

AGENDA
Board of Directors Meeting
June 6, 2018

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

******Convene Regular Meeting at 10:30 a.m.******

LOCATION

San Bernardino County Transportation Authority
Santa Fe Depot – First Floor Lobby Board Room
1170 W. 3rd Street, San Bernardino, CA

Board of Directors

President

Alan Wapner, Mayor Pro Tem
City of Ontario

Vice-President

James Ramos, Supervisor
County of San Bernardino

Rich Kerr, Mayor
City of Adelanto

Curt Emick, Council Member
Town of Apple Valley

Julie McIntyre, Mayor
City of Barstow

Bill Jahn, Council Member
City of Big Bear Lake

Eunice Ulloa, Mayor
City of Chino

Ray Marquez, Council Member
City of Chino Hills

Frank Navarro, Council Member
City of Colton

Acquanetta Warren, Mayor
City of Fontana

Darcy McNaboe, Mayor
City of Grand Terrace

Bill Holland, Mayor Pro Tem
City of Hesperia

Larry McCallon, Mayor
City of Highland

Rhodes “Dusty” Rigsby, Mayor
City of Loma Linda

John Dutrey, Council Member
City of Montclair

Edward Paget, Mayor
City of Needles

L. Dennis Michael, Mayor
City of Rancho Cucamonga

Toni Momberger, Council Member
City of Redlands, Alternate

Deborah Robertson, Mayor
City of Rialto

R. Carey Davis, Mayor
City of San Bernardino

Joel Klink, Council Member
City of Twenty-nine Palms

Debbie Stone, Mayor
City of Upland

Jim Kennedy, Council Member
City of Victorville

David Avila, Council Member
City of Yucaipa

Rick Denison, Mayor
Town of Yucca Valley

Robert Lovingood, Supervisor
County of San Bernardino

Janice Rutherford, Supervisor
County of San Bernardino

Curt Hagman, Supervisor
County of San Bernardino

Josie Gonzales, Supervisor
County of San Bernardino

John Bulinski, Caltrans
Ex-Officio Member

Ray Wolfe, *Executive Director*

Eileen Teichert, *General Counsel*

**San Bernardino County Transportation Authority
San Bernardino Council of Governments**

AGENDA

Board of Directors

June 6, 2018

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

CLOSED SESSION

1. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION

Pursuant to Government Code Section 54956.9(d)(1)--16 cases

- a. SBCTA--*In re: Lumbermen's Mutual Casualty Company, In Liquidation*
Office of Special Deputy Receiver, Docket No. 12 CH 24227
Circuit Court of Cook County, Illinois
- b. SBCTA--*In re: City of San Bernardino*
U.S. Bankruptcy Court, Central District of California, Case No.: 6.12-bk-28006-MJ
- c. SBCTA--*Southern California Gas Co. v. Ames Construction, Caltrans, SBCTA, et al.*
Riverside Superior Court Case No. RIC 1409810
- d. SBCTA--*San Bernardino County Transportation Commission v. Jong Uk Byun, Central Metal, Inc.*
San Bernardino Superior Court Case No. CIVDS 1302767
- e. SBCTA--*Central Metal, Inc. v. Shimmick Construction Company, Inc.*
San Bernardino Superior Court Case No. CIVDS 1518775
- f. SBCTA--*Central Metal, Inc. v. San Bernardino County Transportation Commission*
San Bernardino Superior Court Case No. CIVDS 1602934
- g. SBCTA--*Michael Foster v. State of California, County of San Bernardino, San Bernardino Associated Governments*
San Bernardino Superior Court Case No. CIVDS 1605806
- h. SBCTA--*George Cornwell, et al. v. Miguel Tiscareno, City of Rialto, San Bernardino Associated Governments*
San Bernardino Superior Court Case No. CIVDS 1514990
- i. SANBAG--*Abel Diaz and Martha Diaz, et al. v. Bluegill Construction, SAMAS, San Bernardino Associated Governments and Security Bank of California*
San Bernardino Superior Court Case No. CIVDS 1620712
- j. SBCTA--*Julie Wade v. San Bernardino Associated Governments, SCRRA, William Earl Wade, and William Earl Owens*
San Bernardino Superior Court Case No. CIVDS 1701866
- k. SBCTA--*Gilbert Ramos and Rosa Ramos v. San Bernardino County Transportation Authority, Caltrans*
San Bernardino Superior Court Case No. CIVDS 1707564
- l. SBCTA--*Tressy Capps, Ly Kou, Stephen Rogers, Lorena Masonis v. California Department of Transportation, San Bernardino County Transportation Authority*
San Bernardino Superior Court Case No. CIVDS 1711731

- m. SBCTA--*Bigg Dane & Beales's Texas BBQ, LLC v. City of Rancho Cucamonga, City of Fontana, San Bernardino Council of Governments*
San Bernardino Superior Court Case No. CIVDS 1714130
- n. SBCTA--*Southern California Edison v. SBCTA, Heirs and Devisees of Dee Kimura, etal.*
San Bernardino Superior Court Case No. CIVDS 1717318
- o. SBCTA--*Southern California Edison v. SBCTA, SCRRA, etal.*
San Bernardino Superior Court Case No. CIVDS 1717085
- p. SBCTA--*Southern California Edison v. SBCTA, BNSF, etal.*
San Bernardino Superior Court Case No. CIVDS 1811360

2. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION

(Threatened) Pursuant to Government Code Section 54956.9(d)(2)--1 case

SANBAG--Claim filed by Brenda Corbett and Roy Corbett

Based on existing facts and circumstances there is a significant exposure to litigation.

3. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION

(Initiation) Pursuant to Government Code Section 54956.9(d)(4)--3 cases by SBCTA

4. Public Employee Performance Evaluation

Pursuant to Government Code Section 54957

Title: Executive Director

5. Conference with Labor Negotiator

Pursuant to Government Code Section 54957.6

Agency designated representative: Board President, Alan D. Wapner

Unrepresented Employee: Executive Director

6. Public Employee Performance Evaluation

Pursuant to Government Code Section 54957

Title: General Counsel

7. Conference with Labor Negotiator

Pursuant to Government Code Section 54957.6

Agency designated representative: Board President, Alan D. Wapner

Unrepresented Employee: General Counsel

**** Convene Regular Meeting at 10:30 a.m. ****

1170 W. 3rd Street, 1st Floor Lobby Board Room, San Bernardino

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

CALL TO ORDER

(Meeting Chaired by Alan Wapner)

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

Possible Conflict of Interest Issues

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

1. Information Relative to Possible Conflict of Interest

Pg. 19

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

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

CONSENT CALENDAR

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

Consent - Administrative Matters

2. April 2018 Procurement Report

Pg. 24

Receive the April 2018 Procurement Report.

Presenter: Hilda Flores

This item was received by the General Policy Committee on May 9, 2018.

3. Financial Policy No. 20000

Pg. 33

That the Board:

A. Acting as the San Bernardino County Transportation Authority, approve amending Policy No. 20000, Financial Policies, with staff recommended changes to add a Section on References, change Section X Capital Outlay to specify type of assets and conduct annual inventory of capital assets, and modify Section XII Auditing Policies to include annual internal control assessment.

B. Acting as the San Bernardino Associated Governments, approve amending Policy No. 20000, Financial Policies, with staff recommended changes to add a Section on References, change Section X Capital Outlay to specify type of assets and conduct annual inventory of capital assets, and modify Section XII Auditing Policies to include annual internal control assessment.

Presenter: Hilda Flores

This item was reviewed and unanimously recommended for approval by the General Policy Committee on May 9, 2018. SBCTA General Counsel has reviewed this item and the draft policy.

4. Update Investment Policy No. 20100

Pg. 39

That the Board:

A. Acting as the San Bernardino County Transportation Authority, effective July 1, 2018:

- Approve existing Investment Policy No. 20100 with staff recommended changes to Paragraphs IX (sections F, G, H, I, N, P, and Q), XIV and XVI with minor modifications for clarification purposes; and

- Delegate for a one-year period authority to invest or reinvest San Bernardino County Transportation Authority (SBCTA) funds, or to sell or exchange securities so purchased, pursuant to Policy No. 20100 to SBCTA's Treasurer, who shall serve as SBCTA's Chief Financial Officer and Treasurer.

B. Acting as the San Bernardino Associated Governments (SBCOG), effective July 1, 2018:

- Approve and authorize pooling SBCOG funds with SBCTA funds to be invested in accordance with SBCTA's Investment Policy No. 20100; and
- Delegate for a one-year period authority to invest or reinvest SBCOG funds, or to sell or exchange securities so purchased, pursuant to Policy No. 20100 to SBCTA's Treasurer, who shall serve as SBCOG's Chief Financial Officer and Treasurer.

Presenter: Hilda Flores

This item was reviewed and unanimously recommended for approval by the General Policy Committee on May 9, 2018. SBCTA General Counsel has reviewed this item and the draft policy.

5. Measure I Local Pass-Through Compliance and Transportation Development Act Audits for Fiscal Year 2016/2017 for the City of Adelanto Pg. 51

A. Review and receive the Measure I Audit Report of Local Pass-Through Funds for Fiscal Year 2016/2017 for the City of Adelanto.

B. Review and receive the Transportation Development Act Fund Audit Report for Fiscal Year 2016/2017 for the City of Adelanto. **Presenter: Hilda Flores**

This item was received by the General Policy Committee on May 9, 2018. The MSI audit report was reviewed by the Independent Taxpayer Oversight Committee (ITOC) on April 11, 2018 and determined to be consistent with the provisions of the Measure I Expenditure Plan and Ordinance No. 04-01.

6. Fiscal Year 2018/2019 Initiatives and Action Plan Pg. 54

Receive the Fiscal Year 2018/2019 Initiatives and Action Plan.

Presenter: Raymond Wolfe

This item was received by the General Policy Committee on May 9, 2018.

Consent - Air Quality/Traveler Services

7. Tow Operator Contract Amendments for Emergency Coverage of FSP along Beat 10 Pg. 55

That the Board of Directors, acting as the San Bernardino County Transportation Authority:

A. Authorize the Executive Director or designee to execute Amendment No. 3 to Agreement No. 16-1001523 with Royal Coaches Towing, increasing the contract amount by \$117,908 for a revised not-to-exceed amount of \$2,363,549 through the contract termination of April 30, 2022. Royal Coaches Towing will be providing emergency Freeway Service Patrol (FSP) coverage services along Beat 10 during the Monday through Friday hours of operation.

B. Authorize the Executive Director or designee to execute Amendment No. 2 to Agreement No. 15-1001224 with Airport Mobil Towing, increasing the contract amount by \$116,416 for a revised not-to-exceed amount of \$1,755,777 through the contract termination of September 30, 2020. Airport Mobil Towing will be providing emergency FSP coverage services along Beat 10 during the Monday through Friday hours of operation.

Presenter: Duane Baker

This item was reviewed and unanimously recommended for approval by the General Policy Committee on May 9, 2018. General Counsel and the Procurement Manager have reviewed this item and the draft amendments.

- 8. Agreement with the Riverside County Transportation Commission for implementation of the San Bernardino County Rideshare, Trip Reduction and 511 Programs** Pg. 63

That the Board of Directors, acting as the San Bernardino County Transportation Authority, approve Contract No. 18-1001950 with Riverside County Transportation Commission for Rideshare, Trip Reduction, and 511 Programs, effective July 1, 2018 through June 30, 2019, in an amount not-to-exceed \$1,550,000.

Presenter: Duane Baker

This item was reviewed and unanimously recommended for approval by the Transit Committee on May 10, 2018. SBCTA General Counsel and Procurement Manager have reviewed this item, the draft agreement and the scope of work.

Consent - Transit

- 9. Board Appointment to the Southern California Regional Rail Authority Board** Pg. 69

That the Board, acting as the San Bernardino County Transportation Authority, approve the appointment of Mayor R. Carey Davis, City of San Bernardino, to the Southern California Regional Rail Authority Board of Directors as an alternate member, replacing Council Member Jon Harrison, who resigned effective May 4, 2018.

Presenter: Carrie Schindler

This item was reviewed and unanimously recommended for approval by the Transit Committee on May 10, 2018.

- 10. RPRP: Environmental Impact Report - Addendum No. 6** Pg. 70

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

A. Find, based upon Addendum No. 6, that Public Resources Code Section 21166 and California Environmental Quality Act (CEQA) Guideline 15162 do not require preparation of a subsequent report, and that preparation of Addendum No. 6 to the Redlands Passenger Rail Project Final Environmental Impact Report is appropriate and consistent with CEQA Guideline 15164; and

B. Approve Addendum No. 6 to the Redlands Passenger Rail Project Final Environmental Impact Report dated March 4, 2015; and

C. Approve the refined Redlands Passenger Rail Project as described in Addendum No. 6.

Presenter: Carrie Schindler

This item was reviewed and unanimously recommended for approval by the Transit Committee on May 10, 2018. SBCTA General Counsel has reviewed this item and the addendum.

- 11. RPRP: Increase Contingency for Future DMU Vehicle Modification** Pg. 73

That the Board, acting as the San Bernardino County Transportation Authority, approve an increase in the amount of contingency authorized for Contract No. 16-1001531 with Stadler US Inc., for Procurement of Diesel Multiple Unit Vehicles, by \$250,000 from \$3,140,508 to \$3,390,508, to fund the cost of additional design and manufacturing efforts to facilitate future installation of retractable steps to accommodate Metrolink's legacy station 8-inch platform height.

Presenter: Carrie Schindler

This item was reviewed and unanimously recommended for approval by the Transit Committee on May 10, 2018. SBCTA General Counsel and Procurement Manager have reviewed this item.

- 12. Operations and Maintenance Costs for Various Transit Modes** Pg. 76
Receive and file an analysis of operations and maintenance costs for various transit modes.
Presenter: Carrie Schindler
This item was received by the Transit Committee on May 10, 2018.
- 13. RPRP: Right-of-Way Acquisitions Update** Pg. 92
Receive and file an update of the right-of-way acquisitions associated with the Redlands Passenger Rail Project.
Presenter: Carrie Schindler
This item was received by the Transit Committee on May 10, 2018.
- 14. Hybrid-Rail Study Update** Pg. 100
Receive and file a presentation and status update on the San Bernardino Line Hybrid-Rail Study.
Presenter: Carrie Schindler
This item was received by the Transit Committee on May 10, 2018.
- 15. SCRRA Preliminary Budget Request for Fiscal Year 2018/2019** Pg. 120
That the Board, acting as the San Bernardino County Transportation Authority, approve the Southern California Regional Rail Authority Preliminary Budget Request for Fiscal Year 2018/2019 in which the following subsidies are being requested:
- A. Operating assistance allocation of \$16,111,000 paid for with \$11,002,836 in Valley Local Transportation Funds, \$4,358,164 of Federal Transit Administration Section 5337 State of Good Repair Funds, as well as surplus carry-over Valley Local Transportation Funds from Fiscal Year 2016/2017 in the amount of \$750,000;
 - B. Rehabilitation allocation of \$10,668,461 paid for with \$10,172,809 of Federal Transit Administration Section 5337 State of Good Repair Funds, and the remaining \$495,652 with State of Good Repair Funds – Operator Share;
 - C. Capital allocation of \$1,468,584 paid for with \$673,375 in Federal Transit Administration Section 5337 State of Good Repair Funds and \$795,209 in State Transit Assistance – Operator Share Funds.
- Due to the existing cost sharing formulas used by SCRRA, which distributes costs amongst the member agencies for system-wide and San Bernardino Line expenses, the full transmittal of SBCTA's allocation for Rehabilitation and New Capital Programs is contingent upon each of the five member agencies approving their full financial contribution, as part of SCRRA's preliminary Fiscal Year 2018/2019 budget request. **Presenter: Carrie Schindler**
This item was reviewed and unanimously recommended for approval by the Transit Committee on May 10, 2018.
- 16. Santa Fe Depot Station Lighting Repair Procurement** Pg. 169
That the Board, acting as the San Bernardino County Transportation Authority, receive and file a report on the procurement procedures used for the San Bernardino Santa Fe Depot Station lighting repair work in accordance with SBCTA Contracting and Procurement Policy No. 11000. **Presenter: Carrie Schindler**
This item was received by the Transit Committee on May 10, 2018. SBCTA General Counsel and Procurement Manager have reviewed this item.

Consent - Council of Governments

- 17. Resolution No. 18-069 Authorizing Placement of Assessments on the Tax Roll Related to the Property Assessed Clean Energy Program** Pg. 171

That the Board, acting as the San Bernardino Associated Governments (SBCOG), approve Resolution No. 18-069 authorizing the placement of assessments related to the Property Assessed Clean Energy program on the tax roll for Fiscal Year 2018/2019.

Presenter: Duane Baker

This item was reviewed and unanimously recommended for approval by the General Policy Committee on May 9, 2018. This item and the draft resolution were reviewed by SBCOG's General Counsel.

- 18. State and Federal Legislative Update** Pg. 175

Receive and file the May 2018 State and Federal Legislative Update.

Presenter: Otis Greer

This item was received by the General Policy Committee on May 9, 2018.

Consent - Transportation Programming and Fund Administration

- 19. Proposition 1B Trade Corridors Improvement Fund Programming** Pg. 196

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

A. Approve programming \$4,973,000 in Trade Corridors Improvement Fund (TCIF) for the I-10 Corridor Contract 1 (Express Lanes) Project.

B. Authorize the Executive Director to execute the final TCIF Baseline Agreement No. 18-1001958 with the California Transportation Commission (CTC) and Caltrans for the I-10 Corridor Contract 1 (Express Lanes) Project after it is prepared by Caltrans and approved as to form by General Counsel.

Presenter: Andrea Zureick

This item was reviewed and unanimously recommended for approval by the General Policy Committee on May 9, 2018.

- 20. Unmet Transit Needs Public Hearings and Findings** Pg. 198

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

A. Review the testimony from the September 2017 Unmet Transit Needs Public Hearings.

B. Adopt Resolution No. 18-022 for Unmet Transit Needs Findings.

Presenter: Andrea Zureick

This item was reviewed and approved by the Public and Specialized Transportation Advisory and Coordination Council (PASTACC) on May 08, 2018. It was also reviewed and unanimously recommended for approval by the Transit Committee on May 10, 2018. The testimony and findings in this item were approved by Victor Valley Transit Authority on May 21, 2018, and the Morongo Basin Transit Authority on May 24, 2018. SBCTA General Counsel has reviewed this item and the Resolution.

21. Senate Bill 1 and Transit and Intercity Rail Capital Program Competitive Application Awards Pg. 211

Receive information on the results of Senate Bill 1 and Transit and Intercity Rail Capital Program competitive awards to San Bernardino County agencies.

Presenter: Andrea Zureick

This item was reviewed by the Transit Committee and the Board of Directors Metro Valley Study Session on May 10, 2018, and the Mountain/Desert Policy Committee on May 18, 2018.

22. Allocation of Major Local Highway Program Funds to City of Twentynine Palms Pg. 216

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

A. Reallocate \$23,697 in unused Major Local Highway Program funds from Funding Agreement 15-1001090 to Funding Agreement 18-1001935 with the City of Twentynine Palms for the State Route 62 at Lear Avenue Traffic Signal Project.

B. Allocate \$30,000 in Morongo Basin Major Local Highway Program funds to the City of Twentynine Palms for the State Route 62 at Lear Avenue Traffic Signal Project.

C. Approve Funding Agreement 18-1001935 in the amount of \$53,697 with the City of Twentynine Palms for the State Route 62 at Lear Drive Traffic Signal Project.

D. Allow any construction phase invoice to be eligible for reimbursement under this contract.

Presenter: Andrea Zureick

This item was reviewed by the Mountain/Desert Policy Committee on May 18, 2018, without a quorum present. The Morongo Basin subarea partner agencies approved the allocation. SBCTA General Counsel and Procurement Manager have reviewed this item and draft contracts.

23. I-15/Ranchero Road Interchange Loan Agreement with the City of Hesperia Pg. 228

That the Board, acting as the San Bernardino County Transportation Authority approve Contract No. 17-1001629, a term loan agreement in the amount of \$18,762,403.05 with the City of Hesperia for the I-15/Ranchero Road Interchange Project, pursuant to existing Contract C12219 with the City of Hesperia and Victor Valley Policy 40013 VVMLH-32, which contains a provision that a \$2,750 loan fee for Lender's additional costs of administering the Term Loan will be paid by the City upon execution of the agreement.

Presenter: Andrea Zureick

This item was reviewed by the Mountain/Desert Policy Committee on May 18, 2018, without a quorum present. SBCTA General Counsel has reviewed this item and the draft agreement.

Consent Calendar Items Pulled for Discussion

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

DISCUSSION ITEMS

Discussion - Administrative Matters

24. Election of Officers for Fiscal Year 2018/2019

Pg. 247

The Board acting as the San Bernardino County Transportation Authority:

A. Receive Nominating Committee recommendations for Board President and Vice President.

B. Conduct elections for Board President and Vice President.

Presenter: Alan Wapner

This item has not received prior policy committee or technical advisory committee review. This item has been reviewed by General Counsel.

25. SBCTA 2018/2019 Proposed Budget

Pg. 249

A. Conduct the Public Hearing for the proposed Fiscal Year 2018/2019 budget; and

B. Adopt the San Bernardino County Transportation Authority (SBCTA) Fiscal Year 2018/2019 budget.

Presenter: Hilda Flores

The proposed budget was presented for review at the Board of Directors Budget Workshop held during the Board of Directors meeting on May 2, 2018. All SBCTA policy committees have reviewed task descriptions and budget for activities under their purview.

26. Appropriations Limitation for Fiscal Year 2018/2019

Pg. 251

That the Board, acting as the San Bernardino County Transportation Authority, adopt Resolution No. 18-070 establishing an appropriations limit of \$1,235,868,039 for Fiscal Year 2018/2019.

Presenter: Hilda Flores

This item has not received prior policy committee or technical advisory committee review. This item is being presented directly to the Board of Directors at its June 6, 2018 meeting, in conjunction with the adoption of the Fiscal Year 2018/2019 budget. SBCTA General Counsel has reviewed this item and the draft resolution.

27. Insurance Premium Update

Pg. 256

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

A. Approve the Fiscal Year 2018/2019 recommended renewals, coverage amounts and not-to-exceed premiums for the general liability, excess liability, public officials, crime, excess crime, automotive, property, and workers compensation insurance policies; and

B. Authorize the Chief Financial Officer to execute the insurance renewal documentation.

Presenter: Hilda Flores

This item has not been reviewed by any policy committee or technical advisory committee. The estimated premium amounts were reviewed by the General Policy Committee on May 9, 2018. SBCTA General Counsel has reviewed this item.

Discussion - Transit

28. Hearings to Consider Adoption of Resolutions of Necessity for Parcels for the Redlands Passenger Rail Project Pg. 258

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

A. Conduct a public hearing to consider condemnation of real property required for the Redlands Passenger Rail Project in the City of San Bernardino and Redlands.

B. Upon completion of a public hearing, adopt the Resolution of Necessity No. 18-036 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring necessary right-of-way and real property interests from: Ford Wholesale Company, Inc. of San Bernardino, a California Corporation (Project No. RPRP-266L-048 and Project No. RPRP-268L-048; Assessor's Parcel Number [APN] 0281-041-29). The Resolution must be approved by at least a two-thirds majority; and

C. Upon completion of a public hearing, adopt the Resolution of Necessity No. 18-066 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring necessary right-of-way and real property interests from: Spirit Master Funding X, LLC, a Delaware limited liability company (Project No. RPRP-505R-075; Assessor's Parcel Number [APN] 0169-281-45). The Resolution must be approved by at least a two-thirds majority; and

D. Upon completion of a public hearing, adopt the Resolution of Necessity No. 18-067 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring necessary right-of-way and real property interests from: Orange Street Plaza, LLC, a California limited liability company (Project No. RPRP-522L-080; Assessor's Parcel Number [APN] 0169-212-27). The Resolution must be approved by at least a two-thirds majority; and

E. Upon completion of a public hearing, adopt the Resolution of Necessity No. 18-068 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring necessary right-of-way and real property interests from: James F. Ver Steeg, Sr. (Project No. RPRP-526L-085; Assessor's Parcel Number [APN] 0169-236-07). The Resolution must be approved by at least a two-thirds majority.

Presenter: Carrie Schindler

This item was reviewed and recommended to proceed to hearings of Resolutions of Necessities by the Board of Directors at the Transit Committee on May 10, 2018. SBCTA General Counsel has reviewed this item and the Resolutions.

Discussion - Project Delivery

29. Interstate 10 Corridor Contract 1 Project Pg. 330

That the Board, acting as the San Bernardino County Transportation Authority (SBCTA):

A. Authorize the Executive Director or designee to award and execute contract 17-1001617 for the Interstate 10 (I-10) Corridor Contract 1 Toll System through a Toll Services Contract (TSP Contract) to TransCore, LP for \$27,839,626.89 upon satisfaction of all conditions precedent to such award as set forth in the Request for Proposal (RFP), including, but not limited to, concurrence in the award by the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) and to take any other actions necessary to effectuate the award and execution of the TSP Contract. (This contract value includes \$18,550,595.18 in capital costs to be funded from the I-10 Corridor Contract 1 funding plan and \$9,289,031.71 in operations and maintenance costs to be funded from future toll revenues); and

B. Approve allowances and contingencies in the amount of \$1,855,000 and authorize the Executive Director or designee to release as necessary for the I-10 Contract 1 TSP Contract 17-1001617; and

C. Authorize the Executive Director or designee to award and execute contract 17-1001599 in substantially the form attached for the I-10 Corridor Contract 1 Design Build (DB) Contract to Lane-Security Paving Joint Venture (LSJV) for \$672,900,000 upon satisfaction of all conditions precedent to such award as set forth in the RFP, including, but not limited to, concurrence in the award by Caltrans and FHWA, and allocation of State funds by the California Transportation Commission (CTC) in amounts consistent with the Project funding plan, and to take any other actions necessary to effectuate the award and execution of the DB Contract; and

D. Approve allowances of \$5,975,930 and contingency of \$67,290,000 and authorize the Executive Director or designee to release as necessary for the I-10 Contract 1 DB Contract 17-1001599 for a total amount of \$73,265,930; and

E. Authorize the Executive Director or designee to take actions necessary to effectuate the stipend payment of \$500,000 to the unsuccessful responsive shortlisted DB proposer Granite-Meyers-Rados Joint Venture; and

F. Approve the I-10 Corridor Contract 1 Project Funding Plan included as Attachment 6 and authorize the amount not to exceed \$58 Million of Measure I Investment as permitted under Paragraph IX, Section O of the SBCTA Investment Policy 20100; and

G. Authorize the Executive Director or designee to execute the rating agency engagement letters, and any other supporting agreements or documents related to the Transportation Infrastructure Finance and Innovation Act (TIFIA) application, and preparatory to the financial close process, and authorize the TIFIA loan approval and financial close to proceed directly to the Board without prior committee review; and

H. Authorize the Executive Director or designee to approve and execute Amendment No. 2 to Preliminary Engineering (PE) Cooperative Agreement No. 17-1001590 (Caltrans 08-1636 A/2) with Caltrans in substantially the form attached, upon approval as to form by SBCTA General Counsel, to confirm the final PE phase funding plan for the I-10 Corridor Contract 1 Project; and

I. Authorize the Executive Director or designee to approve and execute Amendment No. 2 to the DB and Right of Way Cooperative Agreement No. 17-1001736 (Caltrans 08-1645 A/2) with Caltrans in substantially the form attached, upon approval as to form by SBCTA General Counsel, to confirm the right of way and DB phases final funding plan for the I-10 Corridor Contract 1 Project.

Presenter: Paula Beauchamp

This item has not received prior policy committee or technical advisory committee review. SBCTA General Counsel and Procurement Manager have reviewed this item and drafts of the contracts and amendments.

Discussion - Air Quality/Traveler Services

30. Approve Agreement No. 18-1001930 for Call Box Maintenance Services

Pg. 366

That the Board, acting as the San Bernardino County Transportation Authority, approve Contract No. 18-1001930 with CASE Systems, Inc. for a three (3) year term in the amount of \$2,500,000 for Call Box Maintenance Services.

Presenter: Duane Baker

An update regarding this procurement was provided to the General Policy Committee on May 9, 2018, but the contract has not received prior policy committee or technical advisory committee review. General Counsel and the Procurement Manager have reviewed this contract and the scope of work.

Public Comment

Brief Comments from the General Public

Comments from Board Members

Brief Comments from Board Members

Executive Director's Comments

Brief Comments from the Executive Director

ADJOURNMENT

Additional Information

Attendance

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Acronym List

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Agency Reports

Mobile Source Air Pollution Reduction Review Committee Agency Report

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Committee Membership

Representatives on SCAG Committees

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Appointments to External Agencies

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Committee Membership

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Mission Statement

Mission Statement

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

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

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

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

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

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

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

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

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

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

Attendance.

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

Basic Agenda Item Discussion.

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

The Vote as specified in the SANBAG Bylaws.

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

Amendment or Substitute Motion.

- Occasionally a Board Member offers a substitute motion before the vote on a previous motion. In instances where there is a motion and a second, the maker of the original motion is asked if he or she would like to amend his or her 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 voted upon first, and if it fails, then the original motion is considered.
- Occasionally, a motion dies for lack of a second.

Call for the Question.

- At times, a Member of the Board/Committee may “Call for the Question.”
- Upon a “Call for the Question,” the Chair may order that the debate stop or may allow for limited further comment to provide clarity on the proceedings.
- Alternatively and at the Chair’s discretion, the Chair may call for a vote of the Board/Committee to determine whether or not debate is stopped.
- The Chair re-states the motion before the Board/Committee and calls for the vote on the item.

The Chair.

- At all times, meetings are conducted in accordance with the Chair’s direction.
- These general practices provide guidelines for orderly conduct.
- From time-to-time circumstances require deviation from general practice.
- Deviation from general practice is at the discretion of the Chair.

Courtesy and Decorum.

- These general practices provide for business of the Board/Committee to be conducted efficiently, fairly and with full participation.
- It is the responsibility of the Chair and Members to maintain common courtesy and decorum.

Adopted By SANBAG Board of Directors January 2008

Revised March 2014

Revised May 4, 2016



Important Dates to Remember...

June 2018

Meetings – Scheduled:

General Policy Committee	June 13	9:00 am	SBCTA Lobby, 1st Floor
Transit Committee	June 14	9:00 am	SBCTA Lobby, 1 st Floor
Metro Valley Study Session	June 14	9:30 am	SBCTA Lobby, 1 st Floor
I-10/I-15 Corridor Joint Sub-Committee (Cancelled)	June 14	10:00 am	SBCTA Lobby, 1 st Floor
Mountain/Desert Committee	June 15	9:30 am	Mojave Desert AQMD

Other Meetings/Events:

SR 210/Pepper Ave Dedication	June 5	10:00 am	Rialto, CA
SBCTA General Assembly	June 13	5:30-8:30 pm	Ontario, CA
City/County Conference	June 27-28	11:00 am	Lake Arrowhead, CA

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

Minute Action

AGENDA ITEM: 1

Date: June 6, 2018

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, except for the initial award of a competitively bid public works contract. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Principals & Agents	Subcontractors
7	16-1001523	Royal Coaches <i>William Salazar</i>	N/A
7	15-1001224	Airport Mobil <i>Moris Musharbash</i>	N/A
11	16-1001531	Stadler US Inc. <i>Martin Ritter</i>	None

Item No.	Principals & Agents
13	City of San Bernardino
	Christine Li
	Twenty-Seven Sac Self-Storage Limited Partnership
	James F. Ver Steeg, Sr.
	Miranda Family Holdings, LLC <i>Jorge Miranda</i>
	San Bernardino County Fire Protection District <i>Mark A. Hartwig, Fire Chief</i>
	Westbrook Family Trust The Botts Family Trust <i>Harold Truitt Westbrook II, Penny K. Westbrook, Robert E. Botts, Beverly Ann Botts</i>

Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority

Board of Directors Agenda Item

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Item No.	Principals & Agents
13 Cont.	Smith ETAL. <i>Don R. Smith, Barbara R. Smith, H. Mark Beguelin Jr., Ellen C. Johnston, Edward T. Fletcher, Jr., Mary Fletcher, G. Louis Fletcher, Janet G. Fletcher, Marrily Leiberg Knudsen</i>
	Wenhui Liang
	Vidmar ETAL. <i>Barbara L. Vidmar, John C. Vidmar, Marcia Vidmar, John R. Vidmar, Doris N. Vidmar</i>
	Eric Grisham Family Trust <i>Eric Grisham</i>
	Salvador Anaya
	E & W Properties, LLC <i>Edward Boyd</i>
	Washington Land Ventures, LLC
	San Bernardino Flood Control District
	Mad Atom, LLC
	LGW Equity, LLC
	Gregory M. Arias
	California Housing Foundation <i>Steven Von Rajcs</i>
	Martin ETAL. <i>Willie Martin, Jr., Michael Martin, Aaliyah Abdullah, Glenda Burnett, Charleena Fairley</i>
	Cooley Properties, LP
	Ford Wholesale Co., Inc. <i>M L Thomas</i>
	City of Riverside
	Reagent Chemical & Research, Inc. <i>Vivian Imperial</i>
	Iad Hanhoun and Shereen Hanhoun
	County of San Bernardino
	CalTrans
	City of Redlands
	Ohanina Revocable Trust

Item No.	Principals & Agents
13 Cont.	Chase Management, Inc. <i>H. Troy Farahmand</i>
	Strickler Commerical, LLC <i>Corbin Strickler</i>
	Property One, LLC
	Tyra Family Trust
	United States Postal Service
	G & M Capto, LLC <i>Harry O. Schenik</i>
	Spirit Master Funding X, LLC
	Orange Street Plaza, LLC <i>Naseem Moalej</i>
	Centennial Plaza, LLC <i>Donald Lam</i>
	Amcor Properties, LLC <i>Louis T. Burch</i>
	James F. Ver Steeg Sr.
	Todd ETAL. <i>S. Todd Allen, Joy A. Allen, Anthony Cinque, Jodi L. Cinque, Rondal G. Allen, Marilyn Allen</i>
	Redlands Foothill Groves
	Catalina Gardens-Riverside, LLC <i>Donald R. Marabella</i>
	Union Pacific Railroad Company
	Gabriella Parrish <i>Gabriella Paddish</i>
	Leonard & Maria Knapp
	Hu Family Trust
	Prima-Mill, LLC
	Carlos Garcia & Alejandra Naranjo
	Chase Holdings LP
	Franchise Realty Interstate Corp.

Board of Directors Agenda Item

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Item No.	Principals & Agents
13 Cont.	Thomas O. Bell
	NYS North, LLC
	Stuart Street Redlands, LLC
	Timothy Best
	Redlands Property Management, TR.
	LIH Investments, LLC
	Valacal Company
	IPT Waterman, DC, LP
	Gosaenlez, LLC
	199 East Central Avenue, LLC
28	Ford Wholesale Co., Inc. <i>M L Thomas</i>
	Spirit Master Funding X, LLC
	Orange Street Plaza, LLC <i>Naseem Moalej</i>
	James F. Ver Steeg Sr.

Item No.	Contract No.	Principals & Agents	Subcontractors
29	17-1001617	TransCore, LP <i>Tracy Marks</i>	Dimension Data North America, Inc. Full Traffic Maintenance, Inc. Kambrian Corporation Neteon Technologies, Inc. Safety Dynamic Group, Inc. Servitek Solutions, Inc. TJKM Transportation Consultants Traffic Loops Crackfilling, Inc. TransCore Holdings, Inc. TransCore Partners, LLC Yale/Chase Equipment & Services, Inc.

29	17-1001599	Lane-Security Paving Joint Venture <i>Giuseppe Quarta</i> <i>Joseph Ferndino</i>	Aegis Project Controls Corp. Arellano Associates, LLC CH2M Hill, Inc. CW Allied, Inc. FPL and Associates, Inc. Fryman Management, Inc. G3 Quality, Inc. Lane Construction Corporation Michael Baker International, Inc. PQM, Inc. RT Engineering & Associates, Inc. Security Paving Company, Inc. V&A, Inc.
30	18-1001930	CASE Systems, Inc. <i>Sebastian Gutierrez –</i> <i>President/Owner</i> <i>Chrisann Lawson –</i> <i>Vice President</i>	N/A

Financial Impact:

This item has no direct impact on the SBCTA budget.

Reviewed By:

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

Responsible Staff:

Approved
Board of Directors
Date: June 6, 2018

Witnessed By:

Minute Action

AGENDA ITEM: 2

Date: June 6, 2018

Subject:

April 2018 Procurement Report

Recommendation:

Receive the April 2018 Procurement Report.

Background:

The Board of Directors adopted the Contracting and Procurement Policy (Policy No. 11000) on January 3, 1997, and approved the last revision on January 4, 2017. The Board of Directors authorized the Executive Director, or designee, to approve: a) contracts and purchase orders up to \$100,000 and for purchase orders originally \$100,000 or more, increasing the purchase order amount up to 10% of the original purchase order value, not-to-exceed \$25,000; b) amendments with a zero dollar value; c) amendments to exercise the option term if the option term was approved by the Board of Directors in the original contract; and d) amendments that cumulatively do not exceed 50% of the original contract value or \$100,000, whichever is less and to release Request for Proposal (RFP), Request for Qualifications (RFQ) and Invitation for Bid (IFB) for proposed contracts from which funding has been approved in the Annual Budget, and which are estimated not-to-exceed \$1,000,000.

