,317		3,203,317
Jury, Recording, Reporter Fees - Inverse	230	795,583		795,583
Expert Appraisers and Witnesses - Inverse + (AO 170)	231	22,291,183	6,855,841	29,147,024
Total Estimated Expenditures and Encumbrances		202,886,417	8,855,841	211,742,258
Less: Inverse Condemnation and Related Costs		(23,086,766)	(6,855,841)	(29,942,607)
Less: Excess Land Sales or Estimated Sales		(45,885,655)	(13,107,500)	(58,993,155)
Note: Estimates were provided by District 08 and HQ's staff				
Final Right of Way Capital Estimate		**$ 133,913,996**	**$ (11,107,500)**	**$ 122,806,496**

Source: TRAMS Operating File
Prepared by: David Vakil
Date: 11/03/08
Tel: (916) 654-4616

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TRANSPORTATION MEASURE I

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

Minute Action

AGENDA ITEM: 13

Date: November 19, 2008

Subject: Fiscal Year 2010 Federal Appropriations Process and Project Nominations

Recommendation:* Review the Federal Appropriations Process and Project Nominations.

Background:

Annual Federal Appropriations Process

The annual federal appropriations process is undertaken each year by Congress and typically begins in late-January when Congressional delegations begin to accept projects to consider for inclusion in an appropriations bill. The appropriations process is directly linked to discretionary spending as it pertains to congressional budget authority subject to annual funding decisions.

While there are 12 different appropriations bills, each year SANBAG seeks funds from the annual Transportation, Housing and Urban Development appropriations (THUD) bill.

The federal fiscal year (FY) begins each October 1st and ends each September 30th and so the appropriations bill is advocated for one year in advance. For example, in 2009, SANBAG will begin advocating for discretionary spending requests to be included in the Fiscal Year 2010 THUD bill.

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Approved
Plans and Programs Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

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In reviewing the appropriations process, it is important to understand the difference between the terms "authorization" and "appropriation." An authorization establishes continues or modifies a program or grant authority for a given program to do something; similar to approving money to go into a federal checking account for a specific program. An appropriation, however, is specific budget authority for the program or agency to withdraw a specific amount of funds from the federal Treasury to do what is authorized to do; similar to "writing a check" on the federal checking account. More specifically, and this process pertains to transportation, the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), which is a federal transportation authorization bill, directs spending that is appropriated on an annual basis. The annual appropriations process "writes the check" for projects and funding levels authorized by SAFETEA-LU and may also appropriate additional discretionary funds.

SANBAG's Evaluation of the Appropriations Process

Each year, SANBAG is guided by its board approved legislative platform to seek legislative remedies for transportation policy and funding of transportation infrastructure projects. Additionally, SANBAG annually adopts a list of specific projects to advocate for as a part of the federal appropriations process. Since the passage of SAFETEA-LU, SANBAG staff – along with the assistance of Van Scoyoc Associates, SANBAG's federal advocates – has tracked a trend whereby earmarks for discretionary funding provided by the annual appropriations process continue to be extremely competitive.

- FY 2007: Congress did not complete a transportation appropriations bill, choosing to fund programs through a year-long Continuing Resolution. In the absence of legislation, discretionary spending was left to the Department of Transportation.

- FY 2008: SANBAG received over $4 million in earmarked funds in the transportation appropriations bill. This was in addition to the FY 2008 funding provided by SAFETEA-LU, the current surface transportation bill.

- FY 2009: Congress passed a Continuing Resolution which funds the federal government through March 5th. House and Senate Appropriations conferees are expected to work to pass final versions of the FY 2009 bills in January.

SANBAG's Congressional delegation includes Senator Feinstein, Senator Boxer, Congressman Baca, Congressman Dreier, Congressman Lewis, Congressman McKeon and Congressman Miller. For the FY2008 appropriations bill, most of our Congressional delegates supported one to three of this region's requests for discretionary funds.