The Board of Directors further authorized General Counsel to award and execute legal services contracts up to \$100,000 with outside counsel as needed. A list of all Contracts and Purchase Orders that were executed by the Executive Director and/or General Counsel during the previous month is presented herein as Attachment A, and all RFPs and IFBs are presented in Attachment B.

Financial Impact:

This item is consistent with the Fiscal Year 2017/2018 budget. Presentation of the monthly procurement report demonstrates compliance with the Contracting and Procurement Policy.

Reviewed By:

This item was received by the General Policy Committee on May 9, 2018.

Responsible Staff:

Hilda Flores, Chief Financial Officer

Approved
Board of Directors
Date: June 6, 2018

Witnessed By:

Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority

Attachment A

April Contract Actions

New Contracts Executed:

Contract No.	Description of Specific Services	Vendor Name	Dollar Amount	Description of Overall Program
18-1001915	Environmental Monitoring Services of SBCTA Offices	Forensic Analytical Consulting Services, Inc.	\$6,000.00	Conduct an environmental and noise pollution study for the SBCTA offices to determine whether noise or air pollution is entering the offices from the idling trains.
18-1001939	SBCTA's IE Commuter Participation Agreement	SBCTA/IE Commuter	\$0.00	Agreement to extend rideshare program participation benefits to SBCTA staff.
18-1001938	Park and Ride Lot Lease	Highland Avenue Community Church of The Nazarene	\$31,200.00	Park and Ride Lot Lease Program.
18-1001944	Online Vendor Registration Database	PlanetBids Inc.	\$100,000.00	Online Vendor Registration Database to allow vendors to self-register and be notified of upcoming procurements.
18-1001940	Copy Machine Rental Agreement	Xerox Corporation	\$18,307.53	Copy machine rental agreement for AltaLink B8075H Multifunction Printer (Project Delivery).
18-1001941	Copy Machine Rental Agreement	Xerox Corporation	\$8,034.94	Copy machine rental agreement for Altalink B8055H Multi-function Printer (Legislative and Public Affairs Department).

Attachment: April Procurement report Attachment A (4748 : April 2018 Procurement Report)

Contract No.	Description of Specific Services	Vendor Name	Dollar Amount	Description of Overall Program
16-1001401*	Traffic Signal Retiming	City of Upland	\$102,750.00	Operation and Maintenance of the San Bernardino Valley Coordinated Traffic Signal System (SBVCTSS) through April 30, 2023.
16-1001391*	Traffic Signal Retiming	City of Highland	\$126,000.00	Operation and Maintenance of the SBVCTSS through April 30, 2023.

* On September 7, 2016 the Board authorized the Executive Director or designee to execute the final Cooperative Agreements with local agencies developed using the draft template, after approval as to form by General Counsel, and without further approval by the Board.

Attachment A

April Amendment Actions

Contract Amendments Executed:

Contract No. & Amendment No.	Reason for Amendment (include a description of the amendment)	Vendor Name	Previous Amendments & Dollar Values	Dollar Amount of Amendment	Amended Contract Total
15-1001235 Amendment 1	Increase to begin Short Range Transit Plan for City of Needles, Title VI updated, etc. Project: Public and Specialized Transit Services	AMMA Transit Planning	Original \$480,000.00	\$150,000.00	\$630,000.00
15-1001100 Amendment 1	Extended the contract by two years. Project: Funding Agreement with SCAQMD for local awarded projects	South Coast Air Quality Management District	Original \$1,250,000.00	\$0.00	\$1,250,000.00
C12245 Amendment 5	Extended the contract through 6/30/19. Project: Legal services to Assist in the Formation and Operation of a PACE Program	Best Best & Krieger	Original \$0.00 Amendment 1 \$0.00 Amendment 2 \$0.00 Amendment 3 \$0.00 Amendment 4 \$0.00	\$0.00	\$0.00
C12247 Amendment 4	Extended the contract through 6/30/19. Project: Special Tax and Assessment Engineering Services for a PACE Program	David Taussig and Associates, Inc.	Original \$0.00 Amendment 1 \$0.00 Amendment 2 \$0.00 Amendment 3 \$0.00	\$0.00	\$0.00

Attachment: April Procurement report Attachment A (4748 : April 2018 Procurement Report)

Contract No. & Amendment No.	Reason for Amendment (include a description of the amendment)	Vendor Name	Previous Amendments & Dollar Values	Dollar Amount of Amendment	Amended Contract Total
17-1001594 Amendment 1	Amendment to include additional ADA Level 2 EV charging stations into the scope of work. Project: MSRC EV Charging Project	South Coast Air Quality Management District/ Mobile Source Air Pollution Reduction Review Committee	Original \$450,000.00	\$0.00	\$450,000.00
C13126 Amendment 2	Exercise option year to extend the lease. Project: Lease Agreement for Santa Fe Depot Unit 140	Southern California Association of Governments	Original \$101,323.00 Amendment 1 \$12,420.00	\$25,656.00	\$139,308.00
16-1001528 Amendment 2	Amendment removed not to exceed verbiage to allow for flexibility in adjusting project cost components. Project: Interstate 10 Mountain View Interchange Cooperative Agreement	City of Loma Linda and Inland Valley Development Agency	Original \$274,680.00 Amendment 1 \$0.00	\$0.00	\$0.00

Attachment: April Procurement report Attachment A (4748 : April 2018 Procurement Report)

Attachment A

April Contract Task Order Actions

Contract Task Order (CTO) Executed:

Contract No. & CTO No.	Description of CTO	Vendor Name	Contract Amount	Previously Issued CTOs	Dollar Amount of CTO
C12244 CTO 1 Amendment 6	Right of Way support for Barton Road.	Overland Pacific and Cutler	\$6,000,000 shared with HDR (C12243) and Epic Land Solutions (C12242)	Various CTOs totaling \$243,374.84 not including CTO 1	Original \$1,705,921.00 Amendment 1 \$174,350.00 Amendment 2 \$21,897.31 Amendment 3 \$10,614.00 Amendment 4 \$0.00 Amendment 5 \$207,814.15 Amendment 6 \$96,200.00 Total \$2,216,796.46
C14185 CTO 7	Temporary employee for finance to provide scanning and additional support.	Apple One	\$1,000,000 Shared with MACS (C14184) and JM Staffing (C14134)	Various CTOs totaling \$200,869.03 not including CTO 7	Original \$16,000.00
C12242 CTO 16 Amendment 2	Extend the property management period, complete sale of property for APN 0160-241-11, and re- advertise APN 0161- 091-11 for Laurel Grade Separation Project.	Epic Land Solutions	\$6,000,000 shared with HDR (C12243) and Overland Pacific (C12244)	Various CTOs totaling \$1,250,903.03 not including CTO 16	Original \$38,677.00 Amendment 1 \$2,300.00 Amendment 2 \$23,750.00 Total \$64,727.00

Attachment: April Procurement report Attachment A (4748 : April 2018 Procurement Report)

Attachment A

April Purchase Order Actions

Purchase Orders:

PO No.	PO Issue Date	Vendor Name	Description of Services	PO Dollar Amount
4001755	04/26/2018	Southern California Association of Governments (SCAG)	SCAG Open Streets Event	\$100,000.00

Attachment: April Procurement report Attachment A (4748 : April 2018 Procurement Report)

Attachment A

April Purchase Order Amendment Actions

Purchase Order Amendments Executed:

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

Attachment: April Procurement report Attachment A (4748 : April 2018 Procurement Report)

Attachment B

April RFP's and IFB's

Release of RFP's and IFB's

Release Date	RFP/IFB No.	Description of Services	Anticipated Dollar Amount	Anticipated Award Date	Description of Overall Program and Program Budget
4/24/18	RFP18-1001890	Website Support Services	\$75,000.00	9/5/18	Website design and support services for SBCTA agency wide.

Attachment: April Procurement report Attachment B (4748 : April 2018 Procurement Report)

Minute Action

AGENDA ITEM: 3

Date: June 6, 2018

Subject:

Financial Policy No. 20000

Recommendation:

That the Board:

A. Acting as the San Bernardino County Transportation Authority, approve amending Policy No. 20000, Financial Policies, with staff recommended changes to add a Section on References, change Section X Capital Outlay to specify type of assets and conduct annual inventory of capital assets, and modify Section XII Auditing Policies to include annual internal control assessment.

B. Acting as the San Bernardino Associated Governments, approve amending Policy No. 20000, Financial Policies, with staff recommended changes to add a Section on References, change Section X Capital Outlay to specify type of assets and conduct annual inventory of capital assets, and modify Section XII Auditing Policies to include annual internal control assessment.

Background:

Financial Policy No. 20000 sets the basic framework for the overall fiscal management of the San Bernardino County Transportation Authority (SBCTA) and the San Bernardino Council of Governments (SBCOG). The Policy provides guidance on how to operate with fiscal responsibility independently of changing circumstances and conditions. The main goal of this policy is to delineate the importance of fiscal management and management responsibility of establishing internal controls to safeguard SBCTA's and SBCOG's assets.

The annual financial audit for Fiscal Year ended June 30, 2017 included two findings. The first finding involves not recording Construction in Progress (CIP) in previous years. Management has corrected the oversight by amending the Capital Assets Procedure 20000-10 to ensure adequate and appropriate control over SBCTA's and SBCOG's capital and inventoriable assets and to comply with federal guidelines, state guidelines, and Generally Accepted Accounting Principles (GAAP). Finance staff has extensively communicated with all SBCTA's departments the changes to this procedure to ensure all capital assets and CIP are recorded appropriately. Finance continues to conduct annual reviews of CIP to prevent errors and omissions. Also, an internal control assessment will be conducted annually to identify internal controls weaknesses and implement improvements as necessary.

The second finding provided two recommendations related to systems access. The first recommendation was to segregate system access between Information Technology (IT) and Finance by limiting Finance access of user profiles and to timely add or remove users. To correct the segregation of duties and improve internal controls over the access of EDEN, the financial system software, Finance and IT have implemented a process where IT has the administrative rights to EDEN and adds, deletes, or changes users only after a written request is approved by Finance. Finance will only have view access and review the work performed by IT. The second

Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority

recommendation was to limit IT access to user passwords. To implement this recommendation, IT is currently modifying SBCTA operations to improve the process of changing user passwords.

Staff recommends the following changes to the Financial Policy No. 20000:

- 1) Add Section II References, to include Procedure 20000-10 Capital Asset Procedure. The purpose of this procedure is to ensure adequate and appropriate control over SBCTA's and SBCOG's capital and physical inventoriable assets. These procedures are necessary to effectively manage and control SBCTA's and SBCOG's assets and to comply with federal guidelines, state guidelines, and GAAP.
- 2) Update Section X Capital Outlay, to specify type of assets that can be owned by SBCTA, and conduct annual inventory of capital assets and an annual review of capital assets additions, deletions, and transfers to capital assets.
- 3) Update Section XII Auditing Policies, to conduct an annual internal control assessment and implement changes in internal controls as long as cost does not exceed the anticipated benefits.

Financial Impact:

This item imposes no impact on the Fiscal Year 2017/2018 Budget.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the General Policy Committee on May 9, 2018. SBCTA General Counsel has reviewed this item and the draft policy.

Responsible Staff:

Hilda Flores, Chief Financial Officer

Approved
Board of Directors
Date: June 6, 2018

Witnessed By:

San Bernardino County Transportation Authority	Policy No.	20000
Adopted by the Board of Directors	July 2, 1997	Revised
		6/6/18
Financial Policies	Revision No.	5

Important Notice: A hardcopy of this document may not be the document currently in effect. The current version is always the version on the SBCTA Intranet.

Table of Contents

[Purpose](#) | [References](#) | [Definitions](#) | [Policy](#) | [Operating Budget Policies](#) | [Budget Amendment Policy](#) | [Revenue Policies](#) | [Cash Management Policies](#) | [Debt Policies](#) | [Investment Policies](#) | [Auditing Policies](#) | [Revision History](#) |

I. PURPOSE

The purpose of this policy is to set the basic framework for the overall fiscal management of the San Bernardino County Transportation Authority (SBCTA) and the San Bernardino Associated Governments doing business as San Bernardino Council of Governments (SBCOG).

II. References

Procedure 20000-10 Capital Asset Procedure

III. DEFINITIONS

None

IV. POLICY

Operating independently of changing circumstances and conditions, the following policies shall assist the decision-making process of the SBCTA and SBCOG Boards of Directors.

VI. OPERATING BUDGET POLICIES

The Boards of Directors of SBCTA and SBCOG adopt an annual budget that includes SBCOG as a blended component unit of the SBCTA budget. The following principles shall apply to the SBCTA and SBCOG operating budget:

- A. SBCTA and SBCOG shall utilize a decentralized operating budget process, whereby all task managers participate.
- B. The budget shall be balanced with total anticipated revenues plus beginning undesignated/unreserved fund balances and funds available from bond proceeds.
- C. Encumbrance accounting related to purchase orders shall be used as an element of control in the formal budgetary integration.
- D. No new or expanded contracts shall be authorized without implementing adjustments of expenses or revenues at the same time.
- E. Costs of administration for Measure I will be budgeted at whatever is reasonable and necessary, but no more than one percent of Measure I transactions and use tax revenues will be used for salary and benefit expenditures for administration, as prescribed in the Measure I Strategic Plan.

- F. Contracts will be budgeted by fiscal year for multi-year projects based on best estimates with the understanding that to the extent actual expenditures vary from estimates, and the project is ongoing, adjustments will be made during the -year.

VI. BUDGET AMENDMENT POLICY

When it becomes necessary to modify the adopted budget, the amendment procedure shall be determined by the type of change that is needed.

A. Administrative Budget Amendment

An administrative budget amendment shall not increase the overall program's budget.

There are four types of administrative budget amendments:

1. Transfers from one line item to another within the same task and fund, or changes between tasks within the same program and fund. This amendment shall require the approval of the task manager.
2. Reallocation of budgeted salary costs and revenues from one program to another within the same fund. This amendment shall require the approval of the Chief Financial Officer.
3. Change of sales tax revenue which affects the Measure I Pass-Through allocation to the various participating agencies. This amendment shall require the approval of the Chief Financial Officer.
4. Substitution of one approved funding source/grant for another approved funding source/grant within a program, not to exceed \$1 million. This amendment shall require the approval of the Executive Director or designee.

B. Board Approved Budget Amendment

A Board approved budget amendment shall be necessary to address changes in the total expenditures or revenue sources for a program. These changes shall include, but are not limited to:

1. The acceptance of additional grant monies.
2. The inclusion of expenditures that are projected to exceed budgeted amounts within the fund.
3. The re-appropriation of monies/expenditures (excluding SBCTA staff salary costs) from one program or fund to another.

These changes shall require a budget authorization request and a formal agenda item to be reviewed by the appropriate SBCTA Policy Committee and forwarded to the Board of Directors for final approval. In recognition of time constraints and extenuating circumstances, the authorization request may be submitted to the Board of Directors without Policy Committee review.

The agenda items requesting budget amendment shall define the expected funding source and shall adhere to the balanced budget requirements.

All budget amendments shall be documented by the Finance Department and be tracked in SBCTA's electronic financial system.

VII. REVENUE POLICIES

SBCOG establishes General Assessment Dues for all member jurisdictions based on jurisdictions' populations and net assessed property values. In addition, the following principles shall apply to other sources of revenue for SBCOG and SBCTA:

- A. Aggressively seek additional federal, state, and local funding/grants.
- B. Review and monitor changes in Measure I Sales Tax receipts.
- C. Monitor sales tax projections to ensure use of current and relevant data and adjust amounts annually to reflect the most current economic trends.

VIII. CASH MANAGEMENT POLICIES

- A. All funds received shall be deposited in a timely manner and at an average minimum no less than once a week.
- B. Measure I funds shall be electronically transferred to SBCTA's accounts to reduce any delays in depositing the funds. When possible, additional sources of revenue shall also be electronically transferred.
- C. Revenues shall be collected in accordance with contractual requirements. For federal reimbursable agreements, reimbursements shall be submitted to granting agency only after expenditures have been both obligated and liquidated. For federal agreements under which cash is advanced prior to expenditures being incurred, the advance funds must comply with federal guidelines established in 2 C.F.R. Part 200:
 - 1. Funds must be deposited and maintained in insured accounts whenever possible and in interest-bearing accounts.
 - 2. Interest earned amounts up to \$500 per year may be retained for administrative expenses. Any additional interest earned will be remitted annually to the federal government.
- D. Cash disbursements to local jurisdictions and vendors/consultants will be done in an expeditious and timely manner.
- E. Idle funds shall be invested in accordance with established investment policy emphasizing in order of priority – safety, liquidity, diversification, and a reasonable market rate of return.

IX. DEBT POLICIES

- A. SBCTA shall judiciously issue bonds for capital improvements after careful study and analysis of revenue and expenditure projections and accumulated debt burden (See [Debt Management Policy, Policy No. 20300](#)).
- B. All bond or note issues shall be in accordance with the Strategic Plan and 10-Year Delivery Plan approved by the Board of Directors.
- C. SBCTA shall publish and distribute an official statement for each bond issue.
- D. SBCTA shall meet all disclosure requirements.
- E. SBCTA will maintain at a minimum, 2.0 debt coverage ratio on all senior lien debt.
- F. SBCOG will only issue debt in accordance to the Debt Management Policy No. 20400.

X. CAPITAL OUTLAY

- A. SBCTA's capital assets, which include land, buildings, building improvements, call box network, communications, computer network, electric vehicle charging stations, equipment, furniture, and vehicles, infrastructure, rail stations, rail tracks, and train cars are recorded at historical cost or estimated historical cost if purchased or constructed. Donated capital assets are recorded at estimated fair value at the date of donation.
 - 1. Depreciation will be recorded based on life of assets as stated on Procedure 20000-10.4-2. Inventory of capital assets and inventorable items will be conducted annually.
- B. Costs for construction or improvements on SBCTA owned assets will be capitalized as construction in progress (CIP). CIP will be capitalized upon completion of the construction or improvements.
 - 1. CIP additions, deletions, and transfers to land, building, and building improvements, and other capital assets categories will be reviewed annually.
- C. The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend the life of the asset are not capitalized.

XI. INVESTMENT POLICIES

- A. SBCTA shall instruct financial institutions to make investments in accordance with the original indenture and investment policy (See Investment Policy No. 20100).
- B. SBCTA shall engage the services of an investment advisor who shall provide on-going advice on portfolio performances, advice on current investment strategies, cash management and cash flow projections.
- C. SBCTA shall present a monthly and quarterly investment status report to the Board of Directors.

XII. AUDITING POLICIES

Laws applicable to SBCTA and bylaws applicable to SBCOG direct that an independent audit, by a recognized Certified Public Accountant (CPA) firm, be conducted annually. In addition, the following principles shall apply:

- A. SBCTA shall produce annual financial statements in accordance with Generally Accepted Accounting Principles (GAAP) as outlined by the Governmental Accounting Standards Board.
- B. The financial statements are the responsibility of SBCTA's management.
- C. Completeness and reliability of the information contained in the financial statements is based upon a comprehensive framework of internal controls that is established for this purpose.
- D. SBCTA shall establish internal controls to provide reasonable, rather than absolute, assurance that the financial statements are free of any material misstatements; effectiveness and efficiency of operations; and compliance with applicable laws and regulations.
- E. An annual internal control assessment will be conducted to analyze the controls throughout the organization and determine if changes are required.
 - 1. The assessment and recommendations will be reviewed by the Executive Director or designee.
- ~~F~~. The costs of internal controls should not exceed the anticipated benefits.

XII. REVISION HISTORY

Revision No.	Revisions	Adopted
0	Adopted.	08/07/91
1	Modified Section 20000.5.1 – adopted April 1, 1998)	04/01/98
2	Revised Par. X: AUDITING POLICIES to clarify the SANBAG internal control standards	08/06/08
3	Revised Section VIII (A), See Debt Management Policy, Policy No. 20300 (Agenda Item 5, 9/3/14)	09/03/14
4	Revised to reflect name change from SANBAG to SBCTA and SBCOG, include reference to Debt Management Policy, Policy No. 20400, incorporate Cash Management language to meet federal requirements, and add the Capital Outlay section.	6/7/2017

Minute Action

AGENDA ITEM: 4

Date: June 6, 2018

Subject:

Update Investment Policy No. 20100

Recommendation:

That the Board:

A. Acting as the San Bernardino County Transportation Authority, effective July 1, 2018:

- Approve existing Investment Policy No. 20100 with staff recommended changes to Paragraphs IX (sections F, G, H, I, N, P, and Q), XIV and XVI with minor modifications for clarification purposes; and
- Delegate for a one-year period authority to invest or reinvest San Bernardino County Transportation Authority (SBCTA) funds, or to sell or exchange securities so purchased, pursuant to Policy No. 20100 to SBCTA's Treasurer, who shall serve as SBCTA's Chief Financial Officer and Treasurer.

B. Acting as the San Bernardino Associated Governments (SBCOG), effective July 1, 2018:

- Approve and authorize pooling SBCOG funds with SBCTA funds to be invested in accordance with SBCTA's Investment Policy No. 20100; and
- Delegate for a one-year period authority to invest or reinvest SBCOG funds, or to sell or exchange securities so purchased, pursuant to Policy No. 20100 to SBCTA's Treasurer, who shall serve as SBCOG's Chief Financial Officer and Treasurer.

Background:

The California Government Code (the "Government Code"), which governs the investment and the deposit of public funds (Section 53600 et seq. and Section 53635), requires that the agency's governing body review the investment policy at a public meeting.

Staff and SBCTA's investment advisor, PFM Investment Management (PFM), have reviewed the current Policy No. 20100 and recommend modification for clarification purposes only to paragraphs IX, XIV, and XVI (Attachment A).

The Government Code also provides that if an agency's legislative body elects to delegate investment authority to the agency treasurer it may do so for a one-year period, which delegation may be renewed annually. As such, staff requests the Board of SBCTA and of SBCOG approve their annual delegations of SBCTA and SBCOG investment authority pursuant to Policy No. 20100 for a one-year period to the SBCTA Treasurer, who is also the SBCTA Chief Financial Officer.

Financial Impact:

This item imposes no impact on the Fiscal Year 2017/2018 Budget.

Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority

Board of Directors Agenda Item

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Reviewed By:

This item was reviewed and unanimously recommended for approval by the General Policy Committee on May 9, 2018. SBCTA General Counsel has reviewed this item and the draft policy.

Responsible Staff:

Hilda Flores, Chief Financial Officer

Approved
Board of Directors
Date: June 6, 2018

Witnessed By:

San Bernardino Council of Governments
San Bernardino County Transportation Authority



April 17, 2018

Memorandum

To: Hilda Flores, CPA, Chief Financial Officer
San Bernardino County Transportation Authority

From: Sarah Meacham, Managing Director
Richard Babbe, Senior Managing Consultant
PFM Asset Management LLC

Re: Annual Review of Investment Policy

We completed our annual review of the San Bernardino County Transportation Authority (the "Authority") Investment Policy (the "Policy"). As written, the Policy is comprehensive and in compliance with the sections of the California Government Code (the "Code") that govern the investment of public funds.

We do, however, recommend that the Authority make several minor changes to the Policy to incorporate a recent update to the Code and to clarify several provisions to ensure that the Policy's intent is clearly understood by the average reader. The recommended revisions do not change the intent of the current Policy. This memorandum explains our recommended revisions. We have also attached a marked-up version of the Policy illustrating our recommendations.

Recommendations

Section IX.F. Bankers Acceptances

For simplicity and consistency, we recommend the Authority use the abbreviation of "NRSRO" to refer to the Nationally Recognized Statistical Rating Organization after its first use in Section IX. Bankers Acceptances. This approach is consistent with how the rating agencies are referenced to in the Code. This revision would apply to all of Policy sections that reference the rating agencies.

Section IX.G. Commercial Paper

We recommend that the Authority update the credit rating language used in the Policy to reflect Senate Bill 974, which took effect on January 1, 2017. The Bill modified GCSs 53601 et seq. to clarify that the Code's rating requirements specify the minimum credit rating category required at purchase, without regard to "+", "-", or 1, 2, 3 modifiers.

This Code change simply codified the credit rating interpretation already used by most public agencies, including the Authority. This revision did not change the minimum ratings required by the Code or the Policy for the different investment types. This revision would apply to all of Policy's sections that specify a credit rating requirement for purchase.

XIV. Safekeeping of Securities

As certain securities purchased by the Authority are not deliverable and therefore are not held by the Authority's custodian (e.g., LAIF, CAMP, the County Pool), we recommend the Authority revise this section to clarify that the custody requirements only apply to deliverable securities. This change simply reflects the Authority's current investment practices.



XVI. Brokers/Dealers

As certain investment types purchased by the Authority are purchased directly from the issuer, rather than from a broker/dealer, we recommend the Authority revised this section to indicate that the broker/dealer requirements that only apply to investments not purchased from an issuer. This change is consistent with the Authority's current practice and better aligns the Policy with the requirements of Code Section 53601.5.

We would be happy to discuss any questions you may have regarding our recommended changes to the Policy.

San Bernardino County Transportation Authority	Policy	20100
Adopted by the Board of Directors October 2, 1996	Revised	36/074/187
Investment Policy	Revision No.	224

Important Notice: A hardcopy of this document may not be the document currently in effect. The current version is always the version on the SBCTA Intranet.

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I. PURPOSE

The purpose of this policy is to provide guidelines for the investment of funds based upon prudent cash management practices and in conformity with all applicable statutes.

II. POLICY

The Board of Directors of the San Bernardino County Transportation Agency (SBCTA) and of the San Bernardino Council of Governments (SBCOG) recognize their responsibility to direct the investment of funds under their care. This policy is designed to meet the specific needs of SBCTA and SBCOG while ensuring the safety of funds. This revised policy is effective July 1, 201~~87~~.

III. INVESTMENT GOALS

The investment of funds by SBCTA and SBCOG shall be guided by the goals of safety, liquidity, diversification, and a reasonable market rate of return.

Safety: Safety of principal is the foremost objective of the investment program. Investments of SBCTA and SBCOG will be undertaken in a manner that seeks to ensure the preservation of capital in the portfolio.

Liquidity: SBCTA's and SBCOG's investment portfolio will remain sufficiently liquid to enable SBCTA and SBCOG to meet all operating requirements and budgeted expenditures, including an additional amount to cover reasonably estimated contingencies.

Diversification: The investment portfolio will be diversified to avoid risk regarding specific security types or individual financial institutions.

Reasonable Market Rate of Return: The investment portfolio will be designed to attain a market average rate of return through economic cycles which is consistent with SBCTA's and SBCOG's primary goals of safety, liquidity and diversification.

IV. PRUDENT INVESTOR STANDARD

SBCTA and SBCOG investments are governed by the prudent investor standard, set forth as follows:

When investing, reinvesting, purchasing, acquiring, exchanging, selling, and managing public funds, a trustee shall act with care, skill, prudence and diligence under the circumstances then prevailing, including, but not limited to, the general economic conditions and the anticipated needs of the agency that a prudent person acting in a like capacity and familiarity with those matters would use in the investment of funds of a like character and with like aims, to safeguard the principal and maintain the liquidity needs of the agency. Within the limitations of this section and considering individual investments as part of an overall investment strategy, investments may be acquired as authorized by law.

V. SCOPE

The investment policy applies to all financial assets held by SBCTA and SBCOG, including bond proceeds. Funds specifically exempt from this policy include employee deferred compensation plans, employee pension plans, or assets held in trust by SBCTA and SBCOG with specific investment instructions.

VI. DELEGATION OF AUTHORITY

SBCTA's Board ~~Administrative Codeaction~~ and SBCOG's ~~B~~ylaws designate the SBCTA Chief Financial Officer (CFO) as Treasurer for each Agency.

Under the direction and oversight of the Chief Financial Officer, and in consultation with SBCTA's and SBCOG's investment adviser, the Chief Financial Officer shall direct the investment of SBCTA and SBCOG combined operating funds, which are not invested in the County Pool or in LAIF ("DIRECT INVESTMENTS") in accordance with this Policy. All officials, staff members and consultants are directly accountable to the SBCTA and SBCOG Boards for investment functions.

VII. CONFLICTS OF INTEREST

All officials, staff members and consultants involved in the investment functions will refrain from personal business activity that could conflict with the execution of the investment function or which could impair their ability to make impartial investment decisions. Officials, staff members, and consultants will disclose to the Executive Director any financial interest with a financial institution or broker that conducts business with SBCTA and SBCOG. Officials, staff members and consultants will further disclose any personal financial positions that could be related to the performance of SBCTA's and SBCOG's portfolio.

VIII. PORTFOLIO MATURITY LIMITS

Investment maturities shall be based on a review of cash flow forecasts. Maturities will be scheduled so as to permit SBCTA and SBCOG to meet all projected obligations.

The maximum maturity of any other investment of operating funds ("direct investments") may not exceed five years unless otherwise noted in Paragraph IX.

Investment of bond proceeds shall be made in consideration of the liquidity needs of the bond fund, and may not exceed five years, except for securities to be held in a defeasance escrow for refunded bonds and bond debt service reserve funds.

Investments in the San Bernardino County Pool and in LAIF are subject to maturity limits and other investment restrictions as imposed by the governing bodies of those agencies.

IX. ALLOWABLE INVESTMENTS FOR SBCTA and SBCOG OPERATING FUNDS

Investment of SBCTA's and SBCOG's funds is governed by the California Government Code, Sections 53600 et seq. and 53635 et seq. Should the Government Code become more restrictive than this policy, the Government Code restrictions shall prevail.

The following investment vehicles are permitted for the investment of operating funds.

- A. Government obligations for which the full faith and credit of the United States are pledged for the payment of principal and interest.
- B. Federal agency or United States government-sponsored enterprise obligations, participations, or other instruments, including those issued by or fully guaranteed as to principal and interest by federal agencies or United States government-sponsored enterprises. No more than 40% of SBCTA's and SBCOG's combined investment portfolio may be invested in the obligations of any one federal agency or United States government-sponsored enterprise.
- C. Obligations of the State of California or any local agency within the state, including bonds payable solely out of revenues from a revenue producing property owned, controlled or operated by the state or any local agency or by a department, board, agency or authority of the state or any local agency. Obligations of the State of California or any California local agency may not represent more than 20%

of SBCTA's and SBCOG's combined portfolio and no more than 10% may be invested in the obligations of any one issuer.

- D. Registered treasury notes or bonds of any of the other 49 United States in addition to California, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by a state or by a department, board, agency, or authority of any of the other 49 United States, in addition to California. Obligations of the other 49 states may not represent more than 20% of SBCTA's and SBCOG's combined portfolio and no more than 10% may be invested in the obligations of any one issuer.

- E. Repurchase Agreements used solely as short-term investments not to exceed 30 days.

The following collateral restrictions will be observed: Only U.S. Treasury securities or Federal Agency securities, as described in Paragraph IX. A and B, will be acceptable collateral. All securities underlying Repurchase Agreements must be delivered to SBCTA's custodian bank by book entry, physical delivery, or held by a third party custodial agreement. The total of all collateral for each Repurchase Agreement must equal or exceed, on the basis of market value, 102% of the funds borrowed against those securities. For any Repurchase Agreement with a term of more than one day, the value of the underlying securities must be reviewed on a weekly basis and the value of the underlying securities brought back up to 102% no later than the next business day.

Market value must be calculated each time there is a substitution of collateral.

SBCTA and SBCOG or their trustee shall have a perfected first security interest under the Uniform Commercial Code in all securities subject to the Repurchase Agreement.

SBCTA and SBCOG may enter into Repurchase Agreements only with primary dealers of the Federal Reserve Bank of New York.

SBCTA and SBCOG will have specific written agreements with each firm with which it enters into Repurchase Agreements.

Reverse repurchase agreements will not be allowed.

Repurchase agreements may not represent more than 20% of SBCTA's and SBCOG's combined investment portfolio.

- F. Bankers' Acceptances issued by domestic or foreign banks, which are eligible for purchase by the Federal Reserve System, the short-term paper of which is rated in the highest category by a nationally recognized statistical-rating organization ([NRSRO](#)).

Purchases of Bankers' Acceptances may not exceed 180 days maturity or 40% of SBCTA's and SBCOG's combined investment portfolio. No more than 3% of SBCTA and SBCOG's investment portfolio may be invested in the securities of any one non-government issuer regardless of security type.

- G. Commercial paper rated in the highest short-term rating category, as provided by a ~~nationally recognized statistical-rating organization~~ [NRSRO](#). The entity that issues the commercial paper shall meet all of the following conditions in either paragraph (1) or paragraph (2):

(1) The entity meets the following criteria: (a) is organized and operating in the United States as a general corporation; (b) has total assets in excess of five hundred million dollars (\$500,000,000); (c) has debt other than commercial paper, if any, that is rated in a rating category of "A" or its equivalent or higher by a ~~nationally recognized statistical-rating organization~~ [NRSRO](#).

(2) The entity meets the following criteria: (a) is organized within the United States as a special purpose corporation, trust, or limited liability company; (b) has program-wide credit enhancements including, but not limited to, over collateralization, letters of credit, or surety bond; (c) has commercial paper that is rated "A-1" or higher, or the equivalent, by a ~~nationally recognized statistical-rating organization~~ [NRSRO](#).

Purchases of eligible commercial paper may not exceed 270 days maturity nor represent more than 10% of the outstanding paper of an issuing corporation.

Purchases of commercial paper may not exceed 25% of SBCTA's and SBCOG's combined investment portfolio. No more than 3% of SBCTA's and SBCOG's combined investment portfolio may be invested in the securities on any one non-government issuer regardless of security type.

- H. Medium-term corporate notes issued by corporations organized and operating within the United States or by depository institutions licensed by the U.S. or any state and operating within the U.S. Medium-term corporate notes shall be rated in a rating category "A", or its equivalent or better, by a ~~nationally recognized statistical rating organization~~ NRSRO.

Purchase of medium-term corporate notes may not exceed 30% of SBCTA's and SBCOG's combined investment portfolio. No more than 3% of SBCTA's and SBCOG's combined investment portfolio may be invested in the securities of any one non-government issuer regardless of security type.

- I. Negotiable certificates of deposit or deposit notes issued by a nationally or state-chartered bank or a state or federal savings and loan association or by a federally- or state-licensed branch of a foreign bank. Investments under this subdivision shall be rated ~~rated in a rating category of~~ "A" for long-term, "A-1" for short-term, their equivalent or better by a ~~nationally recognized statistical rating organization~~ NRSRO.

Purchase of negotiable certificates of deposit may not exceed 30% of SBCTA's and SBCOG's combined investment portfolio. No more than 3% of SBCTA's and SBCOG's combined investment portfolio may be invested in the securities of any one non-government issuer regardless of security type.

- J. State of California's Local Agency Investment Fund (LAIF)
Investment in LAIF may not exceed 60% of SBCTA's and SBCOG's combined operating funds or up to the maximum amount permitted by the State Treasurer, whichever is less.
- K. California Asset Management Program (CAMP)'s money market pool, which is rated AAAm and invest SBCTA and SBCOG combined operating funds may be invested up to the maximum amount permitted by the State.
- L. San Bernardino County Investment Pool.
- M. Insured savings accounts.

- N. Shares of beneficial interest issued by diversified management companies that are money market funds registered with the Securities and Exchange Commission under the Investment Company Act of 1940 (15 U.S.C. Sec. 80a-1, et seq.). To be eligible for investment pursuant to this subdivision, these companies shall either: (1) have attained the highest ranking or the highest letter and numerical rating provided by not less than two ~~nationally recognized statistical rating organizations~~ NRSROs, or (2) have an investment advisor registered or exempt from registration with the Securities and Exchange Commission with not less than five years experience managing money market mutual funds and with assets under management in excess of \$500,000,000.

The purchase price of shares of beneficial interest purchased shall not include any commission that the companies may charge and shall not exceed 20% of SBCTA's and SBCOG's combined investment portfolio. Further, no more than 10% of SBCTA's and SBCOG's combined investment portfolio may be invested in shares of beneficial interest of any one money market fund.

- O.
- (1) Bonds issued by SBCTA, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by SBCTA or by a department, board, agency, or authority of SBCTA, provided the SBCTA Board first specifically approves investing in such bonds.
 - (2) Bonds, notes, warrants, or other evidences of indebtedness of a local agency within this state, including bonds payable solely out of the revenues from a revenue-producing property owned, controlled, or operated by the local agency, or by a department, board, agency, or authority of the local agency, provided the SBCTA Board first specifically approves of SBCTA investing in such bonds, notes, warrants or other evidences of indebtedness of SBCTA.