Current Political Factors Affecting the Appropriations Process

During this past legislative cycle, the National Surface Transportation Policy and Revenue Study Commission, also known as the 1909 Commission, issued a report that provided recommendations to Congress to increase the federal role for transportation infrastructure. The report's recommendations for a $0.25-$0.40 federal gas tax increase was criticized by the Administration and some in Congress, signaling possible resistance to identifying revenue that will adequately fund transportation infrastructure needs for maintenance and new construction.

- The result of the current elections will create changes in committee assignments and a change of legislative priorities; the extent of these changes is not yet known.
- Transportation as a federal priority continues to fall below other legislative priorities in Congress.
- The Highway Trust Fund continues to fall short of funding needs as mandated by SAFETEA-LU; the fund was nearly bankrupt in September.
- If earmarks are provided in a given THUD appropriations bill, the number and the amount of such earmarks continues to shrink.

SANBAG's Recommendations for FY2010 Appropriations

Due to the state of the Highway Trust Fund, SANBAG encourages the Board to advocate for a permanent solution to keep the fund solvent. Additionally, SANBAG encourages the Board to continue advocating for the same projects submitted to Congress last year for discretionary funds to illustrate a continued need for these earmarks.

The projects listed below, as approved in January 2008, reflect the Board's commitment to address hours of delay and congestion relief along three major highway corridors – those corridors being I-10, I-15 and I-215 – and receive additional specialized funds for other projects of regional benefit where potential federal monies could help advance a project to the next phase. Please recognize that when this list of projects is submitted to Congress, SANBAG officials will be asked by our delegation offices to rank them in terms of priority importance.

FY2010 Federal Appropriations – Staff Recommendation

Congressional District	Project	Amount Requested
Baca	I-10 Corridor: Cherry/Citrus Improvement Project	$3 million
Baca	San Bernardino sbX Project	$4 million
Dreier	I-15 Corridor: Base Line Interchange	$1.5 million
Lewis	Needles Highway	$5 million
Lewis/McKeon	I-15 Corridor: Devore Interchange Improvements	$5 million
Lewis/McKeon	I-15 Corridor: La Mesa Nisqualli Interchange	$5 million
Lewis/McKeon	I-15 Corridor: Ranchero Rd. Interchange	$3 million
McKeon	HDC: Development and Interchange, Phase I	$5 million
McKeon	Victor Valley Transit Facility	$3 million

The Board's review of the projects listed above should be mindful that the annual appropriations process is extremely competitive and that projects submitted to Congress for federal appropriation are typically smaller requests than projects submitted for the multi-year transportation authorization bill.

Financial Impact: Funding for SANBAG's legislative program is consistent with the adopted SANBAG Budget Task No. 50309000.

Reviewed By: This item was reviewed by the Administrative Committee on November 12, 2008 *(Meeting chaired by Paul Eaton)* and is scheduled for review by the Plans and Programs Committee on November 19, 2008, the Commuter Rail Committee on November 20, 2008, and the Mountain Desert Committee on November 21, 2008.

Responsible Staff: Jennifer Franco, Director of Intergovernmental and Legislative Affairs

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TRANSPORTATION MEASURE I

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

Minute Action

AGENDA ITEM: 14

Date: November 19, 2008

Subject: SANBAG's Project Nomination Process for the Multi-year Federal Transportation Reauthorization Bill

Recommendation:* 1. Approve SANBAG's coordination with Southern California stakeholders regarding the federal transportation reauthorization bill; and

2. Approve project nomination criteria for projects to consider for inclusion in the upcoming federal transportation reauthorization bill

Background: The current federal transportation authorization act, also known as the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA – LU), will expire after September 30, 2009. The national debate on the form, content, and funding provisions of the next authorization bill has already begun. This item is intended to solicit the Board for input to help shape SANBAG's advocacy effort for SAFETEA-LU reauthorization.