- P. United States dollar denominated senior unsecured unsubordinated obligations issued or unconditionally guaranteed by the International Bank for Reconstruction and Development (IBRD), International Finance Corporation (IFC), or Inter-American Development Bank (IADB), with a maximum remaining maturity of five years or less, and eligible for purchase and sale within the United States. Investments under this subdivision shall be rated "AAA" ~~or its equivalent or better~~ by a

~~nationally recognized statistical rating organization~~ NRSRO and may not exceed 30% of SBCTA's and SBCOG's combined investment portfolio.

- Q. A mortgage pass-through security, collateralized mortgage obligation, mortgage-backed or other pay-through bond, equipment lease-backed certificate, consumer receivable pass-through certificate, or consumer receivable-backed bond of a maximum of five years' maturity. Securities eligible for investment under this subdivision shall be rated "AAA" or its equivalent by a ~~nationally recognized statistical rating organization~~ NRSRO and may not exceed 20% of SBCTA's and SBCOG's combined investment portfolio. No more than 3% of SBCTA's and SBCOG's combined investment portfolio may be invested in the securities of any one non-government issuer regardless of security type.

For purposes of determining compliance with this policy, where this section specifies a percentage limitation for a particular category of investment, that percentage is applied on the date of purchase. Credit criteria listed in this section refers to the credit of the issuing organization at the time the security is purchased.

X. ADDITIONAL ALLOWABLE INVESTMENTS FOR BOND PROCEEDS ONLY

- A. California Asset Management Program (CAMP)'s money market pool, which is rated AAAM and has an average maturity of 60 days or less and its separately managed portfolios.
- B. Investment agreement with an AA rated bank or collateralized investment agreement with an A rated bank or an investment acceptable to a bond insurance company and approved specifically by the SBCTA and SBCOG Board.
- C. Debt service reserve funds and debt service funds may be invested longer than five years as long as they are permitted by state law and investments are readily available for bond payments and other bond purposes (refundings, defeasance, etc.).
- D. U.S. Treasury Securities and State and Local Government Securities having a maturity longer than five years are permitted for escrowed defeasances.
- E. Forward purchase agreements, forward delivery agreements and debt service reserve agreements approved specifically by the SBCTA and SBCOG Board.
- F. Other investments as permitted by bond indentures.

XI PROHIBITED INVESTMENT TRANSACTIONS

Any investment not specifically allowed by this policy is prohibited.

XII. INVESTMENT IN "DERIVATIVE" SECURITIES

Direct investment in derivative securities is prohibited. A "derivative security" is any investment the value of which is derived from an underlying security, commodity or index. For purposes of this policy, a derivative is any security that has principal and/or interest payments which are subject to significant uncertainty as to timing, and/or amount.

It is understood that the County Pool and LAIF may invest in certain derivative securities.

XIII. LEVERAGING

All forms of portfolio leverage, including, but not limited to, securities lending programs, reverse repurchase agreements, and margin accounts, are prohibited.

XIV. SAFEKEEPING OF SECURITIES

SBCTA shall enter into an agreement with a bank trust department to serve as the safekeeping agent for all direct-deliverable investments. The safekeeping agent shall hold all investments in an account for the sole benefit of SBCTA and SBCOG. All direct-deliverable investments shall be delivered by the broker to SBCTA's and SBCOG's combined safekeeping account on a delivery versus payment basis.

XV. COMPETITIVE BIDDING OF INVESTMENTS

The investment procedures require that approved broker/dealers compete for direct investment purchases and sales to ensure that all investment transactions are free from favoritism. The CFO in conjunction with SBCTA's and SBCOG's investment advisor shall determine the best execution price for SBCTA and SBCOG, and act accordingly.

XVI. BROKER/DEALERS

A. If a third party investment advisor is authorized to conduct investment transactions on SBCTA's and SBCOG's behalf, the investment advisor may use their own list of approved issuers, broker/dealers and financial institutions for investment purposes. The investment advisor's approved list must be made available to SBCTA and SBCOG upon request.

B. For any investment transactions conducted by the Treasurer on behalf of SBCTA and SBCOG, and not conducted directly with the issuer, the Treasurer shall comply with the following requirements:

C. Transactions initiated by SBCTA and SBCOG shall be executed through government securities dealers reporting as primary dealers to the New York Federal Reserve Bank of New York or direct issuers (defined as corporations that issue their own securities) and through secondary dealers who have received prior approval to do business with SBCTA and SBCOG.

D. Primary dealers wishing to do business with SBCTA and SBCOG must meet the following criteria:

1. The primary dealer representative must have demonstrated experience providing investment services to public agencies in California.
2. The primary dealer representative must provide SBCTA and SBCOG with a minimum of three references of finance officials from public agencies in California.

E. Secondary dealers must complete a broker/dealer application provided by SBCTA and SBCOG, and must meet the following criteria to the satisfaction of SBCTA's Chief Financial Officer:

1. The broker/dealer must qualify under SEC Rule 15C3-1 (uniform net capital rule).
2. The broker/dealer and the broker/dealer representative must be properly registered with the appropriate state and federal regulatory bodies.
3. The broker/dealer should be a market maker and have a strong market presence in one or more product areas that are pertinent to SBCTA's and SBCOG's investment goals.
4. The broker/dealer and its representative should be well established in the business and have an acceptable track record.

F. Each broker/dealer will be sent a copy of this Policy, a broker/dealer application, and a list of persons authorized to execute transactions on SBCTA's and SBCOG's behalf. In order to be considered for investment business opportunities with SBCTA and SBCOG, each firm must acknowledge receipt of such materials.

XVII. REPORTING

A. Quarterly Report

The CFO will provide a quarterly report to the General Policy Committee and to the Board of Directors providing the following information:

1. Breakout of all securities, investments and moneys held by SBCTA and SBCOG by investment type, issuer, date of maturity, par, dollar amount and percent of portfolio invested in each.
2. A description of all SBCTA's and SBCOG's funds, investments or programs that are under the management of any outside party that is not a local agency. This report must also include market valuation of the portfolio and the source of the valuation.
3. A statement of compliance with investment policy and a statement denoting the ability of SBCTA and SBCOG to meet all expenditures for the next six months.

B. Monthly Report

The CFO will provide a monthly list of investment transactions to the Board of Directors as required by the California Government Code §53607 when investment authority has been delegated by the Board.

XVIII. SUBMISSION OF INVESTMENT POLICY

SBCTA's CFO shall render a statement of investment policy to the Board of Directors of SBCTA and SBCOG as required by the California Government Code. If changes are proposed, the Board shall consider the policy, and proposed changes, in a public meeting.

XIX. REVISION HISTORY

Revision No.	Revisions	Adopted
0	Adopted by the Board of Directors.	10/02/96
1	20100: Added paragraph starting with "It shall be SANBAG's long term objective . . .".	09/03/97
2	No changes.	12/02/98
3	20100.10: Changed percentage of operating funds amount to 20%. 20100.10: Changed percentage of San Bernardino portfolio to 20%.	11/03/99
4	No changes. Re-approved by the Board of Directors.	11/01/00
5	Added Para. 20100.16 Qualifications of Broker/Dealers; re-sequenced existing paragraphs. 20100.16, 20100.17, 20100.18, 20100.19, 20100.20, and 20100.21 to 20100.17, 20100.18, 20100.19, 20100.20, and 20100.22. Revised Par. 20100.10: Revised "...not to exceed 20% of SANBAG's operating funds..." to "...not to exceed 30% of SANBAG's operating funds...", and "Portion of Portfolio: 20% maximum" to "Portion of Portfolio: 30% maximum".	11/07/01
6	Changed paragraph numbering style from 20100.1, 20100.2, 20100.3 etc. to I, II, III, etc. Par. IX: Changed "one year" to "two years". Par. X.4: Changed "1 year maximum" to "2 year maximum". Par. X.5: Changed "1 year maximum" to "2 year maximum". Par. X.6: Changed "180 days maximum" to "270 day maximum".	11/06/02
7	No changes. Re-approved by the Board of Directors	11/05/03
8	No changes. Re-approved by the Board of Directors	01/05/05
9	No changes. Re-approved by the Board of Directors	11/02/05
10	Paragraphs on DEFINITIONS, ANNUAL MANAGEMENT REVIEW AND AUDIT, AND SEGREGATED INVESTMENT, and EXECUTION AND RECORD KEEPING: Deleted. Paragraphs III, IV, IX, and XVII: Minor revisions. Paragraphs VIII, IX, and XVI: Major revisions.	07/05/06
11	Par. IX.J: Removed limitation.	09/13/06
12	No changes. Re-approved by the Board of Directors	01/09/08
13	Par. VI: Delete "In addition, the CFO, under the direction and oversight of the Executive Director, and consultation with SANBAG's investment advisor, shall review the alternatives for the investment of bond proceeds, and shall recommend such investments to the SANBAG Board for approval". The investment of bond proceeds is identified under par. X. and will be authorized by bond covenant. Par. IX: Add (C) Obligations of the State of California or any local agency within the state and (D) Registered treasury notes or bonds of other states in addition to California to diversify the number of sectors and issuers; revise (C) to be (E) and add "held" before "by a third party custodial agreement". Also add "Repurchase agreements may not represent more than 20% of SANBAG's investment portfolio", to limit the amount to be invested in repurchase agreements; delete "(G) 'provided that the issuing corporation is organized and operating within the United States, has total assets in excess of \$500 million and has an 'A' or higher rating for its long-term debt, if any, as provided by a nationally recognized statistical rating organization.'" This is also stated in paragraphs (G) (1) and (2); increase (J) from \$40 million to \$50 million limitation on LAIF investment per State Treasurer's Office authorization to increase the dollar amount for investment. Par. X: Change (A) For CAMP, rating from AAA to AAAM and average maturity from one year to 60 days or less. This is to improve safety and liquidity. Par. XV: Add "in conjunction with SANBAG's investment advisor" for clarification purposes.	09/01/10
14	Par. VIII: Changed four years to five years and added "unless otherwise noted in Par. IX. Par. IX.B: Changed 10% to 40%. Par. IX.F: Changed 20% to 40% and changed "No more than 5% of SANBAG's investment	07/06/11

Revision No.	Revisions	Adopted
	<p>portfolio may be invested in the Bankers' Acceptances of any one commercial bank." to "No more than 3% of SANBAG's investment portfolio may be invested in the securities of any one non-government issuer regardless of security type."</p> <p>Par. IX.G: Changed "No more than 5% of SANBAG's investment portfolio may be invested in commercial paper of one issuer." to "No more than 3% of SANBAG's investment portfolio may be invested in the securities on any one non-government issuer regardless of security type."</p> <p>Par. IX.H: Changed 20% to 30 and changed "No more than 5% of SANBAG's investment portfolio may be invested in a medium-term note of any one corporation." to "No more than 3% of SANBAG's investment portfolio may be invested in the securities of any one non-government issuer regardless of security type."</p> <p>Par. IX.I: Changed 20% to 30% and added "No more than 3% of SANBAG's investment portfolio may be invested in the securities of any one non-government issuer regardless of security type."</p> <p>Par. XVII: Removed 'QUARTERLY' from title, renumbered paragraphs, and added "B. Monthly Report. The CFO will provide a monthly list of investment transactions to the Board of Directors as required by the California Government Code 53607 when investment authority has been delegated by the Board."</p>	
15	<p>Par. IX.H: Changed rating of "AA" to "A".</p> <p>Par. IX.I: Changed "... by a state-licensed branch ..." to "... by a federally or state-licensed branch ..." and changed "... rated AA ..." to "... rated A or its equivalent ...".</p> <p>Re-approved by the Board of Directors.</p>	08/01/12
16	No changes. Re-approved by the Board of Directors on 9/4/13, Agenda Item 5.	09/04/13
17	Re-approved by the Board of Directors on 7/2/14, Agenda Item 4. Updated Par. VI to mirror bylaws that designate the CFO as Treasurer.	07/02/14
18	Re-approved by the Board of Directors on 9/2/15, Agenda Item 6. Updated Par. IX – Allowable Investments for SANBAG Operating Funds, including modifications to subparagraph I, and adding subparagraphs N and O.	09/02/15
19	BOD approved on 11/05/15, Agenda Item 3. Updated Par. IX section N permitting investment in certain obligations issued by SANBAG entities.	11/04/15
20	BOD approved on 9/07/16, Agenda Item 8. Updated Par. IX – Allowable Investments for SANBAG Operating Funds, modifying subparagraph J and to Par. XVIII – Annual Submission of Investment Policy.	09/07/16
21	BOD approved on 3/01/17, Agenda Item 6. Updated entity name from SANBAG to SBCTA, Par. IX section K allowing investment in CAMP, Par. VI – designate the CFO as Treasurer of SBCTA & SBCOG with one year authority to invest or reinvest SBCTA and SBCOG funds.	03/01/17

Minute Action

AGENDA ITEM: 5

Date: June 6, 2018

Subject:

Measure I Local Pass-Through Compliance and Transportation Development Act Audits for Fiscal Year 2016/2017 for the City of Adelanto

Recommendation:

A. Review and receive the Measure I Audit Report of Local Pass-Through Funds for Fiscal Year 2016/2017 for the City of Adelanto.

B. Review and receive the Transportation Development Act Fund Audit Report for Fiscal Year 2016/2017 for the City of Adelanto.

Background:

Each year San Bernardino County Transportation Authority (SBCTA) provides for audits of all local jurisdictions receiving Measure I Local Pass-Through Funds, which are dedicated for transportation planning, design, construction, operation and maintenance only, and Transportation Development Act (TDA) Funds, which are dedicated to support local transit service and investments, pedestrian and bicycle facilities, and local street improvement projects.

A financial examination is completed by an independent audit firm for activities during the previous fiscal year, including internal control systems of checks and balances. The examination must encompass both project expenditures and projects for which funds were received but not expended.

Measure I Local Pass-Through Compliance audits must include a listing of all projects comparing actual revenues and expenses to the Measure I Five Year Capital Improvement Plan adopted by the local governing board and reported annually to SBCTA, and must include any interest earned. Also, it must meet compliance with California Public Utilities Code 190300 and Ordinance No. 04-01 of the SBCTA, Local Street Program which states that funds shall not be used to supplant existing local discretionary funds being used for street and highway purposes. The Maintenance of Effort (MOE) base year level was determined based upon the discretionary General Fund expenditures for transportation-related construction and maintenance activities in Fiscal Year 2008/2009. The MOE base year level as approved by the SBCTA Board of Directors shall remain in effect until the expiration of Measure I 2010-2040.

TDA audits must include a listing of all the TDA projects comparing actual revenues and expenses to budgeted revenues and expenses and must include any interest earned. In addition, the report must state if the local match for each project is met and that the claimants met compliance with the TDA, the Uniform System of Accounts for Public Transit Operators, and/or the updated National Transit Database Reporting Manuals when applicable. Also, it must meet compliance with California Public Utilities Code 66343, California Code of Regulations Section 6664, 6666, and/or 6667, Proposition 1B, California Transit Security Grant Program, Federal Single Audit Act and SBCTA Compliance Audit Guide.

The report shall also contain an examination of expenditures, statement of revenue and expenses, and balance sheet for each Measure I or TDA fund.

Entity: San Bernardino County Transportation Authority

Vavrinek, Trine, Day & Co, LLP (VTD) was selected in January 2017 to conduct Compliance Audits of the Measure I 2010-2040 Local Pass-Through Funds and Transportation Development Act Funds (includes Local Transportation Funds and State Transit Assistance Funds) for a five-year period, with two one-year extensions.

VTD verified that the City of Adelanto met all the compliance requirements except for the following findings:

2017 Measure I Audit:

- Project with expenditures exceeding \$100,000 was not listed as an individual project on the Five Year Capital Improvement Plan.

Corrective Action: The City recently purchased a project based module to be implemented next fiscal year.

- City has not issued audited financial statements for Fiscal Years ending June 30, 2015 and June 30, 2016; therefore, general fund discretionary expenditures are not traceable to audited financial statements for the maintenance of effort calculation.

Corrective Action: The audits have not been completed due to high turnover over the last three years. The City is committed to become current on the audits.

- Bank reconciliations are not completed timely.

Corrective Action: The City recently hired an Accountant whose primary focus is in becoming current with reconciling the bank statement.

- The City did not recognize a receivable for sales tax revenue.

Corrective Action: The City recently hired an Accountant that will allow staff time to ensure revenues are recorded correctly.

2016 and 2017 TDA audits:

- Bank reconciliations are not completed timely.

Corrective Action: The City recently hired an Accountant whose primary focus is in becoming current with reconciling the bank statement.

SBCTA staff is requesting the City to provide a timeline for completion of the corrective action plan. The individual audit reports are included as a separate attachment.

Financial Impact:

This item has no impact on the adopted Fiscal Year 2017/2018 Budget.

Reviewed By:

This item was received by the General Policy Committee on May 9, 2018. The MSI audit report was reviewed by the Independent Taxpayer Oversight Committee (ITOC) on April 11, 2018 and determined to be consistent with the provisions of the Measure I Expenditure Plan and Ordinance No. 04-01.

Responsible Staff:

San Bernardino County Transportation Authority

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Hilda Flores, Chief Financial Officer

Approved
Board of Directors
Date: June 6, 2018

Witnessed By:

San Bernardino County Transportation Authority

Minute Action

AGENDA ITEM: 6

Date: June 6, 2018

Subject:

Fiscal Year 2018/2019 Initiatives and Action Plan

Recommendation:

Receive the Fiscal Year 2018/2019 Initiatives and Action Plan.

Background:

The San Bernardino County Transportation Authority's (SBCTA) Fiscal Year 2018/2019 Initiatives and Action Plan establish the Board of Directors' priorities for the year. The Executive Director uses this as a tool with the Executive Management Team to evaluate SBCTA's progress in achieving the Board's priorities. The SBCTA Fiscal Year 2018/2019 Initiatives and Action Plan will be provided as a separate attachment.

Financial Impact:

This item does not impact the Fiscal Year 2018/2019 budget.

Reviewed By:

This item was received by the General Policy Committee on May 9, 2018.

Responsible Staff:

Raymond Wolfe, Executive Director

Approved
Board of Directors
Date: June 6, 2018

Witnessed By:

Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority

Minute Action

AGENDA ITEM: 7

Date: June 6, 2018

Subject:

Tow Operator Contract Amendments for Emergency Coverage of FSP along Beat 10

Recommendation:

That the Board of Directors, acting as the San Bernardino County Transportation Authority:

A. Authorize the Executive Director or designee to execute Amendment No. 3 to Agreement No. 16-1001523 with Royal Coaches Towing, increasing the contract amount by \$117,908 for a revised not-to-exceed amount of \$2,363,549 through the contract termination of April 30, 2022. Royal Coaches Towing will be providing emergency Freeway Service Patrol (FSP) coverage services along Beat 10 during the Monday through Friday hours of operation.

B. Authorize the Executive Director or designee to execute Amendment No. 2 to Agreement No. 15-1001224 with Airport Mobil Towing, increasing the contract amount by \$116,416 for a revised not-to-exceed amount of \$1,755,777 through the contract termination of September 30, 2020. Airport Mobil Towing will be providing emergency FSP coverage services along Beat 10 during the Monday through Friday hours of operation.

Background:

The San Bernardino County Transportation Authority (SBCTA) is responsible for implementing FSP within San Bernardino County. SBCTA's FSP program began full-time operations in January 2006. FSP is a roving team of tow trucks that travel on selected San Bernardino County freeways during peak commute hours to assist motorists with car trouble. The goal of the FSP Program is to keep freeway traffic moving, reduce the chance of secondary accidents, and make the freeways safer and less congested.

The original contracted tow operator for Beat 10, on I-10 from Haven Avenue to Sierra Avenue, was in violation of their contract since January 2018. SBCTA issued a cure notice on March 14, 2018, but the contractor was unable to return to compliance. Consequently, the contractor's agreement was terminated effective April 2, 2018.

SBCTA staff coordinated with tow operators that have the appropriate resources and the closest proximity to provide "extra coverage". As a result, it was determined that Airport Mobil Towing and Royal Coaches Towing could each staff one truck for the 11-month period SBCTA is requesting. This will provide SBCTA staff time to do outreach to interested tow operators and assist with proposal preparation, including: face-to-face tow operator visits, participation at the 2018 American Towman show on May 9-11, and presentation of an "FSP Workshop" on June 27th. SBCTA staff also took into consideration the length of time that a Request for Proposal (RFP) process takes and the allotted time given from award of the Beat to start of the Beat for the purchase of tow trucks and equipment modifications (120 days).

Weekend service for this Beat is not affected, as Royal Coaches Towing already operates that service.

Staff requests that the Board authorize the Executive Director or designee to execute Amendment No. 3 to Contract 16-1001523 and Amendment No. 2 to Contract 15-1001224, to

Entity: San Bernardino County Transportation Authority

Board of Directors Agenda Item

June 6, 2018

Page 2

allow Royal Coaches Towing and Airport Mobil Towing to provide continued coverage of services along Beat 10. A copy of the amendments is included with this agenda item.

Financial Impact:

This item has no financial impact on the adopted Fiscal Year 2017/2018 Budget.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the General Policy Committee on May 9, 2018. General Counsel and the Procurement Manager have reviewed this item and the draft amendments.

Responsible Staff:

Duane Baker, Deputy Executive Director

Approved
Board of Directors
Date: June 6, 2018

Witnessed By:

Contract Summary Sheet

7.a

General Contract Information

Contract No: 16-1001523 Amendment No.: 3 Vendor No.: 03251
 Vendor/Customer Name: Royal Coaches Autobody and Towing, Inc. Sole Source? ☐ Yes ☒ No
 Description: FSP Beat 9
 Start Date: 05/01/2017 Expiration Date: 04/30/2022 Revised Expiration Date: _____
 Has Contract Term Been Amended? ☒ No ☐ Yes - Please Explain _____
 List Any Related Contracts Nos.: _____

Dollar Amount			
Original Contract	\$ 1,273,064.00	Original Contingency	\$ -
Revised Contract (Inclusive of Prior Amendments)	\$ 2,245,641.00	Revised Contingency (Inclusive of Prior Amendments)	\$ -
Current Amendment	\$ 117,908.00	Contingency Amendment	\$ -
TOTAL CONTRACT VALUE	\$ 2,363,549.00	TOTAL CONTINGENCY VALUE	\$ -
		TOTAL DOLLAR AUTHORITY (Contract Value and Contingency)	\$ 2,363,549.00

Contract Authorization

☐ Executive Director Date: _____
 Executive Director Action: _____
☒ Board of Directors Date: 06/06/2018
 Board of Directors Action: Authorize Executive Director to execute Amendment 3 to 16-1001523

☒ Contract Management: Payable/Miscellaneous

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

☐ Contract Management: Receivable

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

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

Additional Information

Project Manager: JENNY HERRERA

Attachment: CSS 16-1001523_03 (4766 : Contract Amendments for Emergency FSP coverage)

AMENDMENT NO. 3 TO CONTRACT 16-1001523

FOR

FREEWAY SERVICE PATROL BEAT 9

(ROYAL COACHES AUTO BODY AND TOWING)

This Amendment No. 3 to Contract 16-1001523, is made by and between the San Bernardino County Transportation Authority ("SBCTA") and Royal Coaches Auto Body and Towing ("CONTRACTOR").

RECITALS

- A. On November 9, 2016, SBCTA and CONTRACTOR entered into Agreement No. 16-1001523 ("CONTRACT") for the purpose of providing FSP Services along Beat 9 for a not to exceed amount of \$1,273,064.00; and
- B. On November 8, 2017, SBCTA and CONTRACTOR amended the CONTRACT to provide weekend service and extended weekday service along Beat 9 and increased the not to exceed amount to \$1,994,959.00; and
- C. On January 17, 2018, SBCTA and CONTRACTOR amended the CONTRACT to increase the not-to-exceed value from \$1,994,959 to \$2,245,641 to operate a FSP "Weekend Service Pilot" along Beat 10 through the remaining term of this agreement.
- D. SBCTA and CONTRACTOR desire to amend the CONTRACT to increase the CONTRACT not-to-exceed value from \$2,245,641 to \$2,363,549 to provide emergency FSP coverage along Beat 10, pursuant to Article 4, SECTION 4.12, "Extra Work," for a period of 11 months or until the Beat is awarded after procurement, whichever comes first.

NOW THEREFORE, in consideration of the above recitals, and the terms and conditions contained herein, SBCTA and CONTRACTOR agree as follows:

- 1. Exhibit A, Scope of Work, Section 7.0 "Beat Descriptions" the following language is added to the Beat description:

"Beat #10, Interstate I-10 from Haven Avenue to Sierra Avenue"

- 2. The first sentence of Article 3, COMPENSATION, Section 3.2, is deleted in its entirety and replaced with:

"The total Contract Not-To-Exceed Amount is Two Million, Three Hundred Sixty-three Thousand, Five Hundred Forty-Nine dollars (\$2,363,549)."

- 3. The Recitals set forth above are incorporated herein by this reference.

4. Except as amended by this Amendment No. 3, all other provisions of the CONTRACT shall remain in full force and effect and are incorporated herein by this reference.
5. This Amendment No. 3 is effective upon execution by SBCTA.

**ROYAL COACHES AUTO
BODY AND TOWING**

**SAN BERNARDINO
COUNTY TRANSPORTATION
AUTHORITY**

By: _____
William Salazar
CEO

Date: _____

By: _____
Raymond W. Wolfe, Ph.D.
Executive Director

Date: _____

APPROVED AS TO FORM:

By: _____
Julianna K. Tillquist
Assistant General Counsel

CONCURRENCE:

By: _____
Jeffery Hill
Procurement Manager

Attachment: 16-1001523_03 (4766 : Contract Amendments for Emergency FSP coverage)

Contract Summary Sheet

7.c

General Contract Information

Contract No: 15-1001224 Amendment No.: 2 Vendor No.: 03049
 Vendor/Customer Name: Airport Mobil Towing Sole Source? ☐ Yes ☒ No
 Description: FSP Beat 11
 Start Date: 10/01/2015 Expiration Date: 09/30/2020 Revised Expiration Date: _____
 Has Contract Term Been Amended? ☒ No ☐ Yes - Please Explain _____
 List Any Related Contracts Nos.: _____

Dollar Amount			
Original Contract	\$ 1,262,657.00	Original Contingency	\$ -
Revised Contract (Inclusive of Prior Amendments)	\$ 1,639,361.00	Revised Contingency (Inclusive of Prior Amendments)	\$ -
Current Amendment	\$ 116,416.00	Contingency Amendment	\$ -
TOTAL CONTRACT VALUE	\$ 1,755,777.00	TOTAL CONTINGENCY VALUE	\$ -
		TOTAL DOLLAR AUTHORITY (Contract Value and Contingency)	\$ 1,755,777.00

Contract Authorization

☐ Executive Director Date: _____
 Executive Director Action: _____
☒ Board of Directors Date: 06/06/2018
 Board of Directors Action: Approve Amendment 2 to Agreement No. 15-1001224

☒ Contract Management: Payable/Miscellaneous

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

☐ Contract Management: Receivable

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

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

Additional Information

Project Manager: JENNY HERRERA

Attachment: CSS 15-1001224_02 (4766 : Contract Amendments for Emergency FSP coverage)

AMENDMENT NO. 2 TO CONTRACT 15-1001224

FOR

FREEWAY SERVICE PATROL BEAT 3 (CHP BEAT #11)

(AIRPORT MOBIL TOWING)

This Amendment No. 2 to Contract 15-1001224, is made by and between the San Bernardino County Transportation Authority ("SBCTA") and Airport Mobil Towing ("CONTRACTOR").

RECITALS

- A. On July 1, 2015, SBCTA and CONTRACTOR entered into an Agreement, hereinafter called "CONTRACT", for the purpose of providing FSP Services along Beat 3 (now Beat 11)
- B. In November 2017, SBCTA and CONTRACTOR amended the CONTRACT to increase the CONTRACT not-to-exceed value from \$1,262,657 to \$1,639,361 to provide extended FSP weekday hours and provide a FSP "Weekend Service Pilot" through the remaining term of this agreement, pursuant to Article 4, SECTION 4.12, "Extra Work."
- C. SBCTA and CONTRACTOR desire to amend the CONTRACT to increase the CONTRACT not-to-exceed value from \$1,639,361 to \$1,755,777 to provide emergency FSP coverage along Beat 10 pursuant to Article 4, SECTION 4.12, "Extra Work," for a period of 11 months or until the Beat is awarded after procurement, whichever comes first.

NOW THEREFORE, in consideration of the above recitals, and the terms and conditions contained herein, SBCTA and CONTRACTOR agree as follows:

- 1. Exhibit A, Scope of Work, Section 7.0 "Beat Descriptions" the following language is added to the Beat description:

"Beat #10, Interstate I-10 from Haven Avenue to Sierra Avenue"
- 2. The first sentence of Article 3, COMPENSATION, Section 3.2, is deleted in its entirety and replaced with:

"The total Contract Not-To-Exceed Amount is One Million, Seven Hundred Fifty-Five Thousand, Seven Hundred Seventy-Seven dollars (\$1,755,777)."
- 3. The Recitals set forth above are incorporated herein by this reference.

4. Except as amended by this Amendment No. 2, all other provisions of the CONTRACT shall remain in full force and effect and are incorporated herein by this reference.
5. This Amendment No. 2 is effective upon execution by SBCTA.

AIRPORT MOBIL TOWING

By: _____
 Moris Musharbash
 Owner

Date: _____

**SAN BERNARDINO
COUNTY TRANSPORTATION
AUTHORITY**

By: _____
 Raymond W. Wolfe, Ph.D.
 Executive Director

Date: _____

APPROVED AS TO FORM:

By: _____
 Julianna K. Tillquist
 Assistant General Counsel

CONCURRENCE:

By: _____
 Jeffery Hill
 Procurement Manager

Attachment: 15-1001224_02 (4766 : Contract Amendments for Emergency FSP coverage)

Minute Action

AGENDA ITEM: 8

Date: June 6, 2018

Subject:

Agreement with the Riverside County Transportation Commission for implementation of the San Bernardino County Rideshare, Trip Reduction and 511 Programs

Recommendation:

That the Board of Directors, acting as the San Bernardino County Transportation Authority, approve Contract No. 18-1001950 with Riverside County Transportation Commission for Rideshare, Trip Reduction, and 511 Programs, effective July 1, 2018 through June 30, 2019, in an amount not-to-exceed \$1,550,000.

Background:

San Bernardino County Transportation Authority (SBCTA) has funded and implemented rideshare and trip reduction services since the agency's inception. In 1993, SBCTA entered a bi-county partnership with Riverside County Transportation Commission (RCTC) for implementation of local rideshare programs, (IE Commuter), and together in 2010 established an Inland Empire 511 program. RCTC has been the lead agency in procuring and entering into agreements with various contractors to implement both programs and manage the contracts. Staff is recommending that RCTC and their contractors continue to provide local rideshare, trip reduction and 511 program services to SBCTA for Fiscal Year (FY) 2018/2019, for which SBCTA will reimburse RCTC for costs incurred for implementation of rideshare services and costs associated with the 511 program. The services provided by RCTC through their contractors are briefly outlined in the Scope of Work, Attachment A, and include:

1. Rideshare, Trip Reduction, 511 Services:
 - a. Technical and programmatic assistance for the South Coast Air Quality Management District's Rule 2002 and Average Vehicle Ridership calculations;
 - b. Administer employer surveys and disseminate customized Ride Guides;
 - c. Assist employers in implementing rideshare programs for their employees;
 - d. Conduct outreach, marketing, workshops, and promotional efforts;
 - e. Hosting and maintenance of IE Commuter (IECommuter.org) and IE511 (IE511.org);
 - f. Operation of a 511 phone system available to commuters 24 hours a day, 7 days per week, 365 days per year;
 - g. Expanded tele-services, responding to 1-866-RIDESHARE inquiries from commuters and employers;
 - h. Special projects and ad-hoc studies/surveys;
 - i. Coordination and participation on local, regional and state committees.
2. Rideshare Incentive and Reward Programs:
 - a. \$2/day Rideshare incentive program for new rideshare participants who try ridesharing to work (includes taking public transit, bicycling, walking, carpooling, vanpooling and telecommuting) for a three-month trial period;
 - b. Rideshare Plus rewards program for ongoing rideshare participants.

Entity: San Bernardino County Transportation Authority

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Rideshare, trip reduction, and 511 programs are primarily funded by federal Congestion Mitigation and Air Quality (CMAQ) funds and augmented with local Measure I funds when work is not eligible for federal funding. Rideshare funding is also programmed in the Federal Transportation Improvement Program and included in the Regional Transportation Plan. As a transportation control measure, rideshare and trip reduction strategies are needed in order to assist the region in meeting its air quality and transportation conformity goals.

Financial Impact:

This item is consistent with the SBCTA Fiscal Year 2018/2019 adopted budget.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the Transit Committee on May 10, 2018. SBCTA General Counsel and Procurement Manager have reviewed this item, the draft agreement and the scope of work.

Responsible Staff:

Duane Baker, Deputy Executive Director

Approved
Board of Directors
Date: June 6, 2018

Witnessed By:

San Bernardino County Transportation Authority

Contract Summary Sheet

8.a

General Contract Information

Contract No: 18-1001950 Amendment No.: _____ Vendor No.: 01768
 Vendor/Customer Name: Riverside County Transportation Commission Sole Source? ☐ Yes ☒ No
 Description: FY 18/19 Trip Reduction, Rideshare and 511 Programs
 Start Date: 07/01/2018 Expiration Date: 06/30/2019 Revised Expiration Date: _____
 Has Contract Term Been Amended? ☒ No ☐ Yes - Please Explain _____
 List Any Related Contracts Nos.: _____

Dollar Amount			
Original Contract	\$ 1,550,000.00	Original Contingency	\$ -
Revised Contract (Inclusive of Prior Amendments)	\$ -	Revised Contingency (Inclusive of Prior Amendments)	\$ -
Current Amendment	\$ -	Contingency Amendment	\$ -
TOTAL CONTRACT VALUE	\$ 1,550,000.00	TOTAL CONTINGENCY VALUE	\$ -
		TOTAL DOLLAR AUTHORITY (Contract Value and Contingency)	\$ 1,550,000.00

Contract Authorization

☐ Executive Director Date: _____
 Executive Director Action: _____
☒ Board of Directors Date: 06/06/2018
 Board of Directors Action: Approve Agreement No. 18-1001950

☒ Contract Management: Payable/Miscellaneous

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

☐ Contract Management: Receivable

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

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

Additional Information

Project Manager: Nicole Soto

Attachment: Contract Summary Sheet (4767 : Agreement RCTC Trip Reduction/Rideshare/511 Program FY 18/19)

Attachment “A”

Scope of Work

San Bernardino Employer and Commuter Assistance Programs

Fiscal Year 2018-19

IE Commuter and IE511

San Bernardino County Transportation Authority’s (SBCTA) and Riverside County Transportation Commissions (RCTC) IE Commuter rideshare and 511 programs provide a variety of services to employers and commuters, who participate in trip reduction activities. Activities shall include, but not be limited to:

- Host and maintain the IE511.org and IECommuter.org websites, mobile device interfaces, social media platforms, and other regional products/outreach as assigned;
- Respond and coordinate with SBCTA, as necessary, inquiries that are San Bernardino County specific and generated from 511, 1-866-RIDESHARE, and direct referrals;
- Oversee and maintain a database of commuters specific to SBCTA’s region, with SBCTA owning all Documents and Data (hard copy and electronic formats), as that term is defined in Section F. 1. of the Agreement;
- Administer and provide technical assistance for the IE Commuter program including employer, employee, and end user account management, South Coast Air Quality Management District (SCAQMD) Rule 2202 assistance including SCAQMD certified Average Vehicle Ridership (AVR) calculations and coordinating and implementing employer surveys, ridematching, including dissemination and production of RideGuides both electronically and paper, incentive program management, production of output reports including analysis of survey results, and maintaining marketing logs and commuter trip data;
- Coordination with other rideshare agencies and service providers to assist multi-site and multi-jurisdictional employers and Employee Transportation Coordinators (ETC) within San Bernardino County as well as related worksites outside of the County;
- Conducting ETC networking meetings, including two marketing workshops per year, a rideshare week kick-off event and recognition events;
- Marketing to employers, employees, and end user commuters, including e-mail campaigns and newsletters, administering commuter promotions and incentives, graphic design for various collateral materials including but not limited to brochures, RideGuides, posters, banners, etc., web based advertising, and developing messaging for print, media, and social media advertising campaigns;
- Support for employer and community events as well as transportation forums;
- Market the regional Guaranteed Ride Home (GRH) Program to employers in San Bernardino County;
- Maintain and increase SBCTA’s leased Park and Ride lot program;

- Operate the 511 program through phone and web services, providing enhancements, resolving issues, conducting marketing and periodic surveys;
- Conduct IE Commuter and 511 special projects and studies as assigned, and work closely with SBCTA on all special projects and/or studies that impact SBCTA's rideshare and 511 programs.
- RCTC is to advise at the start of and coordinate with SBCTA all potential enhancements, issues, and periodic surveys if such tasks could change/alter the current rideshare and/or 511 programs in San Bernardino County.
- SBCTA staff will work closely with RCTC during the review and subsequent approval process of all rideshare and/or 511 marketing and communication plans, messaging development, media buys, advertising materials or any incentive outreach changes.
- RCTC shall provide SBCTA with the following reports:
 - i. Monthly IE Commuter Employer Activity Report for all employers with signed Employer Participation Agreements (Employer information, number of employees, etc.);
 - ii. Monthly IE Commuter Program Performance Report (Incentives processed, number of registered commuters, etc.);
 - iii. Quarterly IE Commuter Program Management Report (employer output, employer management, eRideGuides, contact management, IECommuter.org statistics and inquiries etc.);
 - iv. Monthly 511 mobile app statistics;
 - v. Monthly 511 calls and Interactive Voice Response statistical data;
 - vi. Monthly IE511.org statistics; and
 - vii. Other newly developed reports/statistics as required.