Appropriations vs. Authorization

The process to advocate for projects to include in the upcoming SAFETEA-LU reauthorization bill differs from the process to include projects in the upcoming appropriations bill. An authorization establishes, continues or modifies a program or grant authority for a given program to do something; similar to approving

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Approved
Plans and Programs Committee

Date: _____

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

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money to go into a federal checking account for a specific program. An appropriation, however, is specific budget authority for the program or agency to withdraw a specific amount of funds from the federal Treasury to do what is authorized to do; similar to "writing a check" on the federal checking account. More specifically, and this process pertains to transportation, the SAFETEA-LU reauthorization bill will provide a multi-year funding commitment for transportation and will direct spending that will be appropriated on an annual basis. The annual appropriations process will "write the check" for projects and funding levels authorized by the next reauthorization bill and may also appropriate additional discretionary funds.

Anticipated Upcoming Schedule of Events

The House Transportation and Infrastructure (T&I) Committee Chairman Jim Oberstar intends to release a "detailed summary" of the House transportation reauthorization bill at the end of February, followed by a series of trips around the country to build support for the bill. The Committee hopes to vote on the bill by mid-April, followed by a House floor vote before Memorial Day.

Senator Barbara Boxer, chair of the Senate Environment and Public Works (EPW) Committee, has said she will follow the House, adding to the bill where Senate priorities are needed.

SANBAG's SAFETEA-LU Reauthorization Principles

In preparation for the upcoming advocacy effort regarding the next transportation authorization bill, the Board adopted principles for SAFETEA-LU reauthorization in July 2008 (please see Attachment #1). This document is being used to raise awareness of SANBAG's intentions for the next authorization with our Congressional delegation, local partners, other statewide and national organizations working on authorization policy and positions.

In addition to the Board's approval of the SANBAG principles for SAFETEA-LU reauthorization, the Board also approved statewide principles and directed SANBAG staff to continue its work with the statewide effort to solidify these principles; this effort is still ongoing. SANBAG staff also recommends Board direction to coordinate with our Southern California stakeholders to develop a region-wide set of principles that addresses transportation issues unique to the entire region and to partner together on advocating for such issues.

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Suggested Criteria for Reauthorization Bill Projects

The next transportation authorization bill is likely to include an opportunity to advocate for specific projects. As such, SANBAG staff has developed criteria by which local jurisdictions may nominate projects for inclusion in SANBAG's advocacy effort (please see Attachment #2). The attached document provides guidance in selecting specific projects to advocate for in the next transportation authorization bill and assures the most competitive projects will be nominated for this purpose.

SANBAG staff recommends project nominations be submitted to SANBAG by December 1, 2008, which will, in turn, be presented to December's Administrative Committee for consideration.

Financial Impact: Funding for SANBAG's legislative program is consistent with the adopted SANBAG Budget Task No. 50309000.

Reviewed By: This item was reviewed and unanimously recommended for approval by the Administrative Committee on November 12, 2008 *(Meeting chaired by Paul Eaton)* and is scheduled for review by the Plans and Programs Committee on November 19, 2008, and the Mountain Desert Committee on November 21, 2008.

Responsible Staff: Jennifer Franco, Director of Intergovernmental and Legislative Affairs

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ATTACHMENT #1

San Bernardino Associated Governments on Federal Transportation Authorization 2008

The current federal transportation authorization act, also known as the Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA – LU), will expire after September 30, 2009. As a new authorization bill is crafted in Congress, the following topic areas are vital to the preservation and operation of highways and transit systems in San Bernardino County.

1. **Rebuild and maintain transportation infrastructure in a good state of repair.**
   Conditions on San Bernardino County's surface transportation systems are deteriorating and require near doubling of the current financial commitment to bring the system to a state of good repair.

   - Give a high priority to preservation and maintenance of the existing system of roads, highways, bridges and transit.