Goals and Performance Measures:

1. Implementation of commuter assistance programs to approximately 500 regulated and non-regulated employer worksites in San Bernardino County, to assist in the development and implementation of trip reduction programs and for technical assistance.
2. Work with approximately 175 employers on AVR/Transportation surveys and AVR calculations.
3. Maintain an accurate database of approximately 50,000 active San Bernardino County commuter registrants, resulting from completed commuter surveys.
4. Disseminate approximately 9,000 Ride Guides to San Bernardino County commuters from San Bernardino County worksites.
5. Provide assistance to multi-site/multi-jurisdictional headquarters located in San Bernardino County that may represent worksites in San Bernardino, Riverside, Los Angeles and Orange counties.
6. Develop and implement two employer transportation network marketing meetings, one rideshare week kick-off event and ongoing promotional marketing campaigns at San Bernardino employer worksites, and other events.
7. Produce and disseminate other regional marketing materials as standalone campaigns within the San Bernardino and Riverside counties or as regional campaigns in coordination with neighboring County Transportation Commissions.

8. Respond to approximately 2,000 inquiries/calls from commuters who work or reside in San Bernardino or Riverside counties, via 1-866-RIDESHARE, 511, direct referrals, and other internet sources. Of these 2,000 inquiries, approximately 200 RideGuides will be generated. In addition, approximately 575 Inland residents will register in the database via the IECommuter.org website.
9. Manage and operate the 511 system which will be available to commuters 24 hours a day, 7 days per week, 365 days per year.
10. The 511 phone system will provide assistance to approximately 25,000 callers per month throughout the year. The system will have the capacity to handle approximately 100,000 concurrent callers.
11. The IE511.org website will potentially receive approximately 40,000 unique visitors per month. Website will be able to handle approximately 100,000 concurrent users.
12. Continue 511 marketing/outreach and coordinating development of the marketing plan, campaign themes, surveys, studies and potential collateral materials for San Bernardino County with SBCTA staff, before the tasks are implemented.
13. Conduct and coordinate periodic surveys with SBCTA staff to determine the 511 program use, effectiveness and customer satisfaction.
14. Provide IE511 website, phone, and mobile application enhancements/upgrades as needed.
15. Collaboratively with SBCTA, explore possible opportunities to improve the 511 system for the motorists and residents of both counties.

Rideshare Incentive Programs

The IE Commuter \$2/day Rideshare Incentive offers San Bernardino County residents who commute to work up to \$2 a day (in gift cards) for each day they participate in a rideshare mode, during a three-month period. The IE Commuter Rideshare Plus program provides ongoing rideshare participants who reside in San Bernardino County a Rideshare Plus rewards book with discounts to local merchants, plus 200,000 additional discounts available online. RCTC is responsible for managing and operating the incentive programs listed above, and coordinating discussions with SBCTA when potential changes to the programs are being considered.

Goals and Performance Measures:

1. The \$2/day Rideshare Incentive program will enlist 1,100 San Bernardino County residents who commute to work. These participants have, on average, a one-way commute distance of 27.59 miles, and the goal is to reduce 109,000 one-way vehicle trips from the roadways.
2. The Rideshare Plus program will enlist approximately 3,000 San Bernardino County residents who commute to work, when the program is at its highest membership over the 18-month program period.

Minute Action

AGENDA ITEM: 9

Date: June 6, 2018

Subject:

Board Appointment to the Southern California Regional Rail Authority Board

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority, approve the appointment of Mayor R. Carey Davis, City of San Bernardino, to the Southern California Regional Rail Authority Board of Directors as an alternate member, replacing Council Member Jon Harrison, who resigned effective May 4, 2018.

Background:

The San Bernardino County Transportation Authority (SBCTA) appoints two (2) primary members and two (2) alternate members to the Southern California Regional Rail Authority (SCRRA) Board which governs Metrolink. SCRRA is a joint powers authority made up of an 11-member Board representing the Transportation Commissions of Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. Metrolink trains operate a 538 route-mile network on seven (7) routes primarily across the five-member agencies counties, with some service in north San Diego as well.

Until recently, Council Member Jon Harrison served as a SBCTA appointed alternate member on the SCRRA Board of Directors. However, with Council Member Jon Harrison's recent resignation from the Redlands City Council, and subsequently the SBCTA Board, we have a vacant SCRRA alternate member position. Mayor R. Carey Davis, City of San Bernardino, expressed interest in filling the vacant position and staff recommends the appointment of Mayor R. Carey Davis to the SCRRA Board as an alternate member.

A complete listing of SBCTA policy committees, membership and chair can be found in the Committee Membership section of the agenda for reference.

Financial Impact:

This item does not impact the Fiscal Year 2017/2018 adopted budget.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the Transit Committee on May 10, 2018.

Responsible Staff:

Carrie Schindler, Director of Transit and Rail Programs

Approved
Board of Directors
Date: June 6, 2018

Witnessed By:

Entity: San Bernardino County Transportation Authority

Minute Action

AGENDA ITEM: 10

Date: June 6, 2018

Subject:

RPRP: Environmental Impact Report - Addendum No. 6

Recommendation:

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

- A. Find, based upon Addendum No. 6, that Public Resources Code Section 21166 and California Environmental Quality Act (CEQA) Guideline 15162 do not require preparation of a subsequent report, and that preparation of Addendum No. 6 to the Redlands Passenger Rail Project Final Environmental Impact Report is appropriate and consistent with CEQA Guideline 15164; and
- B. Approve Addendum No. 6 to the Redlands Passenger Rail Project Final Environmental Impact Report dated March 4, 2015; and
- C. Approve the refined Redlands Passenger Rail Project as described in Addendum No. 6.

Background:

San Bernardino County Transportation Authority (SBCTA), as the lead agency for compliance with the California Environmental Quality Act (CEQA) on the Redlands Passenger Rail Project (RPRP or Project), certified an Environmental Impact Report (EIR) for the Project and identified a Locally Preferred Alternative (LPA) on March 4, 2015. Since the certification of the EIR, design of the RPRP has progressed and minor, non-substantial changes to the LPA have been identified. Per CEQA guidelines, these changes necessitate the need to update and refine the EIR. Three (3) addendums to the RPRP EIR were approved by the SBCTA Board of Directors on September 6, 2017, a fourth addendum was approved on October 4, 2017, and a fifth addendum was approved on January 4, 2018, all of which formally revised the approved Project. SBCTA has identified two (2) additional design refinements to the approved Project, which are included and considered in Addendum No. 6 based on the findings of the EIR as summarized below.

Refinement No. 1 – Downtown Station Diesel Multiple Unit (DMU) Platform Relocation:

The approved Project and 90-percent engineering plans reflect a platform configuration at the Downtown Redlands Station that places the boarding platforms north of the track centerline and west of Third Street and the Redlands Santa Fe Depot (Figure 3 of Addendum 6). As considered in the final EIR, SBCTA proposed to construct a single boarding platform that would serve both the DMU and Metrolink express services. Following additional design, SBCTA split the platform into two (2) separate Metrolink and DMU platforms as reflected in the 90-percent design for the Downtown Redlands station.

As presented in Section 3.12 of the Final EIR, the Redlands Santa Fe Depot (Depot) is listed as a contributing element to the Redlands Santa Fe Depot Historic District and is listed on the National Register of Historic Places (NRHP). During the approved Project's preliminary design, SBCTA attempted to avoid the Depot property and any integration of the Depot into the approved Project's design. As part of the approved Project, SBCTA proposed minor alterations

Entity: San Bernardino County Transportation Authority

to the brick walkway at the eastern end of the grand plaza to facilitate adjustments in the grade along Orange Street (Figure 4 of Addendum 6). In addition, the final EIR considered the removal of the existing narrow landing (bricks) within SBCTA's right-of-way (ROW), placement of security fencing, and construction of an at-grade pedestrian crossing (west of the Depot).

In the fall of 2017, the Depot's ownership changed. Following discussions with the City of Redlands (City), the new owner approached SBCTA regarding relocating the DMU platform to a location south of the track centerline, and directly north of the Depot. Following additional coordination with the City, Omnitrans, and Metrolink, SBCTA is proposing to relocate the DMU platform as part of the Project's 100-percent design. The relocated platform would have a maximum width of 16-feet and a length of 170-feet, similar to the 90-percent design. Figure 5 of Addendum 6 illustrates the preliminary DMU platform design concept. As shown, the platform would largely be contained within SBCTA's right-of-way. A small easement would extend into the northern perimeter of the Depot property (as steps) and into the existing lawn area. The platform would extend approximately two (2) feet above the existing grade with pedestrian access and Americans with Disabilities Act (ADA) accessible ramps (with railings) extending off the east and west ends of the platform. A series of wide-stair steps (with railings) may also be integrated to provide enhanced access from the platform to the grand plaza (south). No canopy structure(s) are proposed. Platform lighting would be included as depicted in Figure 5 of Addendum 6.

Beyond the platform, the owner of the Depot property would be responsible for other secondary improvements on the Depot property, such as ADA improvements to the existing brick walkway (along the grand plaza), interior and exterior lighting, and security systems. These improvements would be in addition to other re-purposing activities currently being implemented by the owner (e.g., café, salon, etc.). To the extent feasible, SBCTA would adaptively reuse the bricks from the narrowing landing in the platform design.

As expressed in Section 2.4.2.9 of the Final EIR, an existing agreement between SBCTA and the City of Redlands requires the City to provide up to 200 parking spaces to support the parking needs for Downtown Redlands. The City remains in the process of developing this parking capacity within the downtown area. At this time, SBCTA anticipates an at-grade parking lot to the north of the railroad right-of-way with a capacity of up to 70 parking spaces. This assumption remains consistent with the final EIR.

As a part of Refinement 1, the pedestrian at-grade crossing and Metrolink platform, as reflected in the 90-percent design, would be maintained in their current positions, as reflected in the 100-percent engineering design (Attachment A, Figure 5 of Addendum 6).

Refinement No. 2 – Refinements to Eureka Street At-Grade Crossing: Following additional design coordination with the City of Redlands for the at-grade crossing at Eureka Street, SBCTA is proposing additional pedestrian and related safety improvements south of the at-grade crossing (Figure 2 of Addendum 6). These improvements would extend further south than previously identified in the Final EIR. In addition, the revised at-grade crossing design would require the relocation of a signal house and antenna (for positive train control [PTC]) from SBCTA's ROW to the southwest quadrant of the at-grade crossing.

Conclusion

SBCTA staff has prepared Addendum No. 6 to the EIR for the approved Project (State Clearinghouse No. 2012041012) to address the potential environmental impacts associated with the refinements discussed above and in the Addendum No. 6, provided as a separate attachment. This addendum is prepared in accordance with the CEQA (Public Resources Code §§ 21000, et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, §§ 15000, et seq.).

Implementation of the refined Project as documented in Addendum No. 6 would not result in any substantial changes requiring major revisions to the EIR. The refined Project would not result in any environmental impacts that have not already been addressed in the EIR, and no new mitigation measures are required for the refined Project. Only minor additions and clarifications are required to the EIR, and none of the conditions described in Public Resources Code Section 21166 or CEQA Guideline 15162 requiring preparation of a subsequent EIR or negative declaration have occurred. Approval of Addendum No. 6 is appropriate and is supported by substantial evidence in the addendum.

SBCTA staff is also coordinating with the Federal Transit Administration (FTA), the lead agency for the RPRP's Environmental Impact Statement (EIS) pursuant to the National Environmental Policy Act (NEPA), for any potential actions necessary for updating the EIS, preserving the ability to utilize Federal funding for the RPRP. Should SBCTA Board of Directors approve Addendum No. 6, the locally approved changes will be forwarded to the FTA. Thus far, SBCTA staff has concluded that none of these changes will impact FTA's prior NEPA record of decision or supporting consultations (e.g., Section 7, etc.).

Financial Impact:

This item is consistent with the SBCTA Fiscal Year 2017/2018 adopted budget.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the Transit Committee on May 10, 2018. SBCTA General Counsel has reviewed this item and the addendum.

Responsible Staff:

Carrie Schindler, Director of Transit and Rail Programs

Approved
Board of Directors
Date: June 6, 2018

Witnessed By:

Minute Action

AGENDA ITEM: 11

Date: June 6, 2018

Subject:

RPRP: Increase Contingency for Future DMU Vehicle Modification

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority, approve an increase in the amount of contingency authorized for Contract No. 16-1001531 with Stadler US Inc., for Procurement of Diesel Multiple Unit Vehicles, by \$250,000 from \$3,140,508 to \$3,390,508, to fund the cost of additional design and manufacturing efforts to facilitate future installation of retractable steps to accommodate Metrolink's legacy station 8-inch platform height.

Background:

In November 2017, the San Bernardino County Transportation Authority (SBCTA) Board approved Contract No. 16-1001531 with Stadler US, Inc. (Stadler) to purchase three (3) Diesel Multiple Unit (DMU) vehicles, also known as hybrid-rail vehicles, which will be used for the future Arrow Service between the San Bernardino Transit Center and the University Station in Redlands upon completion of the Redlands Passenger Rail Project (RPRP). The design of RPRP provides for level boarding at the DMU platforms which requires the platform be constructed 23.5-inches above the top of rail. Concurrent with the vehicle procurement and RPRP design, SBCTA has been studying the ability to integrate the use of DMU vehicles into the existing Metrolink service as a way to provide more bi-directional rail service in San Bernardino County as part of the Hybrid Rail Study. One potential challenge to expanding the DMU service area was determining a method to board passengers onto the 23.5-inch floor level of a DMU from an existing Metrolink platform that is 8-inches above top of rail. In the blended service scenarios, both Metrolink locomotive hauled coaches and DMU vehicles would need to provide access to the existing Metrolink station platforms.

In order to allow for safe boarding and meet Americans with Disabilities Act (ADA) and Federal Transit Administration level-boarding requirements, modifications to these legacy station platforms and/or DMU vehicles is required. One possible solution proposed to meet some of these requirements is a retractable intermediate step at 15-inches above top of rail, to bridge the vertical distance between the DMU floor and the 8-inch legacy platform. The step must be retractable and extend only when a car has stopped at a platform, as opposed to a fixed step, which would extend the car's envelope over the edge of the platforms, creating a potential hazard. While the study analyzed multiple potential solutions, staff is recommending SBCTA proceed with preparing the three (3) vehicles currently under procurement for a retrofit in the future to add a retractable step.

The requested increase in contingency of \$250,000 will provide funding for a change order to do the design and associated vehicle modifications necessary to prepare the mounting of the retractable steps in the future. Should SBCTA choose to do so, this modification will allow future operation of the cars west of the San Bernardino Transit Center instead of being restricted to the initial RPRP service area. The modifications are being recommended now as a measure to provide versatility to the purchased vehicles. Stadler has informed SBCTA that the expense of

Entity: San Bernardino County Transportation Authority

Board of Directors Agenda Item

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retrofitting a vehicle to accept a step after it has left the factory would be significantly higher than preparing a vehicle with the retractable step during the original manufacturing. In accordance with Section 1, General Condition 8.2 SBCTA Changes, SBCTA may obtain changes to the contract via written order to Stadler. While there is still sufficient original contingency available, staff is requesting the Board approve an increase to contingency for this change as we are in the early stages of engineering and manufacturing these vehicles and this change is a new feature of the vehicles that was not anticipated as part of the original contract scope of work.

Financial Impact:

This item is consistent with the SBCTA Fiscal Year 2017/2018 adopted budget.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the Transit Committee on May 10, 2018. SBCTA General Counsel and Procurement Manager have reviewed this item.

Responsible Staff:

Carrie Schindler, Director of Transit and Rail Programs

Approved
Board of Directors
Date: June 6, 2018

Witnessed By:

Contract Summary Sheet

11.a

General Contract Information

Contract No: 16-1001531 Amendment No.: 1 Vendor No.: 03334
 Vendor/Customer Name: Stadler US, Inc. Sole Source? ☐ Yes ☒ No
 Description: RPRP - Rail Vehicles
 Start Date: 07/12/2017 Expiration Date: 06/30/2026 Revised Expiration Date: _____
 Has Contract Term Been Amended? ☒ No ☐ Yes - Please Explain _____
 List Any Related Contracts Nos.: _____

Dollar Amount			
Original Contract	\$ 31,405,077.00	Original Contingency	\$ 3,140,508.00
Revised Contract (Inclusive of Prior Amendments)	\$ -	Revised Contingency (Inclusive of Prior Amendments)	\$ -
Current Amendment	\$ -	Contingency Amendment	\$ 250,000.00
TOTAL CONTRACT VALUE	\$ 31,405,077.00	TOTAL CONTINGENCY VALUE	\$ 3,390,508.00
		TOTAL DOLLAR AUTHORITY (Contract Value and Contingency)	\$ 34,795,585.00

Contract Authorization

☐ Executive Director Date: _____
 Executive Director Action: _____
☒ Board of Directors Date: 06/06/2018
 Board of Directors Action: _____

Contract Management: Payable/Miscellaneous

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

Contract Management: Receivable

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

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

Additional Information

Project Manager: Andres Ramirez

Attachment: Contract Summary Sheet (4785 : RPRP: Future DMU Vehicle Modification)

Minute Action

AGENDA ITEM: 12

Date: June 6, 2018

Subject:

Operations and Maintenance Costs for Various Transit Modes

Recommendation:

Receive and file an analysis of operations and maintenance costs for various transit modes.

Background:

With the imminent expansion of transit service in the San Bernardino Valley and the recent focus of providing transit service to the Ontario International Airport (ONT), the San Bernardino County Transportation Authority (SBCTA) requested our On-Call Consultant, Mott MacDonald, analyze existing operations and maintenance (O&M) costs for various transit modes.

Average operating costs per mile were analyzed for the following modes:

- Commuter Rail / Locomotive Haul Coach (LHC)
- Light Rail Transit (LRT)
- Bus Rapid Transit (BRT)
- Hybrid-Rail / Diesel Multiple Unit (DMU)
- Fixed Route (e.g., Local Bus)
- Shuttle Bus (e.g., Access Service, Dial-A-Ride, ADA type services)

ONT is the only commercial airport providing air travel in the Los Angeles Metropolitan area located in the Inland Empire and is experiencing rapid growth. Access to ONT is dominated by passenger vehicles via surface streets and adjacent freeways. The only available public transportation connection to ONT is Omnitrans Route 61, which was recently modified to make direct stops in front of the airport terminals.

Below are key conclusions included in the results of a study conducted for SBCTA in 2014 on Rail Access to the airport which collectively touched on many different service modes:

- A rail connection should be planned for the airport's future, and a bus shuttle connecting ONT with the Rancho Cucamonga Metrolink Station should be developed in the interim, until passenger volumes through ONT reach at least 15 million annual passengers.
- The planned long-term system should provide a rail connection all the way into the airport terminal area.
- A potential future extension of the Metro Gold Line to ONT should not be precluded by development of a connection to Metrolink.
- Technology options for a rail connection to Rancho Cucamonga should remain open for a determination of the most cost-effective system at the time a preferred alternative is selected and designed.

Development of the Redlands Passenger Rail Project (RPRP) and future Arrow Service has brought forth a new vehicle option to our county, hybrid-rail diesel multiple units, that is capable of running intermixed with locomotive hauled coaches and freight on existing Metrolink infrastructure. As reported in a separate item on this agenda, SBCTA is in the final stages of the Hybrid-Rail Study to determine the feasibility, operating parameters, and costs for supplementing existing Metrolink commuter rail service on the San Bernardino Line as well as providing rail service to ONT. Primary potential cost differential factors include operations,

Entity: San Bernardino County Transportation Authority

labor, fuel, and vehicle maintenance. Hybrid-rail vehicles use less fuel per mile than commuter rail trains, with 0.8 miles per gallon versus 0.33 miles per gallon, and comparison data on maintenance costs indicate lower unit costs for hybrid-rail systems. The service plan for the nine (9) mile RPRP corridor includes twenty-five (25) Arrow Service weekday round-trips overlaid with one (1) Metrolink weekday round-trip providing for 30-minute peak bi-directional service and 60-minute off-peak service. Including both services, maintenance-of-way, and dispatch services, the total annual O&M cost is estimated to be approximately \$10 million in year 2022 dollars. This does not include any service expansion onto the existing Metrolink service corridors.

Another key service under development is the West Valley Connector (WVC) which will provide more frequent bus rapid transit (BRT)/BRT-lite service along the existing Omnitrans Route 61 connecting the Downtown Pomona Metrolink Station on the Riverside Line to the airport and connecting east to the Rancho Cucamonga Metrolink Station on the San Bernardino Line, with connections to other major destinations along the way. The WVC is scheduled to become operational in late 2022/early 2023. The Phase 1 alignment approved by the SBCTA Board in May 2017, which includes the loop around Victoria Gardens, results in a net annual increase to Omnitrans' O&M costs of \$2.6 million in 2022 dollars. This will increase the service frequency to 10-minute peak service and 15-minute off peak service. O&M costs will increase to \$3.4 million when enhanced 15-minute peak service on Haven Avenue between Ontario Mills and Chaffey College is implemented, which was also included in the alternative approved by the Board.

Lastly, Metro Gold Line light rail service expansion to Montclair is scheduled to be operational in 2026, upon completion of the Metro Foothill Gold Line Phase 2B Project. This will extend Metro light-rail service by approximately a ½ mile into San Bernardino County and provide 6-minute peak bi-directional service and 12-minute off-peak service. Based on estimated costs received from the Los Angeles Metropolitan Transportation Authority (LA Metro), who will operate the service, the annual operating cost is estimated at \$3 million in 2026 dollars for the service within San Bernardino County.

The Mott MacDonald report provides an overview of actual O&M costs based on revenue service miles for various service modes from a number of transit providers and is included in Attachment A. In addition to administrative overhead cost drivers and the cost of living associated with geographical service areas, service frequency has a major impact on determining what amount of funding is needed for a service.

Financial Impact:

This item is consistent with the SBCTA Fiscal Year 2017/2018 adopted budget.

Reviewed By:

This item was received by the Transit Committee on May 10, 2018.

Responsible Staff:

Carrie Schindler, Director of Transit and Rail Programs

Approved
Board of Directors
Date: June 6, 2018

Witnessed By:



Operating Cost Per Mile for Various Transit Modes

April 18, 2018

San Bernardino County Transportation Authority

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Operating Cost Per Mile for Various Transit Modes

April 18, 2018

San Bernardino County Transportation Authority

Attachment: SBCTA_OpsCost_Memo_20180418 (4783 : Operations and Maintenance Costs for Various Transit Modes)

Issue and revision record

Revision	Date	Originator	Checker	Approver	Description
1	7/18/17	T. Hu	D. Gonzalez	E. Banghart	Draft Memo
2	8/18/17	T. Hu	D. Gonzalez	E. Banghart	Draft Final Memo
3	8/21/17	T. Hu	D. Gonzalez	E. Banghart	Final Memo
4	4/18/18	D. Gonzalez	E. Banghart	J. Buenaflor	Final Memo v2

Document reference: 309710

Information class: Standard

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This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

1 Introduction

The San Bernardino County Transportation Authority (SBCTA) directed Mott MacDonald to conduct an analysis of operations and maintenance (O&M) costs for various transit mode alternatives to Ontario International Airport. Average operating costs per mile were analyzed for the following modes:

- Commuter Rail / Locomotive Haul Coach (LHC)
- Light Rail Transit (LRT)
- Bus Rapid Transit (BRT)
- Hybrid Rail / Diesel Multiple Unit (DMU)
- Fixed Route (i.e. Local Bus)
- Shuttle Bus (i.e. Access Service, Dial-a-ride, ADA type services)

1.1 Background

The Ontario International Airport (ONT) is the only commercial airport providing air travel in the Los Angeles metropolitan area located in the Inland Empire. Access to ONT is dominated by passenger vehicles via surface streets and adjacent freeways. The only available public transportation connection to ONT is Omnitrans Route 61, which was recently modified to include stops at the airport terminals, and nearby Metrolink stations do not currently provide timed bus services to make these connections.

The following key conclusions were included in the results of a study conducted for SBCTA in 2014 on Ontario Airport Rail Access:

- A rail connection should be planned for the airport's future, and a bus shuttle connecting ONT with the Rancho Cucamonga Metrolink Station should be developed in the interim until passenger volumes through ONT reach at least 15 million annual passengers.
- The planned long-term system should provide a rail connection all the way into the airport terminal area.
- A potential future extension of the Metro Gold Line to ONT should not be precluded by development of a connection to Metrolink.
- Technology options for a rail connection to Rancho Cucamonga should remain open for a determination of the most cost-effective system at the time a preferred alternative is selected and designed.

SBCTA is currently in the final stages of the Hybrid Rail Study to determine the feasibility, operating parameters, and costs for supplementing existing Metrolink commuter rail service on the San Bernardino Line with Hybrid Rail/DMU service and providing rail service to ONT. Primary potential cost differential factors include operations labor, fuel, and vehicle maintenance. Additionally, operating hybrid rail services with less than 300,000 annual train miles have operating costs between \$40-\$80 per train mile, and costs between \$25-\$38 per train mile when operating more than 300,000 annual train miles. Hybrid rail vehicles use less fuel per mile than commuter rail trains and comparison data on maintenance costs indicate lower unit costs for hybrid rail systems:

- Fuel economy:
 - Commuter Rail: 0.33 miles per gallon

- Hybrid Rail: 0.8 miles per gallon
- Vehicle Maintenance:
 - Commuter Rail: \$11.78 - \$15.81 per train mile
 - Hybrid Rail: \$1.06 - \$5.44 per train mile

In light of these findings, this analysis will review O&M costs for the various transit modes per revenue mile and for an assumed service scenario to ONT to supplement previous studies.

2 Operating Costs

2.1 Operating Cost by Transit Mode

This section provides operating costs per vehicle revenue mile and per vehicle revenue hour for each of the six transit modes, with supporting data gathered from the National Transit Database (NTD) on comparable agencies around California and the country. The operating costs per vehicle revenue mile shown in the following tables are in 2016 US Dollars and adjusted to 2018 US Dollars to account for inflation based on the consumer price index provided by the US Bureau of Labor Statistics¹.

Table 2-1: Commuter Rail

Agency Name	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Fixed Guideway Directional Route Miles	Commuter Rail Opening Year
Southern California Regional Rail Authority (SCRRA)	\$16.66	\$609.29	824	1992
Peninsula Corridor Joint Powers Board (Caltrain)	\$15.55	\$549.24	154	1863
North County Transit District (NCTD)	\$52.77	\$426.28	82	1995
Massachusetts Bay Transportation Authority (MBTA)	\$17.15	\$514.21	776	1835
Altamont Corridor Express (ACE)	\$16.11	\$621.31	172	1998
Central Puget Sound Regional Transit Authority (Sound Transit)	\$24.75	\$749.30	164	2000
South Florida Regional Transportation Authority (Tri-Rail)	\$25.03	\$721.81	142	1989
Average Cost (2016 USD)	\$24.00	\$598.78	-	-
Average Cost (2018 USD)	\$25.11	\$626.46	-	-

Source: National Transit Database, FTA 2016; North County Transit District, 2016

¹ [Consumer Price Index Inflation Calculator](#), January 2016 vs. January 2018, Bureau of Labor Statistics, 2018.

Table 2-2: Light Rail Transit

Agency Name	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Fixed Guideway Directional Route Miles	LRT Opening Year
Los Angeles Metropolitan Transportation Authority (Metro)	\$23.15	\$479.94	136	1990
San Francisco Municipal Railway (MUNI)	\$41.46	\$395.57	64	1980
San Diego Metropolitan Transit Systems (MTS)	\$8.71	\$153.27	108	1981
Santa Clara Valley Transportation Authority (VTA)	\$26.63	\$423.09	81	1987
Sacramento Regional Transit District (Sacramento RT)	\$13.49	\$240.34	76	1987
Tri-County Metropolitan Transportation District of Oregon (TriMet)	\$14.53	\$208.72	104	1986
Average Cost (2016 USD)	\$21.33	\$316.82	-	-
Average Cost (2018 USD)	\$22.32	\$331.46	-	-

Source: National Transit Database, FTA 2016

Table 2-3: Bus Rapid Transit

Agency Name	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Fixed Guideway Directional Route Miles	BRT Opening Year
Los Angeles Metropolitan Transportation Authority (Metro)	\$17.44	\$268.98	37	2005
Regional Transportation Commission of Southern Nevada (RTC)	\$7.64	\$84.72	42	2012
Greater Cleveland Regional Transit Authority (GCRTA)	\$10.81	\$95.86	14	2008
Lane Transit District (LTD)	\$10.79	\$128.87	20	2007
Average Cost (2016 USD)	\$11.67	\$144.61	-	-
Average Cost (2018 USD)	\$12.21	\$151.29	-	-

Source: National Transit Database, FTA 2016

Table 2-4: Hybrid Rail / Diesel Multiple Unit

Agency Name	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Fixed Guideway Directional Route Miles	DMU Opening Year
Denton County Transportation Authority (DCTA)	\$19.79	\$487.93	43	2011
New Jersey Transit Corporation (NJ Transit)	\$24.45	\$610.02	70	2004
North County Transit District (NCTD)	\$23.21	\$181.04	44	2008
Capital Metro*	\$77.34	\$1,840.81	64	2010
Tri-Met*	\$48.24	\$1,046.16	29	2009
Average Cost (2016 USD) *	\$22.48	\$426.33		
Average Cost (2018 USD) *	\$23.52	\$446.04	-	-

Source: National Transit Database, FTA 2016; North County Transit District, 2016

*Outliers (Capital Metro and Tri-Met) are excluded from overall averages due to higher costs associated with nature of maintenance contracts and service limitations

Table 2-5: Fixed Route (Local Bus)

Agency Name	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Fixed Guideway Directional Route Miles	Agency Founded
Los Angeles Metropolitan Transportation Authority(Metro)	\$14.38	\$153.73	4	1993
Orange County Transportation Authority(OCTA)	\$10.31	\$123.83	0	1991
San Mateo County Transit District (SamTrans)	\$16.88	\$209.09	0	1976
San Diego Metropolitan Transit System (MTS)	\$7.83	\$85.33	2	1975
Sacramento Regional Transit District (Sacramento RT)	\$12.98	\$142.98	0	1973
San Francisco Municipal Railway (MUNI)	\$23.07	\$186.54	0	1912
Foothill Transit	\$6.58	\$95.47	0	1988
Riverside Transit Agency (RTA)	\$5.94	\$83.76	0	1975
Omnitrans (OMNI)	\$6.85	\$94.12	0	1976
Average Cost (2016 USD)	\$11.65	\$130.54	-	-
Average Cost (2018 USD)	\$12.19	\$136.61	-	-

Source: National Transit Database, FTA 2016

Table 2-6: Shuttle Bus (Demand Response)

Agency Name	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Fixed Guideway Directional Route Miles	Agency Founded
City of Los Angeles Department of Transportation(LADOT)	\$8.80	\$75.95	0	1979
Orange County Transportation Authority(OCTA)	\$6.24	\$104.08	0	1991
San Mateo County Transit District (SamTrans)	\$5.66	\$79.60	0	1976
Santa Clara Valley Transportation Authority (VTA)	\$4.66	\$68.20	0	1973
San Francisco Municipal Railway(MUNI)	\$10.75	\$72.18	0	1912
Foothill Transit	-	-	0	1988
Riverside Transit Agency (RTA)	\$3.33	\$55.98	0	1975
Omnitrans (OMNI)	\$4.87	\$74.00	0	1976
Average Cost (2016 USD)	\$6.32	\$75.71	-	-
Average Cost (2018 USD)	\$6.61	\$79.23'	-	-

Source: National Transit Database, FTA 2016

Two of the reviewed DMU systems have much higher costs compared to the others. The costs for Capital Metro and Tri-Met are higher than the costs of the other DMU systems listed in Table 2-4 because of low ridership, the costs associated with operating on a freight line, and the limited service hours (weekday rush hour service only).

It is important to note that in 2015, SBCTA conducted the Redlands Passenger Rail Project (RPRP) Operations/Maintenance and Vehicle Selection Study to analyze various DMU service scenarios. Depending on management and operational scenarios, estimates for DMU operating expenses per vehicle revenue mile ranged from \$58.30 to \$74.61 in 2016 USD. Because RPRP is still a relatively new transit mode system in the US, it has not benefited from economies of scale, cost advantages, or efficiencies that transit systems obtain as they grow in size and scale. The North County Transit District, which operates both DMU and commuter rail services, provided 2016 operations cost data on their services, summarized in Table 2-7. NCTD's DMU vehicles are older technology direct-drive diesel vehicles while the RPRP Hybrid Rail vehicles are newer technology consisting of diesel engines powering electric motor at the wheels. With two of the three comparable systems utilizing DMU technologies that are over 10 years old, it is expected the brand new Arrow service and vehicles will benefit from recent vehicle advancements and therefore will likely favor the lower range of the per-mile O&M cost.

Table 2-7: Operating Cost Comparison for NCTD (2016 USD)

Rail Service	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour
COASTER (Commuter Rail)	\$52.77	\$426.28
SPRINTER (DMU)	\$23.21	\$181.04

Source: North County Transit District, 2016

2.2 Operating Costs per Route Mile

This section analyzes the annual operating cost per route mile for future transit service, assuming reasonable levels of service for an airport connection service. The number of trips is derived from the assumptions of headways, operating hours, and duration in future service scenarios. This is then multiplied by the average operations cost per vehicle revenue mile, resulting in the annual operating costs shown in Table 2-8.

Table 2-8: Annual Operating Costs per Route Mile

Transit Mode	Peak/Off-Peak Headway Assumptions (min)	Annual Operating Cost per Mile
Commuter Rail	30/60	\$390,000
Light Rail Transit (LRT)	10/15	\$1,160,000
Bus Rapid Transit (BRT)	10/15	\$630,000
Diesel Multiple Units (DMU)	30/60	\$370,000
Bus-Fixed Route	10/15	\$710,000
Shuttle Bus/Demand Response Services	10/15	\$370,000

2.3 Summary

This section summarizes average operation costs for the five transit modes identified in this study. Cost comparisons are shown in Table 2-9.

Table 2-9: Average Operation Costs by Transit Mode

Transit Mode	Operation Cost per Vehicle Revenue Mile (2018 USD)
Commuter Rail	\$25.11
Light Rail Transit (LRT)	\$22.32
Bus Rapid Transit (BRT)	\$12.21
Bus – Fixed Route	\$13.80
Diesel Multiple Units (DMU)	\$23.52
Shuttle Bus/Demand Response Services	\$7.15

DMU, Commuter Rail, and Light Rail Transit operation costs are shown to be comparable with DMU at \$23.52 per revenue mile, Commuter Rail at \$25.11 per revenue mile, and LRT at \$22.32 per revenue mile. In recent years, DMU systems had higher operations costs due to the trend that DMUs were oftentimes shorter and newer systems with one-time setup costs for administrative operation needs which have not yet benefited from scales of economies. However, as more DMU service has been added and fuel economies are better than that of commuter rail systems, DMU overall operational costs have dipped below costs for commuter rail systems.

3 Conclusions

As previously mentioned, DMU service operating costs are decreasing slightly as more DMU revenue miles are added to existing or new transit networks. The future operating cost scenarios do not take into account future year congestion nor service expansions, and is meant to convey a snapshot of transit mode operational costs for comparison purposes. Vehicle revenue miles increased by 12.6 percent between 2007 and 2016 across all transit modes in the United States². In that ten-year period, LRT vehicle revenue miles increased at the highest rate across all modes at 35.5 percent. Commuter rail vehicle revenue miles increased at a rate of 16 percent during this same period. As commuter rail systems move towards more fuel-efficient vehicles as a way to reduce emissions and save on operational costs, DMU systems can be seen as an alternative to achieve these objectives.

² Annual National Transit Summaries and Trends Report 2016, p.28

Minute Action

AGENDA ITEM: 13

Date: June 6, 2018

Subject:

RPRP: Right-of-Way Acquisitions Update

Recommendation:

Receive and file an update of the right-of-way acquisitions associated with the Redlands Passenger Rail Project.

Background:

On November 2, 2016, San Bernardino County Transportation Authority (SBCTA) Board of Directors authorized staff to proceed with acquisitions of properties necessary for the Redlands Passenger Rail Project (RPRP or Project). In addition, the Director of Transit and Rail Programs was authorized to modify the parcel list as needed.

Acquisitions identified for the RPRP were deliberately limited to those necessary for the construction of the Project. With the exception of one (1) full property acquisition, located east of E Street in the City of San Bernardino, the needed right-of-way will be partial acquisitions located primarily at the grade crossings and temporary construction easements, needed for access. The improvements proposed on the acquired properties include signal improvements, pedestrian crossings, drainage, utility relocations, and accessibility modifications.

The initial parcel list was prepared to support a 30% design plan. Design has progressed to 100% and acquisitions have been adjusted to accommodate this design. Many of the new parcels identified are for grade crossing enhancements recommended by the California Public Utilities Commission (CPUC) and Southern California Regional Rail Authority (SCRRA), for drainage improvements, and SCRRA maintenance access requirements. In accordance with the authorization provided on November 2, 2016, staff has prepared an updated parcel list included as Attachment "A". The parcel list has been updated to support a 100% design plan and any ownership changes with 14 parcels being removed and 17 added from the original parcel list.

Financial Impact:

This item is consistent with the SBCTA Fiscal Year 2017/2018 adopted budget.

Reviewed By:

This item was received by the Transit Committee on May 10, 2018.

Responsible Staff:

Carrie Schindler, Director of Transit and Rail Programs

Approved
Board of Directors
Date: June 6, 2018

Witnessed By:

Entity: San Bernardino County Transportation Authority

ATTACHMENT "A"

Redlands Passenger Rail Project – Updated Property Impact List – 05/10/2018

ROW NO.	APN	VESTING	NAME OF OWNER/PRINCIPAL	PROPERTY TYPE
RPRP-001	0136-121-33 0136-121-39	MIRANDA FAMILY HOLDINGS, LLC	JORGE MIRANDA	COMMERCIAL
RPRP-002	0136-122-89 0136-122-90	SAN BERNARDINO COUNTY FIRE PROTECTION DISTRICT	MARK A. HARTWIG FIRE CHIEF	COMMERCIAL
RPRP-003	0136-121-44	W & W REALTY LLC	-----	COMMERCIAL
RPRP-004	0136-111-02	JERALD CASILLAS AND MARY L. CASILLAS	JERALD CASILLAS MARY L. CASILLAS	COMMERCIAL
RPRP-005	0136-122-82	WESTBROOK FAMILY TRUST THE BOTTS FAMILY TRUST	HAROLD TRUITT WESTBROOK II PENNY K. WESTBROOK ROBERT E. BOTTS BEVERLY ANN BOTTS	COMMERCIAL
RPRP-006	-----	PUBLIC RIGHT OF WAY	-----	-----
RPRP-007	0136-033-26	SMITH ETAL.	DON R. SMITH BARBARA R. SMITH H. MARK BEGUELIN JR. ELLEN C. JOHNSTON EDWARD T. FLETCHER JR. MARY FLETCHER G. LOUIS FLETCHER JANET G. FLETCHER MARILYN LEIBERG KNUDSEN	INDUSTRIAL
RPRP-008	0136-033-14	JOHN H. GARDNER AND LARISA GARDNER	JOHN H. GARDNER LARISA GARDNER	COMMERCIAL
RPRP-009	0136-122-81	BANK OF SAN BERNARDINO WENHUI LIANG	----- WENHUI LIANG	COMMERCIAL
RPRP-010	0136-122-87	ENRIQUE RODRIGUEZ AND M. ROSA RODRIGUEZ	ENRIQUE RODRIGUEZ M. ROSA RODRIGUEZ	COMMERCIAL
RPRP-011	0136-042-08 0136-042-09 0136-042-10 0136-042-11 0136-042-12	VIDMAR ETAL.	BARBARA L. VIDMAR JOHN C. VIDMAR MARCIA VIDMAR JOHN R. VIDMAR DORIS N. VIDMAR	COMMERCIAL

ATTACHMENT "A"

Redlands Passenger Rail Project – Updated Property Impact List – 05/10/2018

ROW NO.	APN	VESTING	NAME OF OWNER/PRINCIPAL	PROPERTY TYPE
RPRP-012	0136-041-10 0136-051-54	FAIRWAY INDUSTRIAL PARTNERS, LLC SLH INDUSTRIAL, LLC	MELANIE J. BROWN (FAIRWAY) BRADLEY D. HOWARD (SLH)	COMMERCIAL
RPRP-013	0136-051-14 0136-033-27 0136-122-78	CITY OF SAN BERNARDINO	-----	PUBLIC FACILITIES INDUSTRIAL PUBLIC FACILITIES
RPRP-014	0136-221-28	GARY G. WALBOURNE AND ISABELLA E. WALBOURNE CHRISTINE LI	GARY G. WALBOURNE ISABELLA E. WALBOURNE CHRISTINE LI	INDUSTRIAL
RPRP-015	0136-032-22 0136-033-23	TWENTY-SEVEN SAC SELF-STORAGE LIMITED PARTNERSHIP	-----	INDUSTRIAL
RPRP-016	0136-251-37	ERIC GRISHAM FAMILY TRUST	ERIC E. GRISHAM	COMMERCIAL
RPRP-020	0136-321-51	BURR GROUP LP	COLE BURR	COMMERCIAL
RPRP-021	0136-321-55	BURCHCO, LLC	JOHN D. MCALEARNEY	COMMERCIAL
RPRP-022	0136-321-04	SALVADOR ANAYA	SALVADOR ANAYA	INDUSTRIAL
RPRP-023	0136-401-65	E & W PROPERTIES, LLC	EDWARD BOYD	INDUSTRIAL
RPRP-024	0136-462-05	2743 LLC WASHINGTON LAND VENTURES, LLC	JOHN C. OLIVER JR. -----	INDUSTRIAL
RPRP-025	0136-451-02	JOSE AND CLAUDIA GUERRERO LIVING TRUST WASHINGTON LAND VENTURES, LLC	JOSE GUERRERO CLAUDIA GUERRERO -----	INDUSTRIAL
RPRP-026	0136-452-26	THE IRINEA BROCE SEPARATE PROPERTY TRUST WASHINGTON LAND VENTURES, LLC	IRINEA BROCE -----	INDUSTRIAL

ATTACHMENT "A"

Redlands Passenger Rail Project – Updated Property Impact List – 05/10/2018

ROW NO.	APN	VESTING	NAME OF OWNER/PRINCIPAL	PROPERTY TYPE
RPRP-029	0136-321-31 0136-321-38 0141-262-05 0141-281-05 0167-401-01 0170-181-44 0170-181-43 0201-031-29 0281-021-17 0281-021-21 0281-021-26 0281-221-13 0281-041-13 0281-111-22 0292-031-24 0292-032-24 0292-032-23 0292-034-11 0292-034-15	SAN BERNARDINO FLOOD CONTROL DISTRICT		PUBLIC FACILITIES
RPRP-030	0136-321-14	DIANNE L. LINCOLN AND RANDALL S. LINCOLN	DIANNE L. LINCOLN RANDALL S. LINCOLN	INDUSTRIAL
RPRP-032	0136-401-68	TUSTIN CONSTRUCTION CO., INC. MAD ATOM, LLC	JOSEPH A. WALKER -----	INDUSTRIAL
RPRP-034	0136-431-14	RBI LANDSCAPE, INC. LGW EQUITY, LLC	ROBERT B. INGE -----	INDUSTRIAL
RPRP-035	0136-431-34	GREGORY M. ARIAS	GREGORY M. ARIAS	INDUSTRIAL
RPRP-039	0281-411-01	CALIFORNIA HOUSING FOUNDATION	STEVE VON RAJCS	COMMERCIAL
RPRP-041	0136-431-01	MARTIN ETAL.	WILLIE MARTIN, JR. MICHAEL MARTIN AALIYAH ABDULLAH GLENDA BURNETT CHARLEENA FAIRLEY	INDUSTRIAL

ATTACHMENT "A"

Redlands Passenger Rail Project – Updated Property Impact List – 05/10/2018

ROW NO.	APN	VESTING	NAME OF OWNER/PRINCIPAL	PROPERTY TYPE
RPRP-043	0281-021-30	SUCCESSOR AGENCY TO THE REDEVELOPMENT AGENCY OF THE CITY OF SAN BERNARDINO COOLEY PROPERTIES, LP	OVERSIGHT BOARD: ____ JIM MORRIS ____ CAREY K. JENKINS ____ MARY O'TOOLE ____ DOUG HEADRICK ____ MARGARET HILL ____ JOHN LONGVILLE _____	INDUSTRIAL
RPRP-044	0281-041-29	FORD WHOLESALE CO., INC.	M L THOMAS	INDUSTRIAL
RPRP-045	0281-021-49 0281-301-19 0281-041-15 0281-431-01	CITY OF RIVERSIDE	_____	INDUSTRIAL INDUSTRIAL INDUSTRIAL INDUSTRIAL
RPRP-046	0281-041-36	REAGENT CHEMICAL & RESEARCH, INC.	C T CORPORATION SYSTEM VIVIAN IMPERIAL	ADMINISTRATIVE/ PROFESSIONAL
RPRP-047	0281-201-01	IAD HANHOUN AND SHEREEN HANHOUN	IAD HANHOUN SHEREEN HANHOUN	SINGLE FAMILY RESIDENTIAL
RPRP-048	0281-102-11	COUNTY OF SAN BERNARDINO	_____	INDUSTRIAL
RPRP-054		CALTRANS	_____	COMMERCIAL
RPRP-056	0292-035-01	DRC LAND CBC, LP	_____	COMMERCIAL

ATTACHMENT "A"

Redlands Passenger Rail Project – Updated Property Impact List – 05/10/2018

ROW NO.	APN	VESTING	NAME OF OWNER/PRINCIPAL	PROPERTY TYPE
RPRP-058	0169-281-19 0169-281-23 0169-362-08 0170-142-07 0170-181-44 0170-191-39 0292-034-02 0292-034-05 0292-034-08 0292-064-02	CITY OF REDLANDS	-----	COMMERCIAL INDUSTRIAL INDUSTRIAL PUBLIC FACILITIES PUBLIC FACILITIES PUBLIC FACILITIES COMMERCIAL COMMERCIAL COMMERCIAL PUBLIC FACILITIES
RPRP-059	0292-034-17	MARTIROSIAN FAMILY TRUST ANDRE OHANIAN TRUST OHANINA REVOCABLE TRUST	MARTIN MARTIROSIAN ANGELA MARTIROSIAN ANDRE OHANIAN -----	COMMERCIAL
RPRP-060	0292-034-16	CHASE MANAGEMENT, INC.	H. TROY FARAHMAND	COMMERCIAL
RPRP-061	0292-064-22	STRICKLER COMMERCIAL, LLC	CORBIN STRICKLER	COMMERCIAL
RPRP-062	0169-261-24 0169-271-44 0171-022-13 0171-022-19	PROPERTY ONE, LLC	JOHN D. MCALEARNEY -----	RESIDENTIAL INDUSTRIAL RESTRICTED COMMERCIAL
RPRP-063	0292-064-03 0292-064-04 0292-064-05	ROY L. TYRA LAWANNA JO TYRA TYRA FAMILY TRUST	ROY L. TYRA LAWANNA JO TYRA TYRA FAMILY TRUST	COMMERCIAL
RPRP-064	0292-064-12	UNITED STATES POSTAL SERVICE	-----	COMMERCIAL
RPRP-065	0167-401-11	MOUNTAIN VIEW INDUSTRIAL CENTER, LLC	NATIONAL CORPORATE RESEARCH, LTD. RICHARD AURTHUR	INDUSTRIAL
RPRP-066	0292-063-01	D.T.M. LAND COMPANY, LLC	DAVID A. MARVIN	COMMERCIAL
RPRP-067	0169-371-02	G & M GAPCO, LLC	HARRY O. SCHENIK	COMMERCIAL
RPRP-070	0169-391-03	NASSER RADPARWAR AND CAROLINE RADPARVAR	NASSER RADPARWAR CAROLINE RADPARVAR	COMMERCIAL

ATTACHMENT "A"

Redlands Passenger Rail Project – Updated Property Impact List – 05/10/2018

ROW NO.	APN	VESTING	NAME OF OWNER/PRINCIPAL	PROPERTY TYPE
RPRP-076	0169-281-34 0169-281-39	SHOWPROP REDLANDS, LLC PROPERTY ONE, LLC	GEORGE KRIKORIAN -----	COMMERCIAL
RPRP-077	0169-281-45	SPIRIT MASTER FUNDING X, LLC	-----	COMMERCIAL
RPRP-080	0169-281-43	LONGO FAMILY TRUST	BETTY JEANNE LONGO	COMMERCIAL
RPRP-081	0169-212-20 0169-212-27	ORANGE STREET PLAZA, LLC	NASEEM MOALEJ	COMMERCIAL
RPRP-082	0169-311-16	CENTENNIAL PLAZA, LLC	DONALD LAM	COMMERCIAL
RPRP-083	0169-312-01	AMCOR PROPERTIES, LLC	LOUIS T. BURCH	INDUSTRIAL
RPRP-084	0169-236-07	JAMES F. VER STEEG SR.	JAMES F. VER STEEG SR.	INDUSTRIAL
RPRP-085	0169-234-01 0169-234-04	TODD ETAL.	S. TODD ALLEN JOY A. ALLEN ANTHONY CINQUE JODI L. CINQUE RONDAL G. ALLEN MARILYN ALLEN	INDUSTRIAL
RPRP-090	0169-321-01 0169-321-02	REDLANDS FOOTHILL GROVES	MANUEL MARTINEZ -----	COMMERCIAL INDUSTRIAL
RPRP-091	0170-191-40	CATALINA GARDENS-RIVERSIDE, LLC	DONALD R. MARABELLA	SINGLE FAMILY RESIDENTIAL
RPRP-092	0170-151-28	UNIVERSITY OF REDLANDS	-----	PUBLIC FACILITIES
RPRP-095	0170-181-46 0170-181-49	UNION PACIFIC RAILROAD COMPANY	-----	PUBLIC FACILITIES
RPRP-096	0136-061-16	GABRIELLA PARRISH	GABRIELLA PADDISH	RESIDENTIAL
RPRP-097	0136-221-36	LEONARD & MARIA KNAPP	LEONARD & MARIA KNAPP	COMMERCIAL
RPRP-098	0136-321-54	HU FAMILY TRUST	HU FAMILY TRUST	COMMERCIAL

ATTACHMENT "A"

Redlands Passenger Rail Project – Updated Property Impact List – 05/10/2018

ROW NO.	APN	VESTING	NAME OF OWNER/PRINCIPAL	PROPERTY TYPE
RPRP-099	0136-221-41	PRIMA-MILL LLC	-----	COMMERCIAL
RPRP-100	0281-211-19	CARLOS GARCIA & ALEJANDRA NARANJO	CARLOS GARCIA & ALEJANDRA NARANJO	RESIDENTIAL
RPRP-101	0292-063-57	CHASE HOLDINGS LP	-----	COMMERCIAL
RPRP-102	0169-362-15	FRANCHISE REALTY INTERSTATE CORP	-----	COMMERCIAL
RPRP-103	0169-371-16	THOMAS O. BELL	THOMAS O. BELL	COMMERCIAL
RPRP-104	0169-271-54	NYS NORTH, LLC	-----	COMMERCIAL
RPRP-105	0169-244-37	STUART STREET REDLANDS, LLC	-----	COMMERCIAL
RPRP-106	0170-131-20	TIMOTHY BEST	TIMOTHY BEST	COMMERCIAL
RPRP-107	0170-201-19	REDLANDS PROPERTY MANAGEMENT TR.	-----	RESIDENTIAL
RPRP-108	0136-321-49	LIH INVESTMENTS, LLC	-----	INDUSTRIAL
RPRP-109	0281-102-16	VALACAL COMPANY	-----	INDUSTRIAL
RPRP-110	0141-431-12	IPT WATERMAN DC LP	-----	COMMERCIAL
RPRP-111	0139-321-40	GOSAENLEZ, LLC	-----	COMMERCIAL
RPRP-112	0136-411-10	199 EAST CENTRAL AVENUE, LLC	-----	COMMERCIAL

Minute Action

AGENDA ITEM: 14

Date: June 6, 2018

Subject:

Hybrid-Rail Study Update

Recommendation:

Receive and file a presentation and status update on the San Bernardino Line Hybrid-Rail Study.

Background:

In April 2017, the San Bernardino County Transportation Authority (SBCTA) issued a contract task order under Contract No. C14003 with Mott MacDonald Group for On-Call Transit and Rail Services to study (Study) the ability to increase bi-directional service on the Metrolink San Bernardino Line (SBL) by introducing Diesel Multiple Unit vehicle service to supplement and/or supplant the existing Metrolink locomotive hauled coach service. The SBL between San Bernardino and Los Angeles Union Station (LAUS) is an underutilized transportation asset due to limited bi-directional service, as the focus of the Metrolink Service is to provide frequent morning service to patrons riding into Los Angeles and in the evening to those traveling out of Los Angeles. During peak periods, trains typically run every 20-30 minutes in the peak direction and about every 60 minutes in the off-peak direction, while during the middle of the day trains run in both directions about every 60-90 minutes.

The development of the Redlands Passenger Rail Project (RPRP) and future Arrow Service between the San Bernardino Transit Center and University Station in Redlands includes the introduction of Hybrid-Rail (HR) Diesel Multiple Unit vehicles into San Bernardino County as the chosen vehicle for that service. The service will utilize vehicles called Diesel Multiple Units (DMU), which are a hybrid between the locomotive-hauled coaches (LHC) operated by Metrolink and light-rail transit vehicles like the Metro Rail in Los Angeles County. Light-rail transit vehicles operate with electric power using overhead catenary lines and are lighter weight vehicles that cannot operate in freight or LHC railroad corridors. Hybrid-Rail vehicles, which include DMUs as well as Electrical Multiple Units, currently provide transit service in five (5) corridors around the United States and are more commonly used in other parts of the world. The latest generation of HR vehicles has been approved as crash compliant by the Federal Railroad Administration (FRA) via a waiver process, meaning they can safely operate on freight railroad corridors as LHC trains do. In addition, a Notice of Proposed Rule Making (NPRM) is underway that would negate the need for the waiver. Being smaller and lighter than LHC trains, HR trains have been found to be cheaper to operate and maintain, so the use of HR technology may present an opportunity to cost-effectively increase service in the San Bernardino-LAUS corridor.

The operation of additional service in the San Bernardino-LAUS corridor would enhance the corridor's ability to support Transit-Oriented Development (TOD) and regional travel by alternative modes. Desirable service improvements could include:

- Additional bi-directional midday service;
- Additional peak period, peak-direction express service for longer-distance trips; and
- Additional peak period, reverse-peak direction service.

The opportunity to implement such service improvements is constrained by the following items:

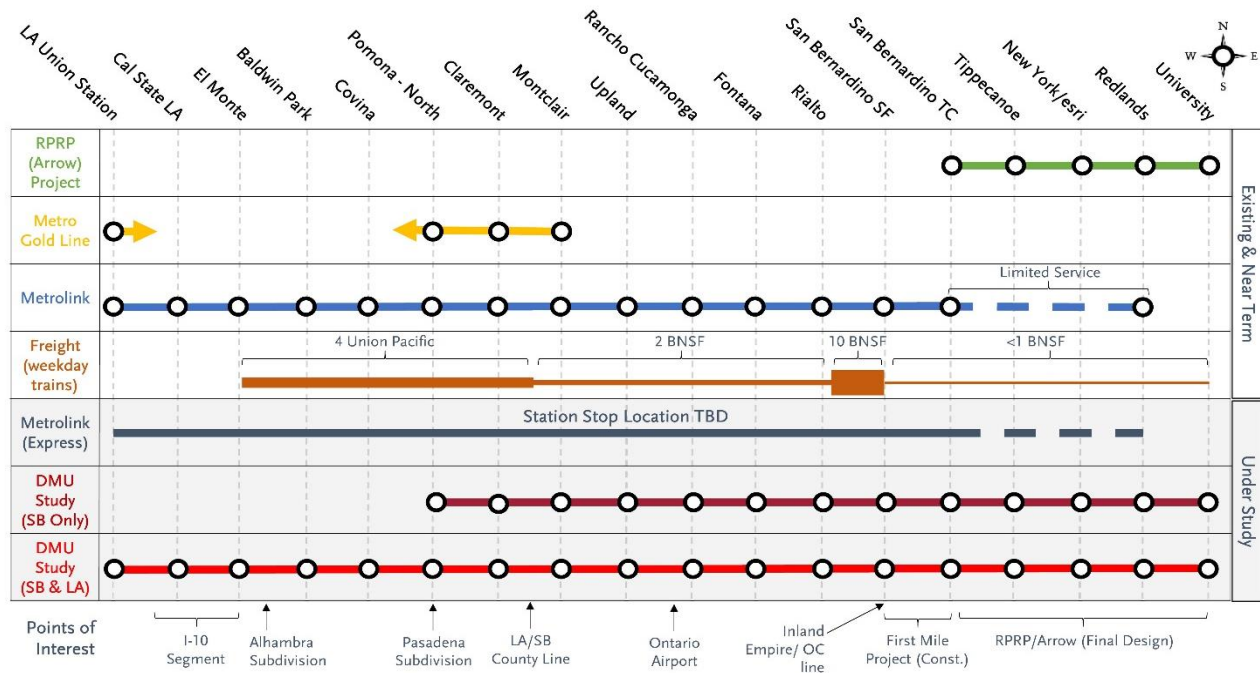
- Existing infrastructure

Entity: San Bernardino County Transportation Authority

- Operating schedule
- System-wide Metrolink equipment movements
- Funding available for operations

This Study looked at both fitting HR trains into the existing Metrolink schedule by filling service gaps as well as unconstrained bi-directional service at regular clock-face intervals. A clock-face is a timetable system under which services run at consistent intervals, as opposed to a timetable schedule that has irregular headways. Currently, Metrolink does not run on a clock-face schedule but a timetable schedule that allows them to get as much service as possible, based on demand, and the available double-track sections on the SBL. In order to complete this initial study, the team had to isolate the review of the SBL from the larger Metrolink system and does not take into account Metrolink's current practice of moving equipment throughout the larger system. The Study generally found that the infrastructure constraints are due to extensive segments of the corridor having single-track, so bi-directional train frequencies can only be increased if double-track sections or sidings are available where trains need to pass. Figure 1 provides an overview of the existing and planned services in the corridor.

Figure 1: Existing and Planned Services



For this Study, SBCTA, the Los Angeles County Metropolitan Transportation Authority (Metro), and the Southern California Regional Rail Authority (SCRRA) have collaborated to explore opportunities to increase service and enhance operations on SBL and RPRP using HR to supplement and enhance existing Metrolink service.

A map of the study area is shown in Figure 2. The Study objectives are based on responding to the following:

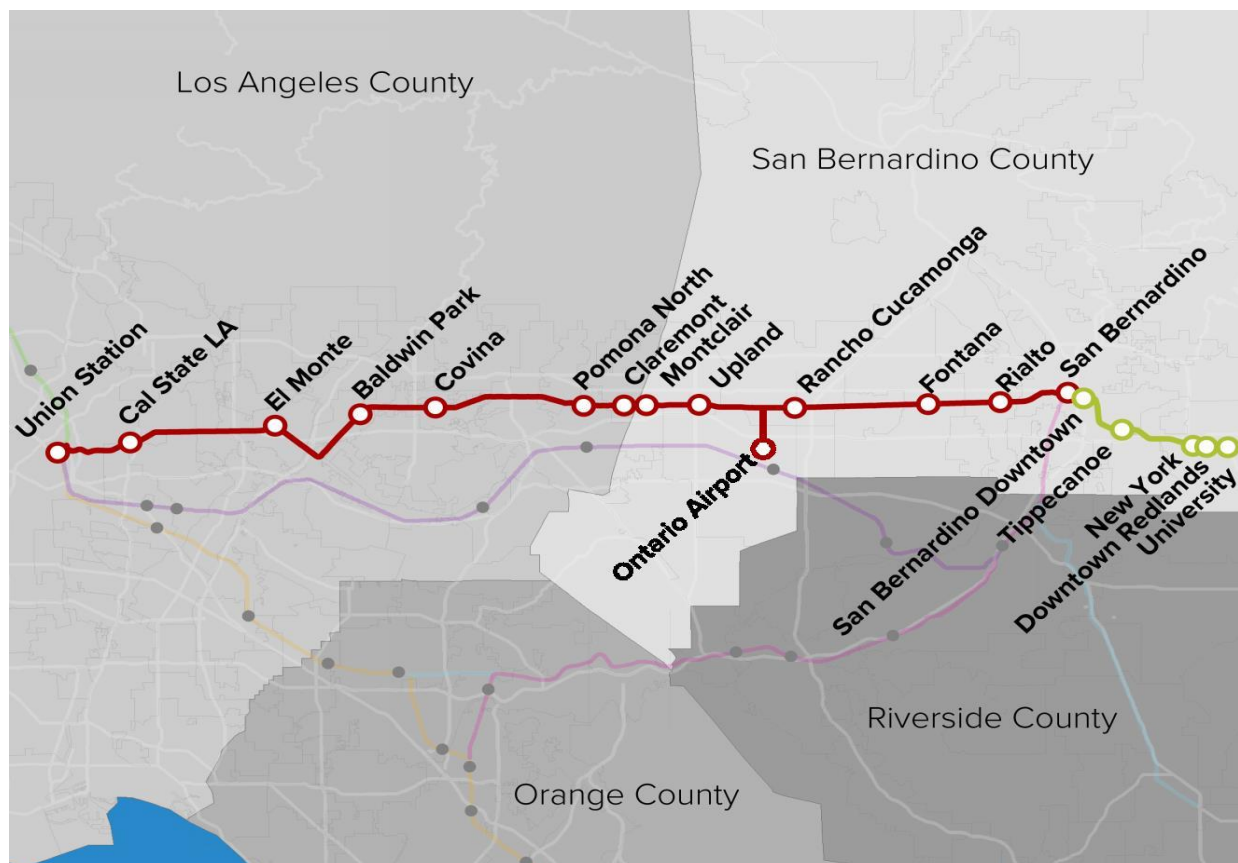
- What would be the potential western terminus stations for HR service in the corridor?

- Can HR supplement existing peak service and facilitate more Metrolink express trains?
- Can off-peak service be converted from Metrolink trains to HR trains to reduce operating costs?
- What infrastructure improvements would be needed to achieve reliable 30-minute and 15-minute peak-direction service using blended Metrolink and HR service?
- In the long term, could 30-minute or 15-minute blended service be provided, including direct service to Ontario International Airport?
- What infrastructure improvements would be needed to achieve unconstrained bi-directional service with 30-minute, 20-minute, and 15-minute headways?
- What are the operations and maintenance (O&M) and capital costs associated with the improvements?

Two (2) types of service scenarios were considered in the Study:

- Blended service assumes Metrolink's existing service schedule on the SBL and adds HR service between Metrolink trains; and
- Unconstrained service assumes no existing rail service on the SBL; only passenger rail trains operating at regular frequencies.

Figure 2: Study Area



Western Terminus for Hybrid-Rail Service

The potential western terminus for HR service is determined in part by available right-of-way (ROW) for added railroad infrastructure and opportunities for multimodal connectivity.

San Bernardino County Transportation Authority

Ideally, HR service would span the entire corridor from LAUS to University Station in Redlands. However, Metrolink already operates the maximum number of peak trains possible between LAUS and El Monte Station due to the single-tracked corridor in the median of Interstate-10 Freeway. The westernmost terminus of HR service could be El Monte, but opportunities to turn trains around exist at the Pomona North and Montclair Stations as well. Turn-back tracks would be required to allow any passenger train to turn around or layover at the terminus station.

The El Monte, Pomona North, and Montclair Stations provide multimodal connections to over a dozen bus routes one-half mile away from El Monte Station, and future Metro Gold Line service at the Pomona North and Montclair Stations. These stations may also potentially accommodate the required infrastructure and ROW needed for storing and turning around trains.

Supplementing Existing Peak Service

The Study identified opportunities to supplement existing Metrolink peak service with HR trains, and thus facilitate more Metrolink express trains and fill service gaps in the morning and evening peak and reverse-peak directions. Within existing Metrolink schedules, there are gaps to insert four (4) HR trains in each peak:

- AM Peak: two (2) westbound and two (2) eastbound trains
- PM Peak: two (2) westbound and two (2) eastbound trains

These HR trains could provide local service, stopping at all stations between Pomona North Station and San Bernardino Transit Center (SBTC). Additionally, peak-direction Metrolink trains could potentially provide express service east of the Pomona North Station, with possible stops at Rancho Cucamonga Station and SBTC. Passengers wishing to travel westbound beyond Pomona North Station would be required to transfer to either the future Metro Gold Line or existing Metrolink service. The additional annual operating cost for these four (4) new round-trips per day is estimated to be approximately \$1.4 million to \$2.1 million.

Converting Off-Peak Metrolink Service to Hybrid-Rail

The conversion of Metrolink trains to HR could provide potential savings in O&M costs, as HR vehicles are substantially more fuel-efficient. The evaluation of possibly converting off-peak Metrolink service to HR found that many midway, evening, and off-peak direction trains carry passenger volumes that could be accommodated by 4-car HR train sets. A total of 16 low-ridership Metrolink trains could be converted to HR service. The RPRP will acquire three (3) 2-car HR train sets that could be utilized for service on the SBL. To replace the 16 low-ridership Metrolink trains a total of eight (8) HR train sets would be needed to support the four (4) additional supplemental HR trains as described in the Supplementing Existing Peak Service section above. The potential annual savings in fuel costs are approximately \$1.5 million to \$2.4 million per year.

The RPRP is currently constructing a maintenance and service facility (MSF) to accommodate Arrow HR 2-car train sets; however, a new MSF would be required to accommodate any 4-car train sets.

Infrastructure Needs for 30-Minute and 15-Minute Blended Service

The Study identified areas along the SBL where added infrastructure would be required to accommodate 30-minute and 15-minute service provided by existing Metrolink service overlaid with HR trains along the SBL. Double-tracking the 3.9-mile section between Control Point (CP) Lone Hill and CP White could support 30-minute peak-direction headways with 60-minute reverse-direction headways between the El Monte and University Stations. The reverse-direction service is limited to 60-minutes because providing more frequent service would entail a significant amount of train equipment to be moved to Pomona North in the morning and to SBTC in the afternoon to cover equipment needs. This scenario could be supported by seven (7) HR equipment sets. Operating service frequencies of 15-minutes in the peak-direction could be supported with double-tracking most of the SBL corridor, including four (4) key locations that pose exponentially high costs and/or right-of-way challenges. These four (4) locations are:

- The San Gabriel Flyover east of the El Monte Station
- The I-10 underpass west of the Baldwin Park Station
- Baldwin Park Station
- Narrow right-of-way east of the Covina Station

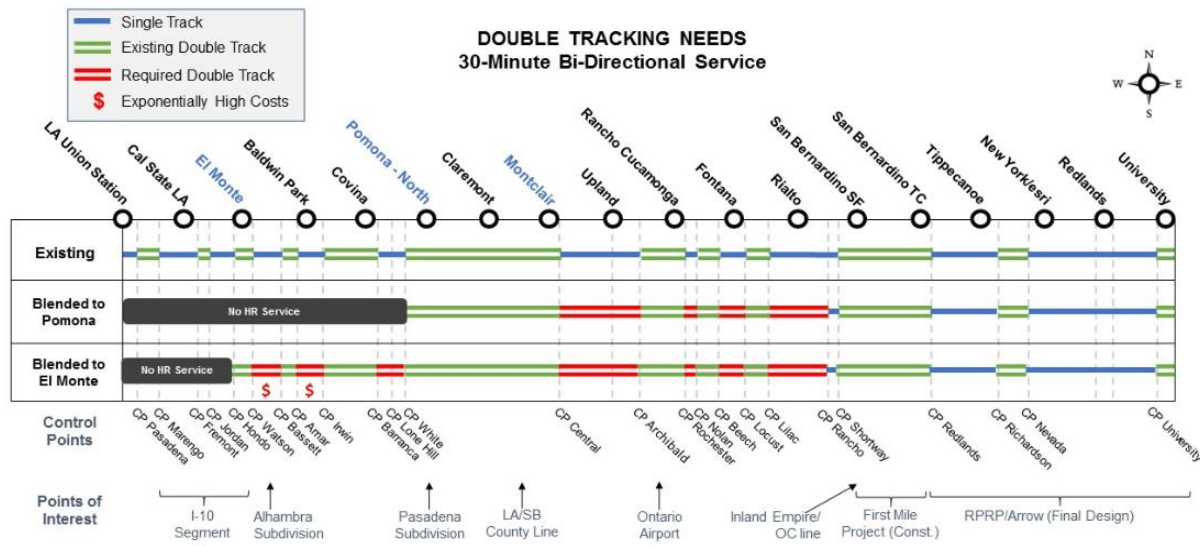
Because of the major infrastructure improvements required to support 15-minute level of service, schedules and equipment cycles were not developed for service headways shorter than 30-minutes. A summary of the double-tracking needs for limited 30-minute blended bi-directional peak service is shown in Figure 3.

Figure 3: Double-Tracking Needs for Constrained Scenario with 60-Minute Reverse Headways



For 30-minute bi-directional service between Pomona and University Station, under the blended service scenario, five (5) HR trains would be needed, if extended to El Monte nine (9) HR trains would be needed, this includes the three (3) HR trains being purchased as part of RPRP. The double track-needs for each are shown in Figure 4.

Figure 4: Double-Tracking Needs for Constrained Service with 30-Minute Bi-Directional Service



In the blended service scenarios, both Metrolink LHC and HR trains would need to provide access to the existing Metrolink stations along the SBL. In order to allow for safe boarding, meet Americans with Disabilities Act (ADA), and Federal Transit Administration level-boarding requirements, modifications to these legacy station platforms or Arrow HR trains would be required. The Study analyzed the following potential solutions:

Gauntlet and dedicated loop-tracks can be used where freight traffic passes through existing stations and on tracks adjacent to existing platform faces. The use of gauntlet and loop-tracks could likely come with high costs associated with the additional infrastructure and the possible right-of-way needed for its implementation. There is also the possibility that freight operators may object to the increased maintenance and reliability risk associated with the additional switches at each station.

This option considers raising the existing Metrolink platform, or parts of the platform, to avoid the use of gauntlet tracks and modification to the HR vehicle. This could be implemented uniformly throughout the SBL on legacy platforms but would require a step-down from the train for able bodied passengers in combination with a manually deployed ramp for ADA passengers. This option would require a waiver from the California Public Utilities Commission.

Modified HR vehicles with retractable steps could be automatically deployed to potentially allow for easier boarding. Level boarding would still be handled by manually deployed ramps for ADA passengers. This option requires less infrastructure than the previous options, but relies on the manufacturer's ability to build vehicles that could support the installation of these retractable steps in the future.

Long-Term Service to Ontario International Airport

Passenger rail service to Ontario International Airport (ONT) was modeled using data from the 2014 Ontario Airport Rail Access Study. Service to ONT assumes four (4) new stations, including one (1) station at each of the airport terminals, per the Ontario Airport Rail Access Study 2014. The study estimated capital costs to be approximately \$750 million to \$881 million.

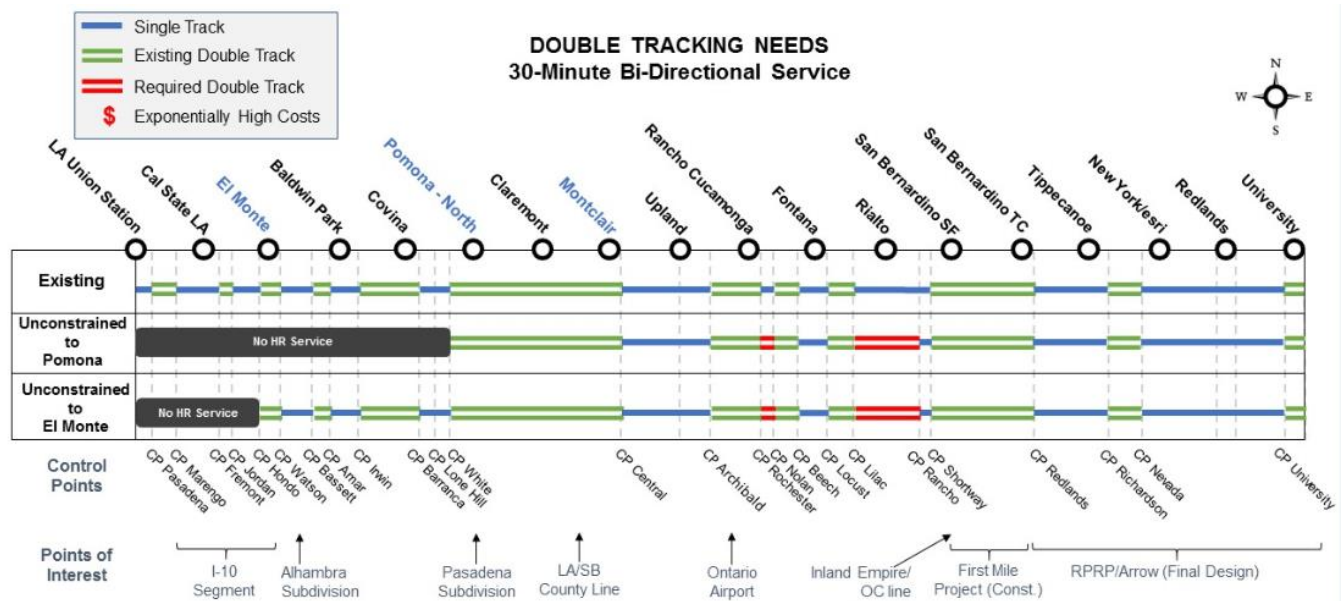
In an unconstrained scenario where passenger vehicles operate on a consistent 30-minute or 60-minute schedule, one-seat rides to ONT could be provided using HR vehicles that operate in between the SBL trains. With today's existing Metrolink service, a blended scenario would need to provide service to the airport using a shuttle-style operation with a required transfer at the Rancho Cucamonga Station. New railroad infrastructure would follow Deer Creek Blvd. from just west of the Rancho Cucamonga Station to head south to ONT. Additional annual operating costs are:

- 15-minute all day shuttle service: \$4.7 million to \$7.1 million
- 30-minute all day shuttle service: \$2.3 million to \$3.5 million

Bi-Directional Unconstrained Service

If not constrained by existing Metrolink schedules, reliable bi-directional service between the El Monte Station and SBTC could be achieved with the infrastructure improvements shown in Figure 5.