2. **Ensure the financial integrity of the Highway and Transit Trust Funds, and authorize innovative funding mechanisms.**
   Current transportation revenue streams are not appropriately funding transportation infrastructure. The current per gallon gas tax will not provide the needed revenue funding stability. Funding for transportation infrastructure requires a steady, reliable funding source spanning multiple years.

   - Maintain a user-based, pay-as-you-go system.
   - Continue the budgetary protections for the Highway Trust Fund and General Fund supplementation of the Mass Transportation Account.
   - Assure a federal funding commitment that supports a program size based on an objective analysis of national needs.
   - Diversify and augment trust fund resources, authorize states to implement innovative funding mechanisms, and alternatives to the per-gallon gasoline tax that are accepted by the public.
   - Reserve earmarks only for those projects in approved transportation plans and programs.

3. **Enhance mobility through congestion relief within and between San Bernardino County metropolitan areas.**
   Southern California requires federal assistance to meet U.S. EPA air quality regulations. San Bernardino urban areas have some of the worst congestion and air quality in the nation.

   - Increase funding for enhanced capacity for all modes aimed at reducing congestion and promoting mobility in the most congested areas.
   - Provide increased state flexibility to implement performance-based infrastructure projects and public-private partnerships (P3), including innovative finance programs and interstate tolling.
   - Consolidate federal programs by combining existing programs using needs, performance-based, and air quality criteria.
   - Expand project eligibility within programs and increase flexibility among programs.

4. **Establish goods movement, as a national economic priority.**
   The efficient movement of goods from ports of entry and across state and international boundaries increases the nation's ability to remain globally competitive and generate jobs. San Bernardino County's transportation system is greatly impacted by the movement of freight from the ports of Long Beach and Los Angeles to the rest of the nation.

   - Create a new federal program and funding sources dedicated to relieving freight congestion.
   - Ensure state and local flexibility in project selection.

- Grant priority for federal funding to projects of national significance that have a substantial state/local match.
- Fund mitigation of environmental and community impacts associated with goods movement.
- Prioritize the Southern California Consensus Corridor, which includes the Alameda Corridor East, I-10 and I-15.

5. **Strengthen comprehensive environmental stewardship.**
Environmental mitigation needs to be considered as part of every project and program.

- Integrate consideration of climate change and joint land use-transportation linkages into the planning process.
- Provide funding for planning and implementation of measures that have the potential to reduce emissions and improve health such as new vehicle technologies, alternative fuels, clean transit vehicles, transit-oriented development and increased transit usage, ride-sharing, and bicycle and pedestrian travel.
- Provide funding to mitigate the air, water and other environmental impacts of transportation projects.
- Ensure regulation of emissions from interstate trucks and trains and international shipping sufficient to guarantee those sources contribute their fair share to attaining federal health standards.

6. **Strengthen the federal commitment to safety and security.**
SANBAG recognizes that traffic safety saves lives, reduces injury, and assists in optimizing the flow of traffic.

- Increase funding for safety projects aimed at reducing fatalities.
- Support behavioral safety programs – speed, occupant restraint, driving under the influence of alcohol or drugs, road-sharing, etc. -- through enforcement and education.
- Address licensing, driver improvement, and adjudication issues and their impact on traffic safety.
- Assess and integrate emerging traffic safety technologies, including improved data collection systems.
- Fund a national program to provide security on our nation's transportation systems, including public transit.

7. **Streamline Project Delivery**
It is critical that environmental clearances and reviews be done expediently, in a manner consistent with good stewardship of natural resources.

- Increase opportunities for state stewardship through delegation programs for NEPA, air quality conformity, transit projects, etc.
- Increase state flexibility for using at-risk design and design-build.
- Ensure that federal project oversight is commensurate to the amount of federal funding.
- Require federal permitting agencies to engage actively and collaboratively in project development and approval.
- Integrate planning, project development, review, permitting, and environmental processes to reduce delay.
- Align NEPA to CEQA where it makes sense to do so.