Figure 5: Double-Tracking Needs for Unconstrained Scenario Bi-Directional Service



Cost Estimates

Rough order-of-magnitude (ROM) capital costs and operations and maintenance costs were developed for the operational scenarios.

Blended Scenarios

The ROM capital cost estimates include the following infrastructure improvements:

- Double-tracking improvements
- Legacy platform modifications for HR vehicle compatibility
- Additional HR train sets
- Turn-back tracks at the terminus station

The capital costs for the different service scenarios are summarized in Table 1.

Table 1: Capital Cost Estimates

Hybrid-Rail Service Route	30- Minute Blended	15- Minute Blended
El Monte to University	\$138M	\$516M
Additional Train Sets Needed	6	13
Pomona North to University	\$20M	\$259M
Additional Train Sets Needed	2	6
Montclair to University	\$20M	\$240M
Additional Train Sets Needed	2	6

In addition to the above scenarios, rail service to ONT is estimated to cost between approximately \$750 million to \$881 million. These estimates were escalated from the options in the 2014 Ontario Airport Rail Access Study, to Year 2018 dollars and was augmented to include additional track work to allow for mainline operations into ONT. Additionally, a new maintenance and service facility would be required if 4-car train sets are being utilized as opposed to Arrow's 2-car train sets. Extending HR service as far west as El Monte or providing service headways at 20-minutes or less would also warrant a new facility. A new DMU maintenance and service facility is estimated to cost approximately \$132 million, and would accommodate thirteen (13) HR trains of 4-car sets, which would accommodate the equipment needed for 15-minute headways. Operations and maintenance cost estimates were developed for the blended service scenarios, as shown in Table 2. Annual estimates include a cost factor for weekend and holiday service and grow substantially for the 15-minute blended service due to the high number of trains that need to be added for the higher frequency.

Table 2: Additional Annual O&M Cost Estimates

Hybrid-Rail Service Route	30-Minute Blended	15-Minute Blended
El Monte to University	\$6.2M - \$9.8M	\$35.8M - \$54.9M
Pomona North to University	\$4.4M - \$7.0M	\$22.7M - \$33.5M

Unconstrained Service

Primary potential cost differential factors between Metrolink LHC trains and HR trains include fuel, vehicle maintenance, and operations labor. Hybrid-rail vehicles use less than half as much fuel per mile as Metrolink LHC trains, and vehicle maintenance costs of HR are less than half the cost to maintain on a per-train mile basis.

For the unconstrained HR service scenarios, O&M costs were estimated based on the total O&M cost per mile of existing HR operations in the US. The annual estimated O&M costs for the 30-minute, 20-minute, and 15-minute unconstrained service scenarios are reported in Table 3. For the scenario with HR trains replacing Metrolink LHC trains, fuel cost savings could be realized but there would not necessarily be reductions in labor costs or vehicle maintenance

costs, so potential cost savings in this scenario was calculated based on estimated fuel savings, with an annual potential fuel cost reduction of \$1.5 million to \$2.4 million.

Table 3: Potential O&M Cost Difference for HR Compared to LHC Service

Hybrid-Rail Service Route	30-Minute Unconstrained	20-Minute Unconstrained	15-Minute Unconstrained
Pomona North to University	(\$6.7M) - \$3.6M	\$3.2M - \$18.7M	\$13.1M - \$33.8M

Capital costs for unconstrained operating scenarios are shown in Table 4. The estimates include double-track improvements, legacy platform modifications for HR vehicle compatibility, turn-back tracks at the Pomona North Station, and rolling stock.

Table 4: Capital Costs for Unconstrained Service Scenarios

Hybrid-Rail Service Route	30-Minute Unconstrained	20-Minute Unconstrained	15-Minute Unconstrained
Pomona North to University	\$42M	\$75M	\$259M

Conclusions & Next Steps

The Study evaluates the different levels of service and potential cost savings that can be achieved using hybrid-rail vehicles to supplement and/or supplant existing LHC service on the SBL corridor. With today's infrastructure and schedules, four (4) HR trains can be added on the SBL to complement Metrolink service. While there are also opportunities in the existing infrastructure and schedule to convert LHC to HR trains at reduced operational costs, changes to equipment cycles on one (1) line of the Metrolink system will have system-wide implications. Equipment cycles, crew schedules, and interfacing with other railroad operators such as freight and Amtrak services, could be affected by any changes to Metrolink equipment schedules. A system-wide approach would be the next step in order to understand how a blended fleet could be implemented on the SBL and provide increased service beyond these additional four (4) train sets, which should include a review of how the Eastern Maintenance Facility could be utilized to support HR train service beyond the six (6) HR two-car sets that can be serviced at the maintenance facility being delivered as part of the RPRP. Other next steps included a ridership analysis and cost benefit analysis that examines the O&M savings as it relates to the capital investment.

Financial Impact:

This item is consistent with the SBCTA Fiscal Year 2017/2018 adopted budget.

Reviewed By:

This item was received by the Transit Committee on May 10, 2018.

Responsible Staff:

Carrie Schindler, Director of Transit and Rail Programs

Approved
Board of Directors
Date: June 6, 2018

Witnessed By:

Hybrid Rail Study

Eric Banghart, AICP
Senior Project Manager, Mott MacDonald



cta

San Bernardino County
 Transportation Authority

The development of the Redlands Passenger Rail Project (RPRP) presents an opportunity to provide additional service on the corridor at a lower cost by using hybrid rail (HR) Diesel-Multiple Unit vehicles

Hybrid Rail



Locomotive-Hauled Coach



Hybrid Rail		Locomotive-Hauled Coach
0.8 miles per gallon	Fuel	0.33 miles per gallon
\$1.06-\$5.44 per train mile	Maintenance	\$11.78-\$15.81 per train mile



Potential Cost Savings

- Metrolink's San Bernardino Line between San Bernardino and Los Angeles Union Station is an underutilized transportation asset due to limited bi-directional service.

	AM Peak	PM Peak	Off-Peak
To Los Angeles	30 minutes	60 minutes	60 minutes
To San Bernardino	60 minutes	30 minutes	60 minutes

- Additional service in the corridor could support transit-oriented development and enhance multimodal connections
- Hybrid rail vehicles could provide this additional service at lower operating and maintenance costs



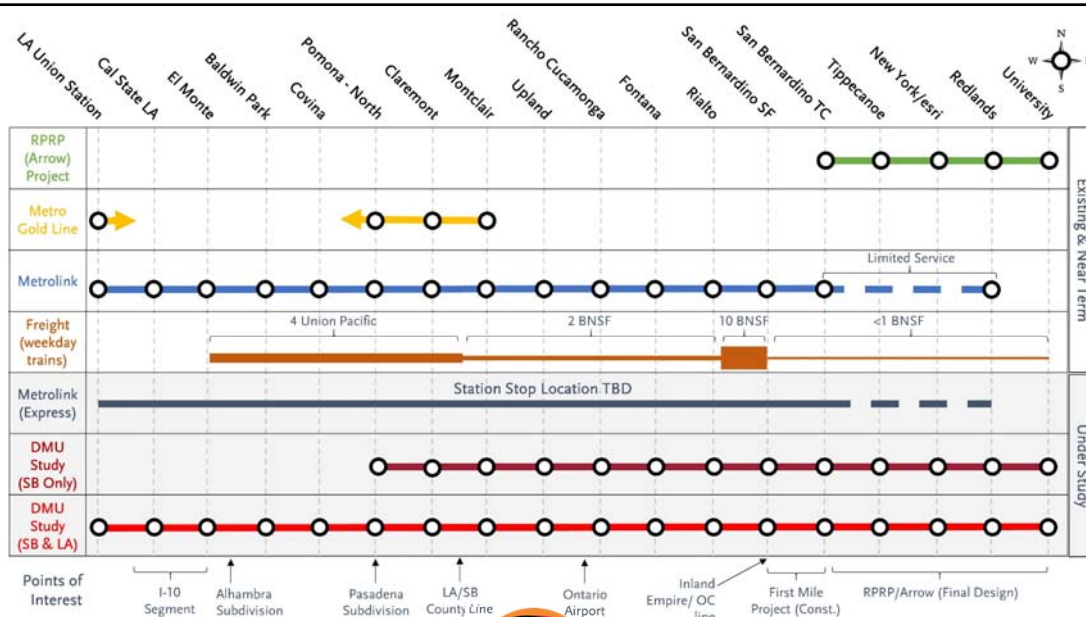
Locomotive Hauled Coaches



Hybrid rail Diesel Multiple Unit



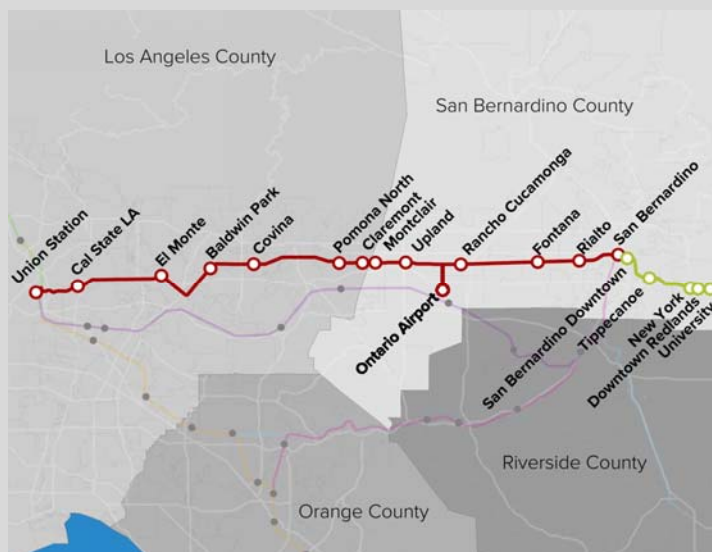
Study Introduction



Existing and Planned Conditions

SBCTA, Metro, and Metrolink collaborated on this study to answer these questions:

1. What would be the **potential western terminus stations** for HR service in the corridor?
2. Can HR **supplement existing peak service** and facilitate more Metrolink express trains?
3. Can off-peak service be converted from Metrolink trains to HR trains to **reduce operating costs**?
4. What infrastructure improvements would be needed to achieve reliable **30-minute and 15-minute peak direction service** using blended Metrolink + HR?
5. In the long term, could 30-minute or 15-minute blended service be provided including **direct service to Ontario Airport**?
6. What infrastructure improvements would be needed to achieve **unconstrained bi-directional service** with 30-, 20-, and 15-minute headways?
7. What are the **operations and maintenance (O&M) and capital costs** associated with improvements?



Study Objectives

Two types of service scenarios considered:

- **Blended service** assumes Metrolink's existing service schedule on the San Bernardino Line and adds HR service between the Metrolink trains
- **Unconstrained** service assumes no existing rail service on the San Bernardino Line, only passenger rail trains operating at regular frequencies



Blended Service vs. Unconstrained

#1. Western Terminus for HR Service

- Metrolink already operates the maximum number of peak trains possible between El Monte and LAUS due to single track corridor in median of I-10
- Added HR service would need to have a western terminus at El Monte or further east
 - Terminus station would require turnback tracks for either LHC or HR
- There are opportunities to turn around HR trains at the **El Monte, Pomona North, and Montclair Stations**
- El Monte, Pomona North, and Montclair Stations provide multimodal connections to over a dozen bus routes (El Monte) and future Metro Gold Line service (Pomona North and Montclair)



#1. Western Terminus for HR Service

#2. Supplementing Existing Peak Service

- Within existing Metrolink schedules, gaps exist to insert 4 HR trains in each peak:
 - AM Peak: 2 westbound and 2 eastbound
 - PM Peak: 2 westbound and 2 eastbound
- HR trains could provide local service, stopping at all stations between Pomona North and San Bernardino Transit Center (SBTC)
- Peak-direction Metrolink trains could provide express service east of Pomona North, with possible stops at Rancho Cucamonga and SBTC
- Additional annual operating cost for 4 additional round trips per day:
 - \$1.4 – 2.1 million



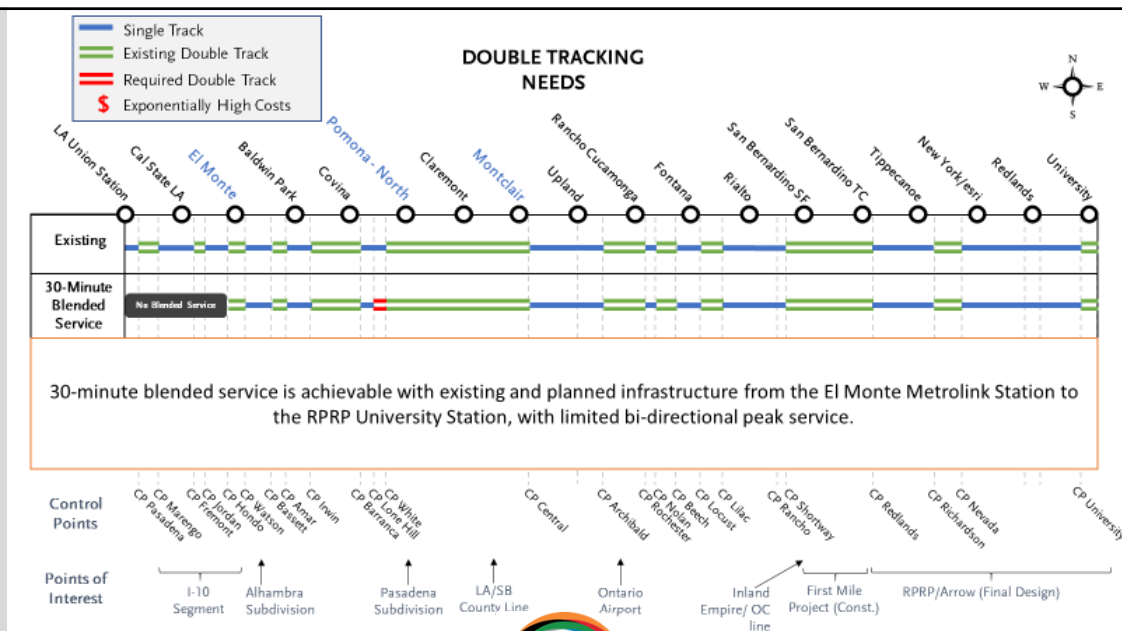
#2. Supplementing Existing Peak Service

#3. Converting Off-Peak Metrolink to Hybrid Rail

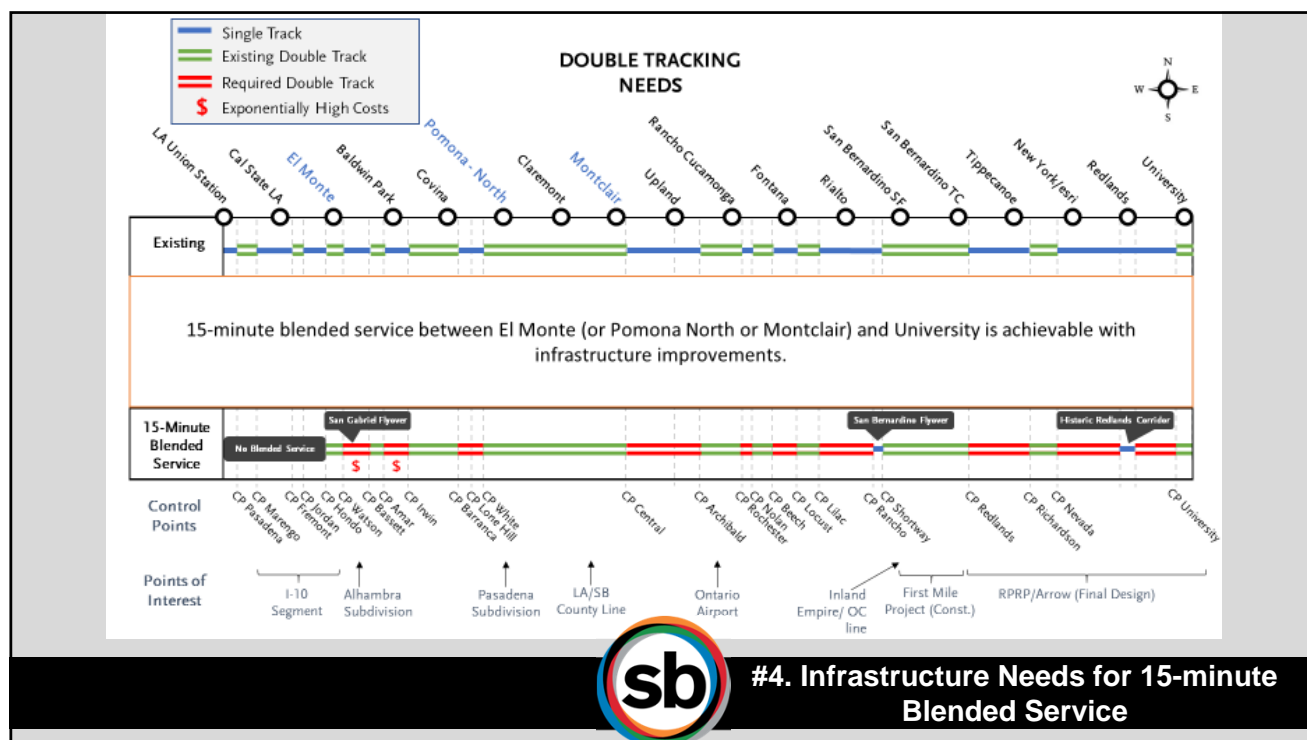
- HR vehicles can accommodate passenger volumes on many Metrolink off-peak trains
- 16 lower-ridership Metrolink trains could be replaced by four-car HR trains
- New maintenance facility would be needed to service four-car HR trains
- Metrolink trains may need to sit idle during these hours
- Potential annual savings in fuel costs: \$1.5M - \$2.4M



#3. Converting Off-Peak Metrolink to HR



#4. Infrastructure Needs for 30-minute Blended Service



Legacy stations that could serve both Metrolink LHC and Arrow HR trains would require modifications to the legacy station platforms or HR trains in order to meet ADA and FTA level-boarding requirements.

Potential solutions:

Gauntlet or Dedicated Loop Tracks



Shared Raised Platforms



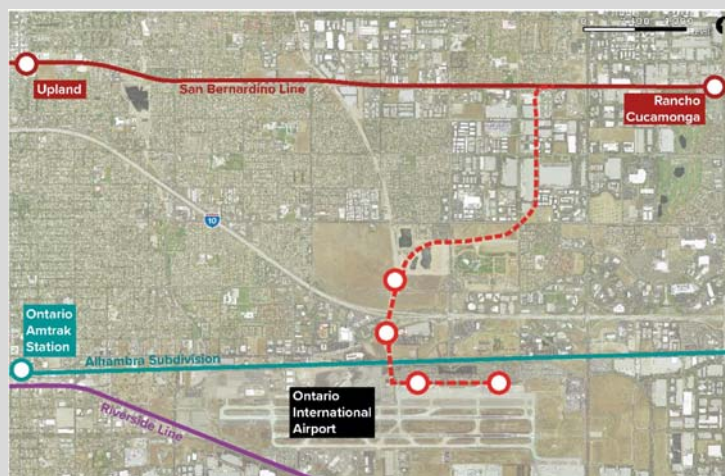
Modified Vehicles with Retractable Step



#4. Infrastructure Needs for Blended Service

#5. Long-Term Service to Ontario Airport

- For blended service scenarios, shuttle-style operation required with transfer at Rancho Cucamonga Station
 - A Metrolink schedule with consistent 30- or 60-minute headways could make it possible to schedule a one-seat ride to Ontario Airport
- Capital cost for airport rail connector: \$750M – \$881M
- Additional annual operating cost for 15-minute all-day shuttle service: \$4.7M – \$7.1M
- Additional annual operating cost for 30-minute all-day shuttle service: \$2.3M – \$3.5M

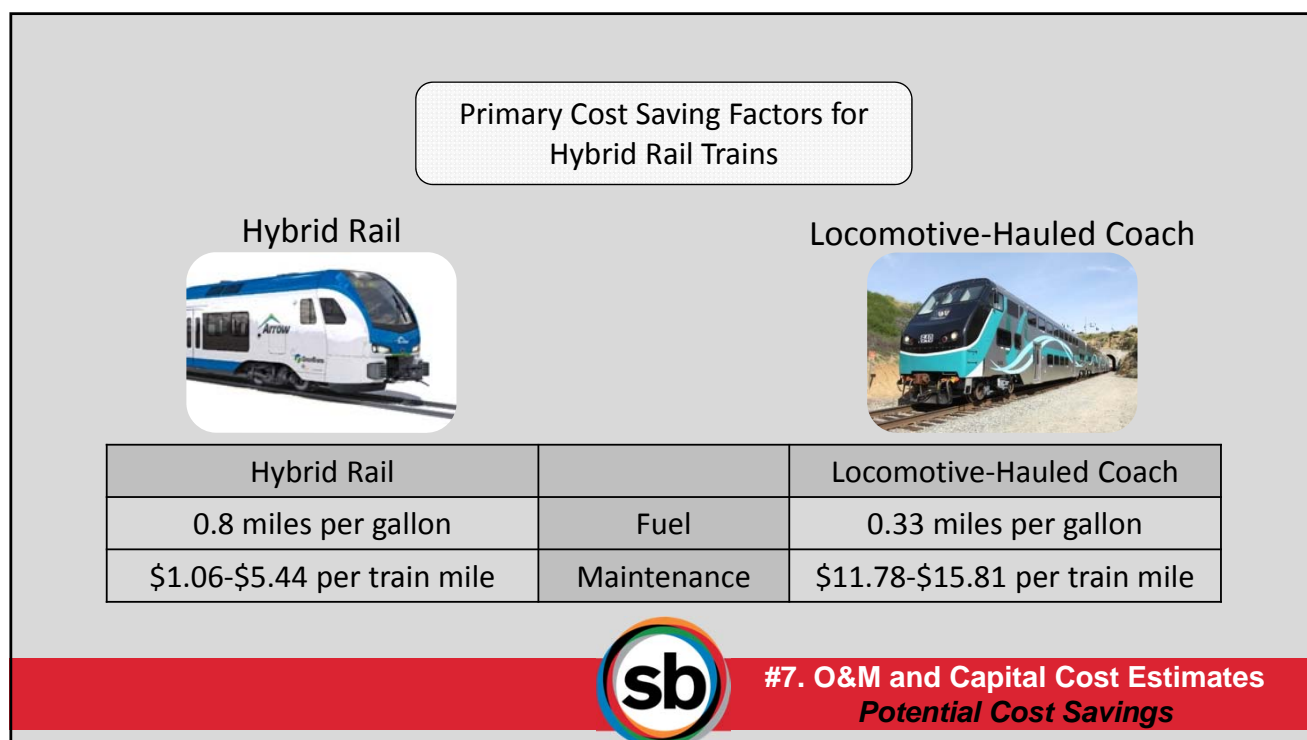
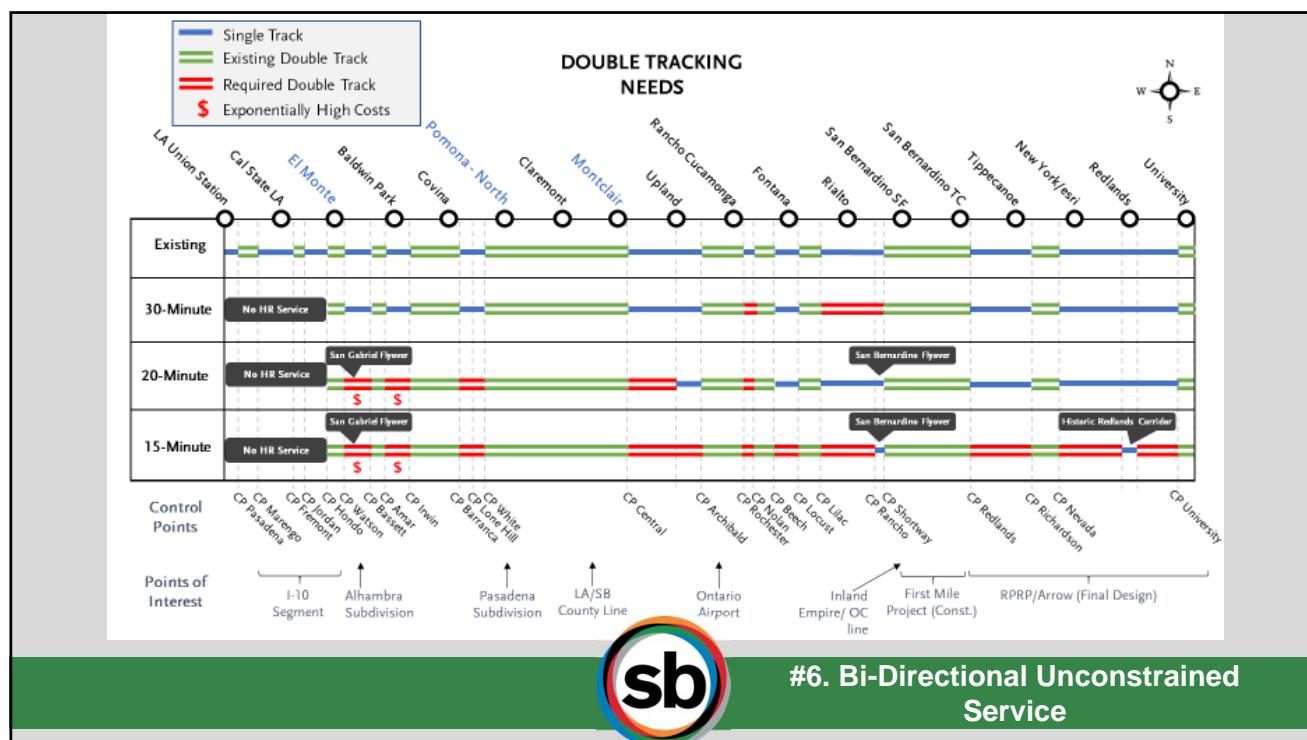


#5. Long-Term Service to Ontario Airport

If not constrained by existing Metrolink schedules, reliable bi-directional service between El Monte and San Bernardino Transit Center could be achieved with the infrastructure improvements shown on the following slide



#6. Bi-Directional Unconstrained Service



Additional Annual O&M Costs for HR in Blended Service Scenarios

Hybrid-Rail Service Route	30-Minute Blended	15-Minute Blended
El Monte to University	\$6.2M - \$9.8M	\$35.8M - \$54.9M
Pomona North to University	\$4.4M - \$7.0M	\$22.7M - \$33.5M

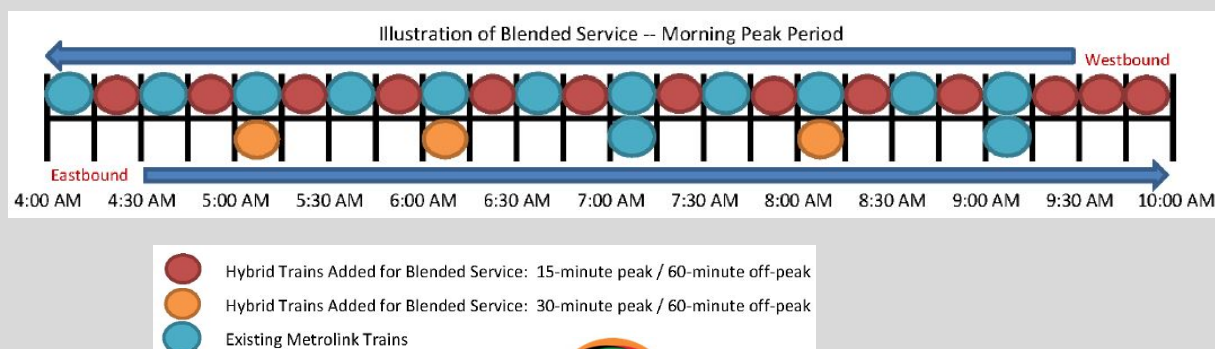
- These costs reflect additional O&M costs for overlaying hybrid rail service over existing Metrolink schedules
- The existing service scenario O&M costs are approximately \$57M annually



#7. O&M and Capital Cost Estimates Blended Service

Additional Annual O&M Costs for HR in Blended Service Scenarios Continued

Service Levels (Round Trips per Day)	Metrolink Round Trips	HR Round Trips west of SBTC	HR Round Trips east of SBTC
30-Minute Blended	19	4	24
15-Minute Blended	19	30	60



#7. O&M and Capital Cost Estimates Blended Service

➤ **Capital Cost Estimate includes:**

- Double Tracking Improvements
- Legacy Platform Modifications for HR Vehicle Compatibility
- Rolling Stock

➤ **Maintenance Facility Cost Estimate: \$132M**

- In addition to capital costs
- Assumptions:
 - 13 trains
 - 4-car sets
 - 15-minute headways

➤ **Maintenance Facility Required If:**

- Using 4-car train sets,
- Terminating HR service at El Monte, or
- Headways are 20-minutes or less

➤ **Ontario Airport Rail Service Cost Estimate: \$750M - \$881M**

- Estimates were escalated from the options in the 2014 Airport Study to 2018 dollars
- Augmented to include additional trackwork to allow for mainline operations into Ontario Airport

Capital Costs for HR in Blended Service Scenarios

Hybrid-Rail Service Route	30-Minute Blended	15-Minute Blended
El Monte to University	\$138M	\$524M
Additional Train Sets Needed	6	13
Pomona North to University	\$20M	\$259M
Additional Train Sets Needed	2	6
Montclair to University	\$20M	\$240M
Additional Train Sets Needed	2	6



#7. O&M and Capital Cost Estimates
Blended Service

Potential O&M Cost Difference for HR compared to LHC Service

Hybrid-Rail Service Route	30-Minute Unconstrained	20-Minute Unconstrained	15-Minute Unconstrained
Pomona North to University	(\$6.7M) - \$3.6M	\$3.2M - \$18.7M	\$13.1M - \$33.8M

Capital Costs for Infrastructure Improvements

Hybrid-Rail Service Route	30-Minute Unconstrained	20-Minute Unconstrained	15 Minute Unconstrained
Pomona North to University	\$42M	\$75M	\$259M

Capital Cost Estimate includes:

- Double Tracking
- Legacy Platform Modifications for HR Vehicle Compatibility
- Rolling Stock



#7. O&M and Capital Cost Estimates
Unconstrained Service

- 4 HR trains can be added to supplement existing service with the existing infrastructure
- A clock face schedule would allow for more operational flexibility
- The conversion of trains on the SBL would have systemwide implications on equipment cycles, crew schedules, and interfacing with other railroad operators such as freight and Amtrak services
- A systemwide approach would be the next step to better understand the conversion of Metrolink trains to HR and provide increased service beyond the 4 new trains



Conclusions & Next Steps

Thank You



Thank you

Minute Action

AGENDA ITEM: 15

Date: June 6, 2018

Subject:

SCRRA Preliminary Budget Request for Fiscal Year 2018/2019

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority, approve the Southern California Regional Rail Authority Preliminary Budget Request for Fiscal Year 2018/2019 in which the following subsidies are being requested:

A. Operating assistance allocation of \$16,111,000 paid for with \$11,002,836 in Valley Local Transportation Funds, \$4,358,164 of Federal Transit Administration Section 5337 State of Good Repair Funds, as well as surplus carry-over Valley Local Transportation Funds from Fiscal Year 2016/2017 in the amount of \$750,000;

B. Rehabilitation allocation of \$10,668,461 paid for with \$10,172,809 of Federal Transit Administration Section 5337 State of Good Repair Funds, and the remaining \$495,652 with State of Good Repair Funds – Operator Share;

C. Capital allocation of \$1,468,584 paid for with \$673,375 in Federal Transit Administration Section 5337 State of Good Repair Funds and \$795,209 in State Transit Assistance – Operator Share Funds.

Due to the existing cost sharing formulas used by SCRRA, which distributes costs amongst the member agencies for system-wide and San Bernardino Line expenses, the full transmittal of SBCTA's allocation for Rehabilitation and New Capital Programs is contingent upon each of the five member agencies approving their full financial contribution, as part of SCRRA's preliminary Fiscal Year 2018/2019 budget request.

Background:

The Southern California Regional Rail Authority (SCRRA) Joint Powers Agreement requires a preliminary budget be presented to the member agencies by May 1st of each year. Adoption of the Final SCRRA Budget by the SCRRA Board of Directors is scheduled in June and is contingent upon each of the five (5) member agencies approving their financial contribution for the fiscal year. The five (5) member agencies include: San Bernardino County Transportation Authority (SBCTA), the Los Angeles County Metropolitan Transportation Authority (LA Metro), the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC), and the Ventura County Transportation Commission (VCTC). On April 13, 2018, the SCRRA Board authorized the release of the Preliminary Fiscal Year (FY) 2018/2019 Budget, which followed a SCRRA Board of Directors Budget Workshop on February 23, 2018.

The FY 2018/2019 Preliminary Budget as proposed includes new budgetary authority of approximately \$476.59 million. The Preliminary Budget consists of an Operating Budget authority of \$251.4 million, an increase of 3.4% as compared to the FY 2017/2018 Adopted Budget. Capital Program authority totals approximately \$225.19 million; \$123.8 million for Rehabilitation Projects, \$77.0 million for Special Projects, and approximately \$24.35 million for new Capital Projects. Carryover of Rehabilitation Projects approved in prior years is

Entity: San Bernardino County Transportation Authority

Board of Directors Agenda Item

June 6, 2018

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\$24.1 million, and carryover of New Capital Projects approved in prior years is approximately \$204.8 million. SBCTA's subsidy for Metrolink service equates to \$16,111,000 for Operations, \$10,668,461 for Rehabilitation, and \$1,468,584 for New Capital. Additionally, on April 4, 2018, SCRRA provided SBCTA a Member Agency Subsidy Reconciliation Schedule and the Schedule of Deferred Revenue for FY 2016/2017, which was completed as part of an audit. As part of the reconciliation, it was determined that SBCTA had a FY 2016/2017 operating surplus of \$1,222,493, which reflects an adjustment of \$450,807 to establish a reserve for losses on obsolete inventory but does not include an insurance adjustment that will need to be made as a result of an audit finding. Additionally, the operating surplus does not include an adjustment for an inventory reserve. Actual losses associated with the disposal of the inventory will be incurred in FY 2017/2018 and appropriately included in the Comprehensive Annual Financial Report (CAFR) at that time. Staff is recommending that \$750,000 of the surplus be used to partially fund SBCTA's operating allocation of \$16,111,000 for FY 2018/2019.

SCRRA's Preliminary FY 2018/2019 Budget states that overall, the total operating expenditures have increased from the FY 2017/2018 Adopted Budget by \$8.3 million or 3.4%. The primary cost driver is an overall increase in train operations, which have increased by \$8.8 million. This increase includes a \$1.5 million, or 3%, increase in the service contractor contract, \$0.7 million in reassignment of positions, \$1.4 million increase in equipment maintenance, \$1.5 million increase in Ticket Vending Machine (TVM) maintenance and revenue collection services, as well as a \$4 million increase in marketing due to a new marketing initiative to grow ridership. Other cost drivers include a \$0.8 million increase in administration services associated with cost of living and merit increases. Meanwhile, operating revenues, which offset member agency subsidies, are increasing by 0.2% from FY 2017/2018. Operating Revenue includes Farebox, Dispatching, Maintenance-of-Way (MOW), interest, and other minor miscellaneous revenues. Farebox Revenues, the largest operating revenue of the budget, are projected to increase by \$0.5 million, or 0.6%, compared to the FY 2017/2018 Adopted Budget for a total of \$85.6 million. Dispatching and MOW revenues from the freight railroads and Amtrak are estimated from existing agreements based on projects of current usage. The FY 2018/2019 Dispatch Revenue projection of \$2.1 million estimates a decrease of \$5,000, or 0.2%, from the Fiscal Year 2017/2018 Adopted Budget. This decrease is primarily the result of lower on-time bonuses from Amtrak. The FY 2018/2019 MOW revenues are projected to decrease by \$0.8 million, or 5.9%. Reduced rail freight traffic for Saugus-Union Pacific Railroad (UPRR), the largest segment of MOW revenue, translates to a reduction of MOW revenue, which is calculated based on "car miles". This results in SBCTA's proposed FY 2018/2019 operating allocation increasing over last year's allocation by 7.69%, for a total of \$16,111,000 million. The primary contributing factor to a subsidy increase of 7.69% while overall costs have grown approximately 3.4% is due to the 5.9% decrease in MOW revenue. It should be noted that the \$2.8 million dollar allocation to fund the Metrolink San Bernardino Line Fare Discount Pilot Program is independent of the SCRRA budget request; the funding source for this program consists of \$814,999 of Metrolink generated State Transit Assistance – Operator Share Funds and \$2 million of Mobile Source Air Pollution Reduction (MSRC) Clean Transportation Grant Funds.

The New Capital Program subsidy request from SBCTA is currently \$1.58 million and covers costs related to automated wheel scan equipment, a secondary entrance to the Central Maintenance Facility, and electric vehicle charging stations for employees. SBCTA staff requested SCRRA pursue grant funding for the electric vehicle charging stations and

San Bernardino County Transportation Authority

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recommends our approved subsidy be \$1,468,584. The budget request for New Capital includes a reduction of \$115,822 for Electric Vehicle (EV) charging stations from the SCRRA April 13, 2018 preliminary budget item with the recommendation from SBCTA to pursue grant funds for such Capital Projects. SCRRA staff has indicated the request for the electric vehicle charging stations will be removed prior to presenting the final budget to the SCRRA Board.

The Rehabilitation Program allows for the railroad to be maintained in a state of good repair, including fleet and facility projects, communications, signage improvements, and includes the High Priority State of Good Repair (SOGR) Program. The SOGR Program includes rehabilitation and replacement of existing Metrolink-owned and maintained track, grade crossings, turnouts, culverts and railroad bridges. The objective of the program is to rehabilitate and replace the most critical priorities of aging track and railroad structures currently in use by Metrolink's daily commuter rail service, Amtrak service, and other railroad partner service and to maintain on-time service. SCRRA provided member agencies the opportunity to review their draft Metrolink Infrastructure Rehabilitation Plan (MIRP) in February 2018 which identifies the overall needs to bring the track system into a state of good repair. The draft MIRP identified a substantial backlog of rehabilitation needs with, SBCTA's share of cost at approximately \$50 million for a one-time investment in 2017 dollars, and an ongoing annual need of approximately \$5.5 million to maintain the system going forward. This does not include rolling stock or facilities. SCRRA is working to incorporate rolling stock and facility needs into the MIRP and will be providing an updated version in late 2018.

While SCRRA made significant improvement this year in their rate of expenditure for the Rehabilitation Program, in years past the funding allocated has not been spent expeditiously. In addition, the ability of SCRRA to use the rehabilitation funding allocated by SBCTA is dependent upon the amount of funding the Los Angeles County Metropolitan Transportation Authority (LA Metro) makes available as the cost of improvements on the San Bernardino Line is allocated 40% to SBCTA and 60% to LA Metro, regardless of which county the improvements are being done in. Annually, SBCTA has approximately \$9 million available for SCRRA New Capital Program and Rehabilitation Program. With the approval of Senate Bill 1 (SB1), approximately \$2 million of State of Good Repair funding will be made available annually to SBCTA for allocation to Valley-area projects which could be used to help fund the backlog, although bus and rail needs must be considered in this allocation. This is in addition to \$250,000 SCRRA receives directly from SB1 for State of Good Repair that is attributable to San Bernardino County. Staff has requested SCRRA prioritize the needs and provide options for multi-year plans (3 years/5 years/7 years/10 years) to get to a State of Good Repair, including related implications for each duration. Staff has also requested the multi-year plan be based on a likely rate of expenditure.

Financial Impact:

This item is consistent with the proposed Fiscal Year 2018/2019 Budget.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the Transit Committee on May 10, 2018.

Responsible Staff:

Carrie Schindler, Director of Transit and Rail Programs

Approved
Board of Directors
Date: June 6, 2018

Witnessed By:



TRANSMITTAL DATE: April 6, 2018

MEETING DATE: April 13, 2018 **ITEM 12**

TO: Board of Directors

FROM: Arthur T. Leahy *ATL*

SUBJECT: Transmittal of the Preliminary Fiscal Year 2018-19 Budget and Two-Year Projection

Issue

The Authority is required, under the Joint Exercise of Powers Agreement, to provide to its Member Agencies, on or before May 1 of each year, a Preliminary Budget (effective July 1, the start of the fiscal year) for individual agency consideration and approval. At the March 23, 2018 meeting, the Board approved staff's recommendation that the FY19 Preliminary Budget, as presented in Item No. 11, and amended by the Board that date, be transmitted to the five Member Agencies.

Recommendation

It is recommended that the Board approve the transmittal of the Preliminary Fiscal Year 2018-19 (FY19) Budget to its Member Agencies for their consideration and approval.

Alternatives

The Board may choose to adjust the Preliminary FY19 Budget prior to its transmittal to the Member Agencies for consideration and approval.

Strategic Goal Alignment

This report aligns with the strategic goal to *maintain fiscal sustainability*. Development of the annual budget in a timely manner provides the short-term objective of providing an annual funding commitment for basic operations while securing multi-year funding commitments from its Member Agencies for the needed investments in Rehabilitation and New Capital.

Background

The FY19 budget development process began on October 4, 2017 with a Budget Kick-off Meeting attended by over 50 employees. In keeping with a back-to-basics approach for

the budget development, requests were compiled and submitted by all Cost Center managers. Those requests were analyzed and subsequently reviewed with each Cost Center manager and their respective Chief in a series of one-on-one meetings. The primary purpose of the meetings was to provide justification for each line item budget amount requested taking into consideration such factors as:

- Historic levels of spending,
- Current levels of spending,
- Known adjustments for the forthcoming year, and
- Overarching goal of fiscal sustainability and operational efficiency.

These meetings began in October 2017 and concluded by mid-January 2018.

The FY19 Preliminary Budget for Operations and Rehabilitation/New Capital was reviewed with the Technical Advisory Committee (TAC) members on the following dates:

- November 14, 2017
- December 5, 2017
- January 9, 2018
- January 13, 2018

An overview of the FY19 Preliminary Budget for Operations and Rehabilitation/New Capital detailing the Total Request for Funding was reviewed with the Member Agency CEOs on the following dates:

- January 19, 2018
- February 16, 2018

On February 23, 2018, the FY19 Preliminary Budget was presented to the Board at its Budget Workshop.

Following the February 23, 2018 Budget Workshop, staff further analyzed FY19 requests considering trending estimated actuals and workload capacity. The budget was subsequently revised. The Revised FY19 Preliminary Budget, in which revenues were increased by \$2.8m and expenditures were increased by \$0.2m was presented to the Board and approved for future transmission at the March 23, 2018 Board meeting.

Operating

The FY19 Revised Preliminary Operating Budget as approved by the Board on March 23, 2018 is shown in table below:

Transmittal of the Preliminary Fiscal Year 2018-19 Budget and Two-Year Projection
 Transmittal Date: April 6, 2018 Meeting Date: April 13, 2018
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(\$ millions)	Budget Workshop				FY19 Revised			
	FY18 Budget	FY19 Budget	FY19 vs FY18		FY19 Revised	Revised vs Workshop		FY19 Revised vs FY18
Revenues *	\$100.6	\$97.9	(\$2.8)	-2.8%	\$100.8	\$2.9	3.0%	\$0.2 0.2%
Expenditures	\$243.0	\$248.1	\$5.1	2.1%	\$251.4	\$3.2	1.3%	\$8.3 3.4%
Net Local Subsidy	\$142.4	\$150.2	\$7.8	5.5%	\$150.6	\$0.4	0.3%	\$8.2 5.7%

* Revised from budget workshop data to include \$1.3m AV Line fare reduction subsidy.

Revised Operating Subsidy by Member Agency:

(\$ millions)	Budget Workshop				FY19 Revised			
	FY18 Budget	FY19 Budget	FY19 vs FY18		FY19 Revised	Revised vs Workshop		FY19 Revised vs FY18
Metro	\$71.7	\$75.5	\$3.9	5.4%	\$75.1	(\$0.4)	-0.5%	\$3.5 4.9%
OCTA	\$28.2	\$28.7	\$0.4	1.5%	\$29.4	\$0.7	2.6%	\$1.2 4.1%
RCTC	\$17.7	\$19.4	\$1.7	9.7%	\$19.7	\$0.2	1.2%	\$2.0 11.0%
SBCTA	\$15.0	\$16.1	\$1.1	7.6%	\$16.1	\$0.0	0.2%	\$1.2 7.7%
VCTC	\$9.8	\$10.5	\$0.6	6.6%	\$10.3	(\$0.2)	-2.2%	\$0.4 4.3%
Total Subsidy	\$142.4	\$150.2	\$7.8	5.5%	\$150.6	\$0.4	0.3%	\$8.2 5.7%

Rehabilitation

During November and December 2017 and January of 2018, staff met with the Member Agencies both jointly and individually to review the requested projects for FY19 as per the following schedule:

- Line Specific, Metro Friday, November 17, 2017
- Line Specific, RCTC Monday, November 20, 2017
- Line Specific, VCTC Monday, November 20, 2017
- Line Specific, OCTA Tuesday, November 21, 2017
- Line Specific, SBCTA Wednesday, November 22, 2017
- All Share Projects Wednesday, December 13, 2017
- All Share Projects Thursday, March 29, 2018

During these meetings, staff provided an overview of the call for projects process detailing how we rank, prioritize and then seek to optimize the fiscal request from the Member Agencies that ensures fulfillments of the Authority's strategic goals and annual investment in our varied asset classes. Questions regarding proposed scope of the projects were answered, and additional supporting documentation was provided.

At the March 23, 2018 meeting, the Board also approved revisions to the Rehabilitation Budget for FY19.

The revised forecast for Rehabilitation requirements over the next three fiscal years is shown below:

- FY2018-19: \$200.8m
- FY2019-20: \$160.3m
- FY2020-21: \$200.3m

Completion of Rehabilitation projects are multi-year in nature. As such, the funding for the FY19, FY20 and FY21 requests are viewed as each having a four-year funding commitment which would have the following estimated cash flow impact over the next six fiscal years:

	From FY19 <u>Budget</u>	From FY20 <u>Forecast</u>	From FY21 <u>Forecast</u>	Total <u>By Year</u>
FY2018-19	\$ 14.0m	-	-	\$ 14.0m
FY2019-20	68.8m	\$ 8.0m	-	76.8m
FY2020-21	49.2m	56.1m	\$ 10.0m	115.3m
FY2021-22	68.8m	40.1m	70.1m	179.0m
FY2022-23	-	56.1m	50.1m	106.2m
FY2023-24	-	-	70.1m	70.1m
Total	\$ 200.8m	\$ 160.3m	\$ 200.3m	\$561.4m

New Capital

Staff met during December 2017 and January 2018 to determine projects to be recommended for New Capital in FY19. Projects were presented that will enhance safety and security, improve system reliability, increase ridership, maximize capacity, improve efficiency, provide environmental benefit, and contribute to the strategic goals of the Authority. New Capital projects are subject to the same ranking, prioritization and optimization as the Rehabilitation Projects described above. New Capital projects proposed for FY19 are in the amounts below:

- FY2018-19: \$24.5m
- FY2019-20: \$54.4m
- FY2020-21: \$65.1m

The FY19 Capital Budget as shown remains as presented at the budget workshop and was also approved for future transmission by the Board at the March 23, 2018 meeting.

At the March 23, 2018 meeting, the Board approved staff's recommendation that the FY19 Preliminary Budget as presented in Item No. 11 be accepted for future adoption at an April Board Meeting for transmission to the five Member Agencies by May 1 as required in the Joint Powers Agreement.

Note: Applies to all Tables - Numbers may not foot or cross foot due to rounding.

Priorities for FY19 Preliminary Budget

- Metrolink is the best investment to reduce freeway traffic and clean the air in Southern California.

Because 82% of Metrolink riders can choose to drive, Metrolink removes 1-2 lanes of parallel freeway traffic in each direction during peak hour on the 5, 10, 60, 91, 101 and 134 freeways.

Metrolink accomplishes this while requiring a subsidy only half of most other transit systems in Southern California; the best investment for Southern California tax dollars.

The FY19 Preliminary Budget reflects priorities consistent with the “back to basics” approach outlined in the Strategic Plan, adopted in March 2016. The budget provides funding in alignment with the Authority’s strategic goals and includes the following priorities for the upcoming fiscal year:

- Continued emphasis on safe operations, with the implementation of intraoperative Positive Train Control (PTC) as the centerpiece of our efforts;
- Improved reliability and on-time performance, by putting Tier 4 locomotives into service;
- Increase of Farebox Revenue through advertising efforts, increasing farebox recovery ratio and reducing need for Member Agency funding through cost containment;
- Enhanced customer experience through:
 - Implementing upgrades to the mobile ticketing application and a modernized ticket vending system,
 - Rehabilitating our aging passenger cars.
- Investment in existing assets to maintain a state of good repair by:
 - Funding critical rehabilitation projects,
 - Improving processes to accelerate project delivery.
- Ongoing workforce development, by training and engaging employees.

Overall Summary

The FY19 Preliminary Budget for Metrolink includes new budgetary authority of \$476.7m. The Preliminary Budget consists of Operating Budget authority of \$251.4m, an increase of 3.4% as compared to the FY18 Adopted Budget. Capital Program authority totals \$225.3m; \$123.8m for Rehabilitation Projects, \$77.0m for Special Projects, and \$24.5m for New Capital Projects. Carryover of Rehabilitation Projects approved in prior years is \$24.1m, and carryover of New Capital Projects approved in prior years is \$204.8m.

Operating Budget

Major Budget Assumptions

The FY19 Preliminary Budget does not include any proposed increase to the base fare structure. The FY19 Preliminary Budget assumes a total of 2.8 million service miles through the operation of 172 weekday trains and 90 weekend trains. No incremental services were requested in FY19. The Operating Revenues do reflect a projected net increase of \$0.2m or 0.2% increase from FY18. Details of the year over year change after detailed below in the Operating Revenues section. The Operating Expenditures reflect an increase of \$8.3m or 3.4% increase from FY18. Details of the year over year change are shown below in the Operating Expenditures section.

Operating Revenues

Operating Revenues include Farebox, Dispatching, Maintenance-of-Way (MOW) Revenues, interest, other minor miscellaneous revenues, and are estimated to total \$100.8m for FY19, an increase of \$0.2 m or 0.2% compared to the FY18 Adopted Budget.

Farebox Revenues, the largest operating revenue of the budget, are projected to increase \$0.5m or 0.6% compared to the FY18 Adopted Budget to a total of \$85.6m. (Details as described in 'Major Budget Assumptions' above.)

Dispatching and MOW revenues from the freight railroads and Amtrak are estimated from existing agreements based on projections of current usage. The FY19 Dispatch Revenue projection of \$2.1m estimates a decrease of \$5k or 0.2% from the FY18 Adopted Budget. This decrease is primarily the result of lower on-time bonuses from Amtrak. The FY19 MOW Revenues are projected to decrease \$0.8m or 5.9%. Reduced rail freight traffic for the largest segment of our MOW Revenue (Saugus-Union Pacific Railroad (UPRR)) translates to a reduction of our revenue which is calculated based on 'car miles'. Staff is currently in negotiation with UPRR to review this and other reciprocal agreements with that freight line.

Operating Expenditures

Train Operations, Maintenance-of-Way (MOW), Administration, and Insurance

The Train Operations component of the budget consists of those costs necessary to provide Metrolink commuter rail services across the six-county service area, including the direct costs of railroad operations, equipment maintenance, required support costs, and other administrative and operating costs. The FY19 Preliminary Budget for expenditures related to Train Operations is \$152.3m.

Ordinary MOW expenditures are those costs necessary to perform the inspections and repairs needed to assure the reliable, safe operation of trains and safety of the public. The FY19 budgeted amount for expenditures related to MOW is \$41.3m.

The FY19 Preliminary Budget for expenditures related to Administration & Services is \$41.1m and Insurance/Claims \$16.6m.

Overall, the total FY19 Preliminary Budgeted for expenditures have increased from the FY18 Adopted Budget by \$8.3m or 3.4%. The components of this change are as described below.

- Total Train Operations have increased by \$8.8m. The primary drivers of this increase are:
 - Train Operations Services have increased \$2.2m; \$1.5m service contractor 3.0% contract rate increase & new service; \$0.7m reassignment of positions.
 - Equipment Maintenance increased by \$1.4m due to Equipment Maintenance vendor 3.5% contract rate increase and incentives.
 - Fuel costs are down by \$0.9m due to a combination of Fuel hedging offset by higher diesel prices.
 - TVM Maintenance / Revenue Collections has increased by \$1.5m; \$0.8m new optic reader maintenance and incentives increases; tickets increased by \$0.5m; bank fees increased by \$0.2m.
 - Marketing increased by \$4.0m primarily due to a new marketing initiative expected to increase revenue by \$2.8m.
- MOW has decreased by \$0.3m; expenses are expected to remain flat with last year as a result of increased rehabilitation activities.
- Administration and Services have increased by \$0.8m.
 - The primary drivers of this increase are:
 - An increase in salary and benefits reflecting 2% cost of living adjustment (COLA) and 3% Merit Pool, Classification and Compensation Study and two added positions \$0.9m; PTC maintenance and support increase of \$0.4m; offset by a decrease in Operations consultants for \$0.5m.
- Total Insurance expense decreased by \$1.0m. The primary reason for the decrease is a reduction in insurance premiums due to a more favorable insurance market.

Member Agency Operating Subsidy

- Member Agency subsidies are required to fund the difference between the total costs of operations and all available revenues. As shown below, the Revised FY19 Preliminary Budget estimates total Member Agency contributions to equal \$150.6m, an increase of \$8.2m or 5.7% more than the FY18 Budget.

- Attachment E - Compares the actual net local subsidies from Member Agencies for years FY15, FY16, and FY17, the budgeted subsidies in the FY18 Adopted Budget and in the FY19 Preliminary Budget. It provides an analysis of the FY19 variance from the subsidies in the FY18 Adopted Budget. In response to Member Agency requests, this schedule reflects the FY19 preliminary member subsidy in whole dollars which are required to create Member Agency Board requests.

Operating Budget Attachments

The attachments as listed below provide additional detail on the FY19 Preliminary Budget as described:

Attachment A – **F Y19 Preliminary Operating Budget** - a detail of the Operating Revenues, Expenses and Subsidy adopted for FY18, and proposed for FY19. This attachment also shows variances in dollars and percentages.

Attachment B – **Historical Actual and Budgeted Operating Statements**. Actual Operating expense for FY15, FY16 & FY17, Adopted Operating Budget for FY18 and Preliminary Operating Budget for FY19, with a variance comparison between FY18 Adopted Budget and FY19 Preliminary Budget.

Attachment C – **FY19 Preliminary Operating Budget by Member Agency**.

Attachment D – **FY19 Preliminary Operating Budget by Line**.

Attachment E – **History of Actual and Budgeted Operating Subsidy with variances, and analysis of FY19 vs FY18**.

Capital Budget

Carryforward from Prior Years

Capital Projects are frequently multi-year endeavors. Unexpended project balances are referred to as “Carryovers” because their uncompleted balance moves forward to the following year. Projects authorized in prior years but “carried over” total \$24.1m for Rehabilitation and \$204.8m for New Capital. They are shown in detail on Attachments F and G, respectively.

Capital Rehabilitation

The Capital Rehabilitation authorization request for FY19 was identified as necessary investments to maintain a state-of-good repair. These projects total \$200.8m and are represented in detail (including a separate section for Special Projects) in Attachment H.

The total Rehabilitation Program by asset type includes:

• Structures upgrades	\$ 62.1m
• Track upgrades	52.8m
• Rolling Stock upgrades	42.2m
• Signal system improvements	20.2m
• Grade Crossings improvements	10.8m
• Fleet and Facility projects	6.8m
• Communications	3.0m
• Business Systems improvements	1.1m
• Non- Revenue Fleet Vehicles	1.0m
• Stations	0.6m
• TVD	0.2m

As a part of the FY18 budget transmission, a detailed list of projects were included for the two forward projected years. With the advent of the Metrolink Infrastructure Rehabilitation Plan (MRP), all forward looking estimates will be based on that document. Over a number of years, a significant backlog of deferred maintenance has accrued. Projections in the MRP include increased amounts in the first six years to fund that backlog. The summarized Rehabilitation projections provided for FY20 & FY21 are constructed based on the MRP.

New Capital

The New Capital authorization request for FY19 was identified as necessary for safe and efficient rail operations. These projects total \$24.5m and are represented in detail in Attachment I.

The summarized New Capital Project projections for FY20 & FY21 are based on actual projects but may be significantly impacted by the Southern California Optimized Rail Expansion (SCORE) and therefore subject to change.

Operating and Capital Budget Projections for FY20 and FY21

Upon approval by the Board, the FY19 Preliminary Budget, as proposed, will be transmitted to Member Agencies for consideration. FY20 and FY21 projected budgets are included in this report for informational purposes only. Operating Budget projections are in Attachments J and K, respectively.

FY20 and FY21 Projected Operating Budgets are based upon known contractual changes in combination with a projected increase factor based on the trends of each category of expense.

Next Steps

May - June	Staff present at Member Agencies' Committee and Board meetings as requested
June 22	FY19 Proposed Budget to Board for Adoption

Budget Impact

Since this is not a request for adoption of an FY19 Budget, there is no budgetary impact as a result of this report.

Prepared by: Christine Wilson, Senior Manager, Budgets and Financial Analysis



Ronnie Campbell
 Chief Financial Officer

Transmittal of the Preliminary Fiscal Year 2018-19 Budget and Two-Year Projection
 Transmittal Date: April 6, 2018 Meeting Date: April 13, 2018
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Attachment A – FY 19 Preliminary Operating Budget

	FY 17-18 Budget	FY 18-19 Preliminary Budget	Variance FY18 vs FY19 Preliminary Budget	% Variance
Operating Revenue				
Farebox Revenue	83,897	85,636	1,739	2.1%
Metro Fare Reduction Subsidy	1,262	-	(1,262)	(100.0%)
Subtotal-Pro Forma FareBox	85,159	85,636	477	0.6%
Dispatching	2,125	2,120	(5)	(0.2%)
Other Revenues	12	490	478	3979.2%
MOW Revenues	13,350	12,561	(789)	(5.9%)
Subtotal Operating Revenue	100,646	100,806	160	0.2%
Operating Expenses				
<u>Operations & Services</u>				
Train Operations	44,642	46,872	2,229	5.0%
Equipment Maintenance	36,691	38,133	1,442	3.9%
Fuel	19,656	18,744	(912)	(4.6%)
Non-Scheduled Rolling Stock Repairs	100	260	160	160.0%
Operating Facilities Maintenance	1,652	1,684	33	2.0%
Other Operating Train Services	470	482	12	2.5%
Rolling Stock Lease	151	336	185	122.2%
Security - Sheriff	5,845	5,889	44	0.8%
Security - Guards	2,837	2,450	(387)	(13.7%)
Supplemental Additional Security	690	690	-	0.0%
Public Safety Program	277	389	113	40.7%
Passenger Relations	1,795	1,732	(63)	(3.5%)
Holiday Trains	-	-	-	N/A
TVM Maintenance/Revenue Collection	7,510	9,055	1,545	20.6%
Marketing	1,364	5,380	4,016	294.5%
Media & External Communications	443	458	15	3.5%
Utilities/Leases	3,289	3,473	183	5.6%
Transfers to Other Operators	6,592	6,496	(96)	(1.5%)
Amtrak Transfers	2,177	2,400	223	10.2%
Station Maintenance	1,687	1,806	119	7.0%
Rail Agreements	5,366	5,400	33	0.6%
Subtotal Operations & Services	143,234	152,129	8,895	6.2%
<u>Maintenance-of-Way</u>				
MoW - Line Segments	40,606	40,711	105	0.3%
MoW - Extraordinary Maintenance	1,001	591	(410)	(41.0%)
Subtotal Maintenance-of-Way	41,607	41,301	(306)	(0.7%)
<u>Administration & Services</u>				
Ops Salaries & Fringe Benefits	13,961	13,782	(179)	(1.3%)
Ops Non-Labor Expenses	7,374	7,635	261	3.5%
Indirect Administrative Expenses	15,870	17,096	1,226	7.7%
Ops Professional Services	3,084	2,579	(505)	(16.4%)
Subtotal Admin & Services	40,289	41,093	804	2.0%
<u>Contingency (Non-Train Ops)</u>	252	204	(48)	(19.0%)
Total Operating Expenses	225,382	234,727	9,345	4.1%
Insurance Expense/(Revenue)				
Liability/Property/Auto	12,475	11,418	(1,057)	(8.5%)
Claims / SI	4,000	4,000	-	0.0%
Claims Administration	1,187	1,211	24	2.0%
PLPD Revenue	-	-	-	N/A
Net Insurance Expense	17,663	16,629	(1,033)	(5.9%)
Total Expense	243,045	251,356	8,311	3.4%
Loss	(142,399)	(150,550)	(8,151)	5.7%
Member Subsidies				
Operations	124,736	133,920	9,184	7.4%
Insurance	17,663	16,629	(1,033)	(5.9%)
Total Member Subsidies	142,399	150,550	8,151	5.7%

Attachment: SCRRA Transmittal of the Preliminary Fiscal Year 2018-19 Budget and Two-Year Projection (4784 : SCRRA Preliminary Budget

Transmittal of the Preliminary Fiscal Year 2018-19 Budget and Two-Year Projection
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Attachment B – Historical Actual and Budgeted Operating Statements

(\$000's)	FY 14-15	FY 15-16	FY 16-17	FY 17-18	FY 18-19	FY18-19 Prelim. Budget vs. FY17-18 Budget	
	Actual	Actual	Actual	Budget	Preliminary Budget	Variance	%
Operating Revenue							
Farebox Revenue	83,134	83,652	82,883	83,897	85,636	1,739	2.1%
Metro Fare Reduction Subsidy		873	490	1,262	-	(1,262)	(100.0%)
Subtotal-Pro Forma FareBox	83,134	84,524	83,373	85,159	85,636	477	0.6%
Dispatching	2,493	2,120	2,016	2,125	2,120	(5)	(0.2%)
Other Revenues	372	429	762	12	490	478	3979.2%
MOW Revenues	13,207	12,434	12,384	13,350	12,561	(789)	(5.9%)
Subtotal Operating Revenue	99,207	99,507	98,535	100,646	100,806	160	0.2%
Operating Expenses							
Operations & Services							
Train Operations	40,569	41,887	41,616	44,642	46,872	2,229	5.0%
Equipment Maintenance	32,649	33,751	35,422	36,691	38,133	1,442	3.9%
Fuel	24,454	17,381	18,207	19,656	18,744	(912)	(4.6%)
Non-Scheduled Rolling Stock Repairs	2	136	1	100	260	160	160.0%
Operating Facilities Maintenance	1,120	1,149	1,475	1,652	1,684	33	2.0%
Other Operating Train Services	293	239	449	470	482	12	2.5%
Rolling Stock Lease	105	638	230	151	336	185	122.2%
Security - Sheriff	5,136	4,912	5,511	5,845	5,889	44	0.8%
Security - Guards	1,591	1,685	1,283	2,837	2,450	(387)	(13.7%)
Supplemental Additional Security	81	-	520	690	690	-	0.0%
Public Safety Program	177	217	203	277	389	113	40.7%
Passenger Relations	1,639	1,748	1,868	1,795	1,732	(63)	(3.5%)
TVM Maintenance/Revenue Collection	5,984	6,554	7,934	7,510	9,055	1,545	20.6%
Marketing	949	1,137	716	1,364	5,380	4,016	294.5%
Media & External Communications	234	343	249	443	458	15	3.5%
Utilities/Leases	2,622	2,046	2,614	3,289	3,473	183	5.6%
Transfers to Other Operators	7,081	6,488	6,003	6,592	6,496	(96)	(1.5%)
Amtrak Transfers	800	1,287	1,307	2,177	2,400	223	10.2%
Station Maintenance	1,121	1,418	1,196	1,687	1,806	119	7.0%
Rail Agreements	4,997	5,207	5,155	5,366	5,400	33	0.6%
Subtotal Operations & Services	131,602	128,223	131,960	143,234	152,129	8,895	6.2%
Maintenance-of-Way							
MoW - Line Segments	33,043	37,936	37,355	40,606	40,711	105	0.3%
MoW - Extraordinary Maintenance	1,235	1,518	1,260	1,001	591	(410)	(41.0%)
Subtotal Maintenance-of-Way	34,278	39,453	38,615	41,607	41,301	(306)	(0.7%)
Administration & Services							
Ops Salaries & Fringe Benefits	11,535	12,892	13,808	13,961	13,782	(179)	(1.3%)
Ops Non-Labor Expenses	3,651	5,322	5,046	7,374	7,635	261	3.5%
Indirect Administrative Expenses	11,791	12,417	14,090	15,870	17,096	1,226	7.7%
Ops Professional Services	969	2,019	1,963	3,084	2,579	(505)	(16.4%)
Subtotal Admin & Services	27,946	32,651	34,907	40,289	41,093	804	2.0%
Contingency (Non-Train Ops)	14	47	2	252	204	(48)	(19.0%)
Total Operating Expenses	193,839	200,374	205,484	225,382	234,727	9,345	4.1%
Insurance Expense/(Revenue)							
Liability/Property/Auto	12,597	11,634	11,061	12,475	11,418	(1,057)	(8.5%)
Claims / SI	1,884	3,876	5,116	4,000	4,000	-	0.0%
Claims Administration	1,145	421	704	1,187	1,211	24	2.0%
PLPD Revenue	(1)	(22)	(1)	-	-	-	n/a
Net Insurance Expense	15,625	15,909	16,880	17,663	16,629	(1,033)	(5.9%)
Total Expense Before BNSF	209,464	216,283	222,364	243,045	251,356	8,311	3.4%
Loss Before BNSF	(110,257)	(116,776)	(123,829)	(142,399)	(150,550)	(8,151)	5.7%
Member Subsidies							
Operations	92,252	109,003	119,148	124,736	133,920	9,184	7.4%
Insurance	17,678	18,079	16,787	17,663	16,629	(1,033)	(5.9%)
Total Member Subsidies	109,930	127,082	135,934	142,399	150,550	8,151	5.7%
Surplus / (Deficit) Before BNSF	(328)	10,306	12,106	-	-	-	n/a
BNSF LEASED LOCOMOTIVE COSTS							
Total BNSF Lease Loco Expenses	-	10,397	5,669	-	-	-	n/a
Member BNSF Lease Subsidies	-	11,545	6,055	-	-	-	n/a
Surplus / (Deficit) - BNSF Lease	-	1,148	386	-	-	-	n/a
TOTAL EXPENSE	209,464	226,680	228,032	243,045	251,356	8,311	3.4%
Net Loss	(110,257)	(127,173)	(129,498)	(142,399)	(150,550)	(8,151)	5.7%
All Member Subsidies	109,930	138,627	141,989	142,399	150,550	8,151	5.7%
Surplus / (Deficit)	(328)	11,454	12,491	-	-	-	n/a

Numbers may not foot due to rounding.