ATTACHMENT #2

Federal Reauthorization Project Criteria

San Bernardino Associated Governments (SANBAG) is formulating a strategy for the next transportation authorization bill, which is likely to include an opportunity to advocate for specific projects. Please assist SANBAG with identifying projects that will improve and maintain our existing transportation infrastructure in a manner that meets regional and national priorities by utilizing the criteria below:

- ***The nominated project is in the latest approved, conforming Regional Transportation Plan (RTP) AND in the Measure I (2010-2040) Expenditure Plan. (YES/NO)***
  Inclusion of a project in the approved, conforming RTP and in the Measure I expenditure plan demonstrates regional need, a financial commitment, and consistency with requirements to improve air quality.

- ***The nominated project has completed National Environmental Protection Act (NEPA) clearance or is in the clearance process. (YES/NO)***
  Projects that receive federal funds must complete the NEPA clearance process. Projects that have already completed or that are about to complete the NEPA process are considered more competitive.

- ***The nominated project is in the Regional Transportation Improvement Program (RTIP). (YES/NO)***
  The RTIP is a 5- year programming document that includes all regionally significant projects, regardless of funding source. Candidate projects not in the RTIP would have to be amended in, resulting in delay.

- ***Federal funding for this project would save Measure I funds for other projects. (YES/NO)***
  Federal funding for the nominated project would supplant Measure I funds, which could, in turn, be moved to other projects important to SANBAG.

- ***The nominated project is a freeway improvement, freeway interchange improvement, grade separation, rapid bus project (BRT), light rail, or commuter rail project. (YES/NO)***
  According to SANBAG's Measure I strategic planning process, particular emphasis has been given to the types of projects listed above. Nominated projects fitting one of the above descriptions are also more likely to match priorities in the next federal authorization bill.

- **The nominated project is on a trade corridor of national significance. (YES/NO)**
  Trade corridors of national significance are key freight corridors as defined by Congress, which includes I-10, I-15 and the Alameda Corridor East. Nominated projects along I-10 and I-15 may include interchange and mainline improvements. Alameda Corridor East grade separations also meet this criterion.

- ***Nominated Valley freeway interchanges: in the top 10 of the interchange prioritization list. (YES/NO)***
  Nominated Valley freeway interchanges should be among the top 10 of SANBAG's interchange prioritization list.

- ***For Valley or Victor Valley interchanges s or grade separations, the development share is committed. (YES/NO)***
  The development share has been identified and committed for the nominated project.

- ***Nominated Grade Separations: top ten on prioritized list AND already federalized, OR amount of proposed federal funding more than offsets the reduction in railroad contribution and cost of delay associated with NEPA compliance. (YES/NO)***
  Grade separation projects that are already federalized are preferred.

- ***Nominated project will be able to start construction by 2014. (YES/NO)***
  The nominated project will have completed all pre-construction phases in time to begin construction by 2014.

- ***The project is supported by multiple jurisdictions. (YES/NO)***
  The nominated project is supported by multiple jurisdictions.

SANBAG Acronym List

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CAC	Call Answering Center
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DMO	Data Management Office
DOT	Department of Transportation
E&H	Elderly and Handicapped
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	United States Environmental Protection Agency
ETC	Employee Transportation Coordinator
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICMA	International City/County Management Association
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MIS	Major Investment Study
MOU	Memorandum of Understanding

MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTP	Metropolitan Transportation Plan
NAT	Needles Area Transit
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PPM	Planning, Programming and Monitoring Funds
PSR	Project Study Report
PTA	Public Transportation Account
PVEA	Petroleum Violation Escrow Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
ROD	Record of Decision
RTAC	Regional Transportation Agencies' Coalition
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SANBAG	San Bernardino Associated Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
SRTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21st Century
TIA	Traffic Impact Analysis
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TOC	Traffic Operations Center
TOPRS	Transit Operator Performance Reporting System
TSM	Transportation Systems Management
USFWS	United States Fish and Wildlife Service
UZAs	Urbanized Areas
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

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Working Together

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