Attachment: SCRRA Transmittal of the Preliminary Fiscal Year 2018-19 Budget and Two-Year Projection (4784 : SCRRA Preliminary Budget

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Attachment C - FY19 Preliminary Operating Budget by Member Agency

(\$000s)	FY2018-19 PRELIMINARY BUDGET - MEMBER ALLOCATION					
	Metro	OCTA	RCTC	SBCTA	VCTC	Total
Operating Revenue						
Farebox Revenue	42,204	22,684	7,778	10,567	2,402	85,636
Metro Fare Reduction Subsidy	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	42,204	22,684	7,778	10,567	2,402	85,636
Dispatching	1,099	696	12	58	256	2,120
Other Revenues	237	108	56	62	27	490
MOW Revenues	7,377	2,523	660	1,526	475	12,561
Subtotal Operating Revenue	50,917	26,010	8,507	12,213	3,159	100,806
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	24,798	10,407	4,823	5,073	1,770	46,872
Equipment Maintenance	18,921	8,659	4,549	4,344	1,661	38,133
Fuel	9,606	4,677	1,860	1,997	605	18,744
Non-Scheduled Rolling Stock Repairs	136	61	26	29	8	260
Operating Facilities Maintenance	879	398	167	186	55	1,684
Other Operating Train Services	227	83	72	49	50	482
Rolling Stock Lease	159	66	37	48	24	336
Security - Sheriff	3,094	1,168	912	593	121	5,889
Security - Guards	1,155	422	367	250	256	2,450
Supplemental Additional Security	340	183	63	85	19	690
Public Safety Program	183	67	58	40	41	389
Passenger Relations	832	488	165	200	47	1,732
Holiday Trains	-	-	-	-	-	-
TVM Maintenance/Revenue Collection	3,852	1,960	1,487	1,216	541	9,055
Marketing	2,636	1,442	527	615	159	5,380
Media & External Communications	216	79	69	47	48	458
Utilities/Leases	1,637	599	519	355	363	3,473
Transfers to Other Operators	3,642	1,466	491	689	208	6,496
Amtrak Transfers	765	1,516	-	-	119	2,400
Station Maintenance	1,114	254	111	246	81	1,806
Rail Agreements	1,910	1,547	1,231	359	353	5,400
Subtotal Operations & Services	76,102	35,542	17,534	16,422	6,528	152,129
<u>Maintenance-of-Way</u>						
MoW - Line Segments	21,177	8,371	3,061	5,695	2,406	40,711
MoW - Extraordinary Maintenance	346	76	57	64	47	591
Subtotal Maintenance-of-Way	21,524	8,447	3,118	5,759	2,453	41,301
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	6,497	2,387	2,055	1,410	1,433	13,782
Ops Non-Labor Expenses	3,866	1,685	841	861	382	7,635
Indirect Administrative Expenses	8,059	2,947	2,558	1,747	1,785	17,096
Ops Professional Services	1,216	445	386	264	269	2,579
Subtotal Admin & Services	19,638	7,464	5,840	4,282	3,870	41,093
<u>Contingency (Non-Train Ops)</u>	96	35	31	21	21	204
Total Operating Expenses	117,360	51,489	26,522	26,484	12,872	234,727
Insurance Expense/(Revenue)						
Liability/Property/Auto	5,958	2,695	1,129	1,263	373	11,418
Claims / SI	2,087	944	396	443	131	4,000
Claims Administration	632	286	120	134	40	1,211
PLPD Revenue	-	-	-	-	-	-
Net Insurance Expense	8,677	3,925	1,645	1,840	543	16,629
Total Expense	126,037	55,413	28,167	28,324	13,415	251,356
Loss	(75,120)	(29,403)	(19,660)	(16,111)	(10,256)	(150,550)
Member Subsidies						
Operations	66,443	25,478	18,015	14,271	9,713	133,920
Insurance	8,677	3,925	1,645	1,840	543	16,629
Total Member Subsidies	75,120	29,403	19,660	16,111	10,256	150,550

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Attachment D - FY19 Preliminary Operating Budget by Line

(\$000s)	FY2018-19 PRELIMINARY BUDGET - LINE ALLOCATION								Total
	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	OC MSEP	IEOC	91/PVL	
Operating Revenue									
Farebox Revenue	21,148	6,613	12,200	8,386	22,505	885	7,704	6,196	85,636
Metro Fare Reduction Subsidy	-	-	-	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	21,148	6,613	12,200	8,386	22,505	885	7,704	6,196	85,636
Dispatching	157	528	362	6	1,000	15	18	35	2,120
Other Revenues	108	63	86	48	75	10	61	36	490
MOW Revenues	3,303	1,492	3,928	269	1,467	248	1,136	718	12,561
Subtotal Operating Revenue	24,715	8,696	16,576	8,709	25,047	1,159	8,919	6,986	100,806
Operating Expenses									
<u>Operations & Services</u>									
Train Operations	10,920	4,430	11,033	3,105	7,015	929	5,386	4,054	46,872
Equipment Maintenance	8,494	4,406	7,501	2,638	5,260	1,317	4,434	4,084	38,133
Fuel	4,035	1,565	4,228	1,283	3,131	612	2,383	1,507	18,744
Non-Scheduled Rolling Stock Repairs	61	27	54	17	39	8	31	23	260
Operating Facilities Maintenance	395	175	351	110	253	55	198	147	1,684
Other Operating Train Services	70	80	87	72	37	13	54	68	482
Rolling Stock Lease	74	51	53	46	57	-	45	10	336
Security - Sheriff	1,293	385	1,630	242	759	121	639	821	5,889
Security - Guards	355	406	444	368	190	67	275	344	2,450
Supplemental Additional Security	170	53	98	68	185	-	65	50	690
Public Safety Program	56	65	71	58	30	11	44	55	389
Passenger Relations	410	148	273	135	404	16	226	120	1,732
Holiday Trains	-	-	-	-	-	-	-	-	-
TVM Maintenance/Revenue Collection	1,734	1,261	1,464	867	935	384	1,272	1,137	9,055
Marketing	1,269	501	795	464	1,256	53	634	408	5,380
Media & External Communications	66	76	83	69	36	13	51	64	458
Utilities/Leases	503	576	630	522	269	95	390	487	3,473
Transfers to Other Operators	1,387	568	1,428	645	1,739	-	195	534	6,496
Amtrak Transfers	-	309	-	-	2,091	-	-	-	2,400
Station Maintenance	529	244	387	161	281	12	34	157	1,806
Rail Agreements	-	603	-	1,843	860	11	1,040	1,043	5,400
Subtotal Operations & Services	31,822	15,929	30,611	12,715	24,826	3,717	17,397	15,111	152,129
<u>Maintenance-of-Way</u>									
MoW - Line Segments	11,918	6,437	8,416	1,131	4,877	788	3,937	3,207	40,711
MoW - Extraordinary Maintenance	131	91	101	76	96	-	75	20	591
Subtotal Maintenance-of-Way	12,049	6,528	8,517	1,207	4,973	788	4,013	3,227	41,301
<u>Administration & Services</u>									
Ops Salaries & Fringe Benefits	2,005	2,278	2,505	2,063	1,081	378	1,546	1,926	13,782
Ops Non-Labor Expenses	1,642	824	1,580	677	1,039	242	904	728	7,635
Indirect Administrative Expenses	2,477	2,836	3,100	2,570	1,327	470	1,918	2,399	17,096
Ops Professional Services	374	428	468	388	200	71	289	362	2,579
Subtotal Admin & Services	6,498	6,365	7,652	5,698	3,647	1,160	4,658	5,414	41,093
<u>Contingency (Non-Train Ops)</u>	30	34	37	31	16	6	23	29	204
Total Operating Expenses	50,398	28,856	46,816	19,651	33,462	5,671	26,091	23,781	234,727
Insurance Expense/(Revenue)									
Liability/Property/Auto	2,680	1,184	2,381	746	1,716	371	1,346	996	11,418
Claims / SI	939	415	834	261	601	130	471	349	4,000
Claims Administration	284	126	253	79	182	39	143	106	1,211
PLPD Revenue	-	-	-	-	-	-	-	-	-
Net Insurance Expense	3,903	1,724	3,467	1,086	2,499	540	1,960	1,451	16,629
Total Expense	54,301	30,580	50,284	20,737	35,961	6,211	28,051	25,232	251,356
Loss	(29,586)	(21,883)	(33,708)	(12,028)	(10,914)	(5,053)	(19,131)	(18,247)	(150,550)
Member Subsidies									
Operations	25,683	20,160	30,240	10,942	8,415	4,512	17,172	16,796	133,920
Insurance	3,903	1,724	3,467	1,086	2,499	540	1,960	1,451	16,629
Total Member Subsidies	29,586	21,883	33,708	12,028	10,914	5,053	19,131	18,247	150,550

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Attachment E – History of actual and budgeted Operating Subsidy with variances, and analysis of FY19 vs FY18

Net Local Subsidy by Member Agency

	Total Net Local Subsidy	Metro Share	OCTA share	RCTC Share	SBCTA Share	VCTC Share
FY 15 ACTUAL	\$110,257,381	\$59,029,731	\$22,251,609	\$9,387,630	\$11,605,317	\$7,983,094
FY16 ACTUAL	\$127,172,992	\$66,468,865	\$24,974,739	\$13,799,263	\$13,057,846	\$8,872,279
FY17 ACTUAL	\$129,497,641	\$66,497,200	\$24,867,125	\$15,676,155	\$13,167,603	\$9,289,558
FY18 BUDGET	\$142,398,818	\$71,658,558	\$28,238,881	\$17,705,400	\$14,959,772	\$9,836,207
Estimated FY19 BUDGET	\$150,549,696	\$75,119,645	\$29,403,103	\$19,659,705	\$16,111,084	\$10,256,160

YEAR OVER YEAR CHANGE

	Total Net Local Subsidy	Metro Share	OCTA share	RCTC Share	SBCTA Share	VCTC Share
FY15 vs FY16						
\$ Increase	\$16,915,611	\$7,439,134	\$2,723,130	\$4,411,633	\$1,452,529	\$889,185
% Increase	15.3%	12.6%	12.2%	47.0%	12.5%	11.1%
FY16 vs FY17						
\$ Increase	\$2,324,649	\$28,335	(\$107,614)	\$1,876,892	\$109,757	\$417,279
% Increase	1.8%	0.0%	-0.4%	13.6%	0.8%	4.7%
FY17 vs FY18						
\$ Increase	\$12,901,177	\$5,161,358	\$3,371,756	\$2,029,245	\$1,792,169	\$546,649
% Increase	10.0%	7.8%	13.6%	12.9%	13.6%	5.9%
FY18 vs FY19						
\$ Increase	\$8,150,878	\$3,461,087	\$1,164,222	\$1,954,305	\$1,151,312	\$419,953
% Increase	5.7%	4.8%	4.1%	11.0%	7.7%	4.3%

Analysis of 18 vs 19 variance:
 (millions')

Revenue	Increase in Farebox Revenue (Adv.)	\$ 2.8
	Trending Decrease in Revenue	\$ (0.9)
	Decrease -Sunday Service on Holidays	\$ (0.1)
	Decrease -a/v Fare Subsidy	\$ (1.3)
	Slight decrease in all other Revenues	\$ (0.3)
	<u>Revenue increase</u>	\$ 0.2
Expense	Fuel	\$ (0.9)
	Big Five Train Operations	\$ 2.9
	Car Maintenance	\$ 0.4
	TVM Maintenance	\$ 1.5
	Marketing	\$ 4.0
	Wabtec & PTC upgrades	\$ 0.4
	2% COLA/ 3% Merit & Class & Comp (Ops)	\$ 0.9
	Amtrak transfers	\$ 0.2
	Insurance	\$ (1.0)
	<u>Expense increase</u>	\$ 8.4
Change to Subsidy		<u>\$ 8.2</u>

REHABILITATION PROJECT BALANCES CARRIED INTO FISCAL YEAR 2019

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	MEMBER AGENCY					UPRR / PTMISEA	OTHER	TOTAL CARRYO
				METRO	OCTA	RCTC	SBCTA	VCTC			
515105	Orange	Structures	Orange Subdivision Culvert & Bridge Rehabilitation (9 Structures)	-	19,315	-	-	-	-	-	19
515123	Valley	Structures	Valley Subdivision Bridge & Culvert Replacement - Design & Construction (4 structures)	11,780	-	-	-	-	-	-	11
515129	Ventura LA	Structures	Ventura Sub (LA Co) Bridge Repair-Design & Construction MP 461.65 Replacement Slab	332,000	-	-	-	-	-	-	332
515146	Systemwide	IT	Financial Planning & Forecasting Solution - Phase 2	19,048	7,928	4,430	5,747	2,874	-	-	40
516120	Ventura - VC	Structures	Ventura Sub (Ven Co) Bridge & Culvert Rehab	-	-	-	-	7,406	-	-	7
516410	San Gabriel	Track	San Gabriel Sub Track Rehab	-	-	-	70,832	-	-	-	70
516530	Orange/Olive	Signal	Orange/Olive Sub Signal Engineering	-	6,000	-	-	-	-	-	6
516611	Orange	Track	Orange Sub Rail Replacement	-	168,935	-	-	-	-	-	168
516620	Orange	Structures	Orange Sub ROW Grading/Ditching	-	64,809	-	-	-	-	-	64
516621	Orange	Structures	Orange Sub - San Juan Creek Bridge Design	-	120,000	-	-	-	-	-	120
516631	Orange	Signal	Orange Sub Signal Rehabilitation - GCP4000 (5 EA) and Gate Mechanisms (5 tot)	-	146,036	-	-	-	-	-	146
517030	Systemwide	Signal	Replace Signal Maintenance Vehicles	27,374	11,411	6,397	8,299	4,149	-	-	57
517040	Systemwide	Communication	Back Office & PTC Lab Upgrades	572,657	238,708	130,548	169,360	84,680	-	-	1,195
517050	Systemwide	Rolling Stock	Gen 1 HVAC Overhaul (20 Bombardier Coach Cars)	317,686	132,425	74,110	96,125	48,062	-	-	668
517051	Systemwide	Facilities	CMF Elevator Modernization	952	397	221	286	143	-	-	2
517052	Systemwide	Facilities	CMF Drainage Redirection	552,032	230,110	124,669	152,793	76,396	-	-	1,136
517053	Systemwide	Facilities	EMF Parking and Track Lighting	214,363	89,371	49,258	63,899	-	-	-	416
517054	Systemwide	Facilities	Stabilize Canopies and Platforms at LAUS	48,168	20,196	11,322	14,510	7,255	-	-	101
517055	Systemwide	Facilities	Rehabilitate Platform 5 and Canopy	182,203	75,950	42,578	55,236	27,618	-	121,132	504
517122	Ventura - VC	Structures	Culvert Rehab MP 436.56 Ventura Sub (Ven Co)	-	-	-	-	420,500	-	-	420
517130	Ventura - VC	Signal	Replace Back-Up Battery Banks & Worn Underground Cables	-	-	-	-	110,356	-	-	110
517140	Ventura - VC	Communication	Communications Rehab - Ventura (Ven Co)	-	-	-	-	41,161	-	-	41
517410	San Gabriel	Track	Rehab Ties, Turnout, Track Panels	125,613	-	-	58,140	-	-	-	183
517420	San Gabriel	Structures	Replace Culvert & ROW Grading/Ditching - San Gabriel Sub	79,050	-	-	52,700	-	-	-	131
517430	San Gabriel	Signal	Replace Signal and Grade Crossing Components - San Gabriel Sub	55,241	-	-	36,789	-	-	-	92
517431	San Gabriel	Signal	Signal Rehab - San Gabriel Sub	90,070	-	-	59,930	-	-	-	150
517610	Orange	Track	Upgrade 115 lb Rail with 136 lb Rail - Orange Subdivision	-	3,379,855	-	-	-	-	-	3,379
517620	Orange	Structures	Rehab Culvert / ROW Grading - Orange Sub	-	466,000	-	-	-	-	-	466
517640	Orange/Olive	Communication	Wayside Comm & CIS Rehab - Orange/Olive Sub	-	113,594	-	-	-	-	-	113
517710	River	Track	Tie Rehabilitation - River Sub (East Bank)	134,184	55,933	31,357	40,679	20,339	-	-	282
517711	River	Track	Replace Turnouts - River Subdivision	324,552	135,287	75,002	98,349	49,175	-	-	682
517712	River	Track	Track Rehab - River Sub (East Bank Zone 2)	220,333	91,844	51,482	66,786	33,394	1,078,971	-	1,542
517713	River	Track	Track Rehab - River Sub (East Bank Zone 3)	36,308	15,135	8,481	11,002	5,501	246,843	-	323
517730	River	Signal	Replace Batteries, Gate Mechanisms & Install Gate Savers - River	52,789	22,005	12,298	15,998	7,999	-	-	111
517731	River-East Bank	Signal	Rehab Power Switch Machines and Cables - River (East Bank)	29,795	12,420	6,960	9,029	4,514	138,909	-	201,627

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PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	MEMBER AGENCY					UPRR / PTMISEA	OTHER	TOTAL CARRYOVER
				METRO	OCTA	RCTC	SBCTA	VCTC			
517740	River-East Bank	Communication	Wayside Comm & CIS Rehab - River (East Bank)	8,248	3,427	1,927	2,500	1,250	38,358	-	55
517940	PVL	Communication	Wayside Comm & CIS Rehab - PVL	-	-	14,990	-	-	-	-	14
591702	Ventura - LA	Track	ROW Grading on Ventura Sub (LA Co)	52,299	-	-	-	-	-	-	52
591706	Systemwide	Facilities	3 Hy-Rail MOW Trucks, 2 Bridge & Building Trucks and 1 MOW Gang Truck	1,188	495	277	360	180	-	-	2
591707	Systemwide	Communication	Rehabilitate Systemwide Network Infrastructure	1,190	494	277	359	180	-	-	2
591709	Systemwide	Rolling Stock	Sentinel LED Lighting Replacement	154,945	64,273	36,025	46,736	23,368	-	-	325
591714	Orange	Communication	Laguna Niguel Station CIS Rehab	-	275,776	-	-	-	-	-	275
591801	Orange	Facilities	Marine Way Field Office Improvements	-	-	-	48,011	-	-	-	48
591802	San Gabriel	Track	CP Beech Turnout Replacements	-	-	-	-	-	138	3,427	3
592110	Ventura - VC	Track	Track Rehab - Ventura Sub (Ven Co)	-	-	-	-	501,353	-	-	501
592120	Ventura - VC	Structures	Replace Bridge at MP 436.96 & 434.12, Culvert MP 436.46	-	-	-	-	1,025,000	-	-	1,025
592220	Ventura - LA	Structures	Replace Bridge at MP 458.71 - Ventura Sub (LA Co)	1,727,500	-	-	-	-	-	-	1,727
592320	Valley	Structures	Replace Bridge at MP 50.64 - Valley Sub	716,000	-	-	-	-	-	-	716
592321	Valley	Structures	Replace Bridge at MP 50.51 - Valley Sub	696,500	-	-	-	-	-	-	696
592322	Valley	Structures	Replace Bridge at MP 50.77 - Valley Sub	698,500	-	-	-	-	-	-	698
592323	Valley	Structures	Replace Bridge at MP 47.45 - Valley Sub	414,523	-	-	-	-	-	-	414
592324	Valley	Structures	Replace Bridge at MP 50.46 - Valley Sub	699,500	-	-	-	-	-	-	699
592420	San Gabriel	Structures	Rehab Bridge at MP 40.12 - San Gabriel Sub	768,132	-	-	511,356	-	-	-	1,279
592713	River	Track	Replace 3 Turnouts on the East Bank of the River Sub	3,025	1,262	882,334	200,000	458	14,157	-	1,101
TOTAL				9,367,746	5,969,389	1,564,944	1,895,812	2,503,313	1,517,377	1,231,952	24,050

NEW CAPITAL PROJECT BALANCES CARRIED INTO FISCAL YEAR 2019

PROJECT #	SUBDIVISION	CATEGORY	PROJECT NAME	MEMBER AGENCY					OTHER	TOTAL CARRYOV
				METRO	OCTA	RCTC	SBCTA	VCTC		
416001	Systemwide	Security	Maintenance Facilities Hardening	-	-	-	-	-	3,377,063	3,377,
417001	Systemwide	Security	Station Video Surveillance Systems	-	-	-	-	-	5,079,843	5,079,
417002	San Gabriel	Signal	Grade Crossing Improvement at Citrus Ave - Construction	2,750	-	-	2,250	-	-	5,
417003	San Gabriel	Signal	Grade Crossing Improvement at Ramona Blvd - Construction	3,068	-	-	2,965	-	-	6,
418001	Systemwide	Communications	Security Data Network Buildout	-	-	-	-	-	4,531,220	4,531,
418002	Orange	Facilities	Orange County Maintenance Facility PSR (Agreement# C-7-1797)	-	199,697	-	-	-	-	199,
450100	Systemwide	IT	PTC Interoperability - FRA Grant Scope	-	-	-	-	-	530,000	530,
450110	Systemwide	IT	PTC Phase II	-	-	-	-	-	3,950,000	3,950,
613001	Systemwide	Rolling Stock	EMD F-125 - Staff Oversight and Professional Services	-	-	-	-	-	1,320,000	1,320,
613003	Systemwide	Rolling Stock	EMD F-125 - System Support	-	-	-	-	-	3,225,000	3,225,
613005	Systemwide	Rolling Stock	EMD F-125 - Design/Construct Diesel Engine	-	-	-	-	-	50,422,950	50,422,
616002	Systemwide	Rolling Stock	EMD F-125 - Option Additional 17 Locomotives	500,000	-	-	24,396	12,198	86,225,406	86,762,
616003	Systemwide	Rolling Stock	EMD F-125 - Locomotives 38-39 (Non-Fed)	482,000	-	-	-	-	9,590,000	10,072,
616004	Systemwide	Rolling Stock	EMD F-125 - Locomotive 40	-	-	-	-	-	5,117,596	5,117,
618001	Systemwide	IT	Ticket Vending Devices	12,842,010	6,782,195	4,769,710	3,980,101	1,780,957	-	30,154,
TOTAL				13,829,828	6,981,891	4,769,710	4,009,711	1,793,155	173,369,078	204,753,

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PROJECT PROPOSALS FOR REHABILITATION & SPECIAL PROJECTS - FY19 PROPOSED BUDGET INCLUDING FY18 BACKLOG

Revised: 03.13

ROW#	RANK	CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TIER (A,B,C)	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC	UPRR
1	0	LABRECHEP	1155	Rehab	River	140.80	Worn	High	Signals	Replace Worn Electric Switch Lock at 140.80 West Bank	Replace worn Electric Switch Lock. NOTE: Total Project = \$100,600 / Unfunded = \$47,785	A	47,785	47,785	-	-	-	-	
2	0	MAXEYD	1274	Rehab	All		Worn	High	Business Systems	Perform State of Good Repair Engineering, Track Measurements, and Prioritization to support and populate the annual SOGR/Rehab/TAM Program	Perform continuing State of Good Repair Engineering, Condition Assessments, Track Measurements, and Prioritization to support and populate the annual State of Good Repair (SOGR)/Rehabilitation and Transit Asset Management Programs. NOTE: Total Project = \$750,000 / Unfunded = \$356,250	A	356,250	356,250	-	-	-	-	
3	0	LABRECHEP	312	Rehab	River	All	Worn	High	Signals	Phase 1 - Signal System Rehab - CP Terminal Rehab Turnouts 3X, 5, 5X, 7, 7X and Power Switch Machines	Rehab M23A Power Switch machines at all key Control Points - \$50,000 / switch. Replace dual control power switch machine with in kind rebuilt machine. NOTE: Total Project = \$1,000,000 / Unfunded = \$475,000	A	475,000	475,000	-	-	-	-	
4	0	HARRINGTONG	1058	Rehab	All	N/A	Worn	High	Facilities	Replace Car shop Jacks at CMF	Replace Car Shop railcar 20 ton jacks. Jacks must be replaced in pairs. This request is for 2 jacks. NOTE: Total Project = \$279,620 / Unfunded = \$132,820	A	132,820	132,820	-	-	-	-	
5	0	HARRISW	247	Rehab	All	3.5 to 76.6, 426.4 to 462.39, 0.9 to 56.63, 165.4 to 207.4	Worn	High	Track	Rail Grinding Systemwide	Perform production rail grinding with large rail mounted specialized. Rail grinding is included in both the operating budget and rehab budgets. The rail grinding included in the operating budget is the emergency, bare minimum grinding to correct severe defects mostly on sharp curves from developing into severe defect. The rail grinding included in the rehabilitation budget is more expansive and is performed on a planned preventative maintenance basis and on all curves, tangent track and turnouts plus grade crossings. The preventative maintenance grinding is typically performed every two to four years to maintain the rail profile. Good rail profile maintains the running surface of the rail so that better contact with the train wheels is maintained. This removes conditions that may develop into defective rails with speed restrictions or even broken rails. Grinding to a design profile also improves ride quality, lowers noise and fuel consumption. This grinding work can be done on all segments of the Metrolink system. NOTE: Total Project = \$840,400 / Unfunded = \$399,190	A	399,190	399,190	-	-	-	-	
6	0	TRIPOLIR	1091	Rehab	All		Worn	High	Business Systems	Condition Based Maintenance Tools, PC and Analysis Software	Purchase all CBM test equipment to include but not limited to; Frequency analyzer, Ultrasound analyzer, Vibration accelerometers, Thermograph cameras, Oscilloscopes, Spectrographic oil analyzer. These tools will be utilized to test, measure and analyze locomotive and railcar functions with a comparative analysis of component performance over time. The results of the testing determine actual condition of components and systems that will determine maintenance actions. NOTE: Total Project = \$76,125 / Unfunded = \$36,159	A	36,159	36,159	-	-	-	-	
7	0	LABRECHEP	1167	Rehab	River	1.60	Worn	High	Signals	Signal System Rehab - Replace EL1A Logic Controller at CP Capital	Replace worn or defective signal system control units with new, reliable and efficient models. NOTE: Total Project = \$335,940 / Unfunded = \$159,572	A	159,572	159,572	-	-	-	-	
8	0	PETERSONJ	1223	Rehab	All	All	Worn	High	Signals	SCRRA Production Back office Systems Upgrades and Testing Support	This work is to support SCRRA replacement and upgrade of existing and implementation of minor new train control software versions, hardware modifications, testing against production systems both in the office and in the field. This replacement work rises to the level that it is not typically included in the annual Operating Budget and annual Vendor maintenance and service agreement and is not included in the recent programmed Federal Grant. Vendors will furnish software and then local and remote support technicians to test the software. Testing may include brake test trains, configuring simulators, upgrading test equipment and software for all segments including, TMDS, BOS, MDM, ITCM, ITCSM, Key Services, Interoperable testing and associated upgrades. NOTE: Total Project = \$597,500 / Unfunded = \$283,813	A	283,813	283,813	-	-	-	-	

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PROJECT PROPOSALS FOR REHABILITATION & SPECIAL PROJECTS - FY19 PROPOSED BUDGET INCLUDING FY18 BACKLOG

Revised: 03.13

ROW#	RANK	CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TIER (A,B,C)	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC	UPRR
9	0	AQUINOL	1099	Rehab	Valley, Ventura - LA County	Various	Worn	High	Track	Station Pedestrian Crossing Rehab	Replace pedestrian crossing panels at Downtown Burbank, Burbank Airport and Chatsworth Stations.	A	250,800	250,800	-	-	-	-	
10	0	HARRINGTONG	1055	Rehab	Valley	MP76.4-MP76.5	Marginal	High	Facilities	Replace Expand Lancaster Crew Base	Lease parcel and install new modular building and portable weather resistant communication shelter for train operations and mechanical crews.	A	950,000	950,000	-	-	-	-	
11	0	HARRINGTONG	485	Rehab	All	N/A	Worn	High	Non-Revenue Fleet	MOW VEHICLE REPLACEMENT	Replace heavy and light duty specialized rail maintenance vehicles. This includes 3 Track and Structures crew cab maintenance heavy duty by rail trucks @\$210,000 each; 2 bridge crew heavy duty hi rail trucks @ \$130,000 each; 3 hy-rail track inspection light duty trucks @ \$64,000 each and 2 existing Signal maintainer utility vehicles@\$40,000 each. Estimated amounts including staff time and contingency. NOTE: Total Project = \$1,163,100 / Unfunded = \$552,473	A	552,473	552,473	-	-	-	-	
12	0	LABRECHEP	1164	Rehab	San Gabriel 60 / 40	ALL	Worn	High	Grade Crossing	Grade Crossing Rehab - 2 Locations per Year - SG Sub	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment @ Monte Vista Avenue, & Central Avenue. (2 crossings @ \$250K each FY18; 2 other locations are budgeted in FY19 - 2 crossings @ \$250K ea.) NOTE: Total Project = \$548,600 / Unfunded = \$329,160	A	329,160	329,160	-	-	-	-	
13	0	HARRINGTONG	1039	Rehab	All	N/A	Worn	Low	Facilities	REPLACE PUBLIC ADDRESS SYSTEM	Replace existing non-functional public address system at CMF. The system is critical for work place safety especially during earthquake or other emergency. NOTE: Total Project = \$119,700 / Unfunded = \$56,858	A	56,858	56,858	-	-	-	-	
14	0	PETERSONJ	1222	Rehab	All	All	Worn	High	Signals	Back office Hardware & Software Replacement (DOC & MOC)	Hardware and software version upgrades, technology refreshes to any hardware or software for CAD, BOS, ITCM, MDM, WSRS, NMS, CIS, PTC, CM, backup systems, or other MOC / DOC PTC or other train traffic control data center support systems to keep current and in compliance with ITC and Federal requirements. NOTE: Total Project = \$1,130,000 / Unfunded = \$536,750	A	536,750	536,750	-	-	-	-	
15	0	HURSTJ	1247	Rehab	All	ALL	Worn	High	Rolling Stock	PTC On-Board Software updates, hardware repairs PTC on-board equipment Systems on 57 cab cars and 52 locomotives.	Acquire and install PTC on board replacement parts and perform software versions changes to stay current with industry interoperable standards and regulations. 57 cab cars and 52 locomotives. Correct defects not otherwise covered by warranty. Remove automatic train stop (ATS) because it is creating warning system overload. Average estimated cost if \$10,000 per unit x 110 units. (This could be less by 40 units depending on the delivery of the F-125 Tier 4 program which includes new onboard equipment and software. However, ATS installed on F-125's must be removed). Multiyear recurring program. NOTE: Total Project = \$1,100,000 / Unfunded = \$522,500	A	522,500	522,500	-	-	-	-	
16	0	LABRECHEP	305	Rehab	Ventura - LA County	All	Worn	High	Grade Crossing	Grade Crossing Rehab 2 Locations per Year	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. (2 crossings @ \$250K ea. FY18; 2 other locations are budgeted in FY19 - 2 crossings @ \$250K ea.)	A	531,800	531,800	-	-	-	-	
17	0	AZEVEDOA	1216	Rehab	Valley	3-67.5	Worn	High	Track	Valley Track Rehabilitation	New fastenings, tie plugs, anchors, destressing rail, surfacing and stabilizing track.	A	4,065,250	4,065,250	-	-	-	-	
18	0	AZEVEDOA	1217	Rehab	San Gabriel 60 / 40	1.08-56	Worn	High	Track	San Gabriel Track Rehabilitation	New fastenings, tie plugs, anchors, destressing rail, surfacing and stabilizing track. NOTE: Total Project = \$2,110,250 / Unfunded = \$1,266,150	A	1,266,150	1,266,150	-	-	-	-	
19	0	AZEVEDOA	1218	Rehab	Ventura - LA County	442-462.6	Worn	High	Track	Ventura (LA) Track Rehabilitation	New fastenings, tie plugs, anchors, destressing rail, surfacing and stabilizing track.	A	1,535,250	1,535,250	-	-	-	-	
20	0	LABRECHEP	1162	Rehab	Valley	67.55	Worn	High	Signals	Signal System Rehab - Replace EL1A Logic Controller at CP Harold	Replace worn or defective signal system control units with new, reliable and efficient models.	A	335,940	335,940	-	-	-	-	

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ROW#	RANK	CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TIER (A,B,C)	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC	UPRR
21	0	PETERSONJ	1221	Rehab	All	All	Worn	High	Signals	SCRRA Positive Train Control Lab Systems Support and Testing	Hardware and software maintenance and support not covered by direct maintenance and support agreements for the SCRRA PTC Software and Hardware Lab not included in the annual operating budget or the production software upgrades in Project 1221. The project will include lab testing of the PTC related systems to the next version of CAD/BOS/ITCM/MDM/WSRS/OBS system software and hardware. The upgrades are to include installation in the SCRRA lab, lab testing and validation. NOTE: Total Project = \$947,500 / Unfunded = \$450,063	A	450,063	450,063	-	-	-	-	
22	0	YANGJ	1276	Rehab	Valley	MP3.67-MP76.63	Worn	High	Structures	Valley Sub Struct	BRIDGES:MP 25.71; CULVERTS: MP 38.64, MP 32.92, MP 43.55, MP 66.86, MP 66.90, MP 28.58, MP 53.61, MP 46.24	A	3,638,713	3,638,713	-	-	-	-	
23	0	YANGJ	1285	Rehab	River	0-1.1	Worn	High	Track	LA Union Station Track Rehabilitation	Track rehabilitation of Leads, Turnouts, Ties for track heading into Union Station. Approximately 6,200 Ft of Rail (leads and station), and 6 Turnouts. NOTE: Total Project = \$1,882,000 / Unfunded = \$893,950	A	893,950	893,950	-	-	-	-	
24	0	YANGJ	1287	Rehab	San Gabriel 60 / 40	0.9 to 33.75	Worn	High	Grade Crossing	Rehabilitation of grade crossings on the San Gabriel Subdivision in Los Angeles County	Replace rail, ties, and crossing panels with new material. Apply new fasteners and ballast then surface the grade crossing. Place new asphalt road surface from the edge of the crossing panels to two feet from the end of ties. Crossings will be replaced at Azusa, Irwindale, and North Garey Avenues. NOTE: Total Project = \$1,965,220 / Unfunded = \$1,179,132	A	1,179,132	1,179,132	-	-	-	-	
25	0	YANGJ	1288	Rehab	Valley	3.5 to 76.6	Worn	High	Grade Crossing	Rehabilitation of grade crossings on the Valley Subdivision in Los Angeles County	Replace rail, ties, and crossing panels with new material. Apply new fasteners and ballast then surface the grade crossing. Place new asphalt road surface from the edge of the crossing panels to two feet from the end of ties. Crossings will be replaced at Drayton Street, Aliso Canyon Road, Doran Street, and Arvilla Avenue.	A	1,048,700	1,048,700	-	-	-	-	
26	0	LABRECHEP	1160	Rehab	Ventura - LA County	All	Worn	High	Signals	Rehab Signal and Grade Crossing Cables - Ven Sub	Replace worn and defective signal and grade crossing cables.	A	513,480	513,480	-	-	-	-	
27	0	LABRECHEP	311	Rehab	River	All	Worn	High	Signals	Signal System Rehab - River Sub	Replace Signal System back-up battery banks. Replace worn underground signal system cables, Replace worn Electrologic units and replace with VHLC or Electrologix units, Replace worn Electrocode 4 units with Electrocode 5 units at high priority locations. (Rehab EL1A with VHLC = \$250,000 / location). NOTE: Total Project = \$1,017,030 / Unfunded = \$483,089	A	483,089	483,089	-	-	-	-	
28	0	HURSTJ	1237	Rehab	River	0.00 - 3.67; 140.05 - 143.83; 480.90 - 485.20	Marginal	High	Communications	Wayside Communication System Replacement Parts - River	Acquire replacement parts including software for wayside and mountain-top communication system . Top 20 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program. NOTE: Total Project = \$100,000 / Unfunded = \$47,500	A	47,500	47,500	-	-	-	-	
29	0	LABRECHEP	352	Rehab	Valley	All	Worn	High	Signals	Rehab Worn or Defective Cables - Valley Sub	Replace worn or defective signal and grade crossing system cables in order to be regulatory compliant and to maintain safe and efficient systems.	A	511,940	511,940	-	-	-	-	
30	0	HURSTJ	1235	Rehab	San Gabriel 60 / 40	1.08 - 33.7	Marginal	High	Communications	Wayside Communication System Replacement Parts - San Gabriel - LA County	Acquire replacement parts including software for wayside and mountain-top communication system . Top 20 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design or Professional Services required. Recurring multi-year program. NOTE: Total Project = \$100,000 / Unfunded = \$60,000	A	60,000	60,000	-	-	-	-	

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31	0	HURSTJ	1233	Rehab	San Gabriel 60 / 40	33.7 - 56.52	Marginal	High	Communications	Wayside Communication System Replacement Parts - San Gabriel - SB County	Acquire replacement parts including software for wayside and mountain-top communication system . Top 15 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 15 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design or Professional Services required. Recurring multi-year program. NOTE: Total Project = \$75,000 / Unfunded = \$45,000	A	45,000	45,000	-	-	-	-	
32	0	HURSTJ	1240	Rehab	Valley	3.67 - 76.63	Marginal	High	Communications	Wayside Communication System Replacement Parts - Valley	Acquire replacement parts including software for wayside and mountain-top communication system . Top 20 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design or Professional Services required. Recurring multi-year program.	A	100,000	100,000	-	-	-	-	
33	0	LABRECHP	308	Rehab	San Gabriel 60 / 40	ALL	Worn	High	Grade Crossing	Grade Crossing Rehab - SG Sub	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment @ Benson Avenue and Euclid Avenue. (2 crossings @ \$250K each for FY18; 2 other locations are budgeted in FY19 - 2 crossings @ \$250K each). NOTE: Total Project = \$509,600 / Unfunded = \$305,760	A	305,760	305,760	-	-	-	-	
34	0	HURSTJ	1244	Rehab	Ventura - LA County	442.0 - 462.39	Marginal	High	Communications	Wayside Communication System Replacement Parts - Ventura - LA County	Acquire replacement parts including software for wayside and mountain-top communication system . Top 10 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 1 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services, Agency Staff required. Recurring multi-year program.	A	50,000	50,000	-	-	-	-	
35	0	LABRECHP	310	Rehab	River	All	Worn	High	Grade Crossing	Grade Crossing Rehab - 2 grade crossings - River Sub	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. Approximate cost per crossing = \$250K. NOTE: Total Project = \$531,800 / Unfunded = \$252,605	A	252,605	252,605	-	-	-	-	
36	0	HARRISW	178	Rehab	San Gabriel 60 / 40	33.75	Worn	High	Track	Replacement of the turnouts on the San Gabriel Subdivision in San Bernardino County	Replace turnouts at CP Central, CP Locust, and CP Rancho with a new turnout. These replacements will include three #20, one #14, and one #10 turnouts. The replacement will involve installing new turnout frog and switch packages, rail, ties and other track materials. NOTE: Total Project = \$2,341,900 / Unfunded = \$917,940	A	917,940	917,940	-	-	-	-	
37	0	LABRECHP	317	Rehab	San Gabriel 60 / 40	All	Worn	High	Signals	Rehab Worn or Defective Cables - SG Sub	Replace worn or defective signal and grade crossing system cables in order to be regulatory compliant and to maintain safe and efficient systems. NOTE: Total Project = \$511,940 / Unfunded = \$307,164	A	307,164	307,164	-	-	-	-	
38	0	LABRECHP	1163	Rehab	Valley	67.55	Worn	High	Signals	Signal System Rehab - Replace Track Turnout and Power Switch at CP Harold	Replace worn or defective track turnout panel and power switch machine.	A	505,560	505,560	-	-	-	-	
39	0	LABRECHP	318	Rehab	Valley	All	Worn	High	Grade Crossing	Grade Crossing Rehab - 2 Locations per Year - Valley Sub	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. (2 crossings @ \$250K ea. FY18; 2 other locations are budgeted in FY19 - 2 crossings @ \$250K ea.)	A	557,480	557,480	-	-	-	-	
40	0	HARRISW	164	Rehab	Ventura - LA County	441.97 to 462.39	Worn	High	Grade Crossing	Rehabilitation of grade crossings on the Ventura Subdivision in Los Angeles County	Replace rail, ties, and crossing panels with new material. Apply new fasteners and ballast then surface the grade crossing. Place new asphalt road surface from the edge of the crossing panels to two feet from the end of ties. Crossings will be replaced at Tampa Avenue, Roscoe Boulevard, Balboa Boulevard, Lindley Avenue, and De Soto Avenue.	A	2,296,800	2,296,800	-	-	-	-	
41	0	HARRISW	162	Rehab	San Gabriel 60 / 40	0.9 to 33.75	Worn	High	Track	Replacement of the turnouts on the San Gabriel Subdivision in Los Angeles County	Replace turnouts at CP Barranca and CP Irwin. The replacement will involve installing new turnout frog and switch packages, rail, ties and other track materials. NOTE: Total Project = \$1,000,324 / Unfunded = \$600,194	A	600,194	600,194	-	-	-	-	

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42	8	HURSTJ	1517	Rehab	Valley	03.67 - 76.63	Marginal	High	Communications	Wayside Communication System Replacement Parts - Valley	Acquire replacement parts including software for wayside and mountain-top communication system . Top 20 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design or Professional Services required. Recurring multi-year program.	A	100,000	100,000	-	-	-	-	
43	9	HURSTJ	1520	Rehab	Ventura - LA County	442.0 - 462.39	Marginal	High	Communications	Wayside Communication System Replacement Parts - Ventura - LA County	Acquire replacement parts including software for wayside and mountain-top communication system . Top 10 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 1 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services required. Recurring multi-year program.	A	49,999	49,999	-	-	-	-	
44	10	HURSTJ	1519	Rehab	Ventura - VC County	402.81 - 404.47; 403.14 - 403.50; 426.40 - 442.0	Marginal	High	Communications	Wayside Communication System Replacement Parts - Ventura - Ventura County	Acquire replacement parts including software for wayside and mountain-top communication system . Top 10 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 1 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services required. Recurring multi-year program.	A	49,999	-	-	-	-	49,999	
45	11	HURSTJ	1460	Rehab	Orange	165.55 - 207.40	Marginal	High	Communications	Wayside Communication System Replacement Parts - Orange	Acquire replacement parts including software for wayside and mountain-top communication system . Top 10 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 1 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services required. Recurring multi-year program.	A	74,855	-	74,855	-	-	-	
46	12	HURSTJ	1518	Rehab	River	0.00 - 3.67; 140.05 - 143.83; 480.90 - 485.20 (East Bank)	Marginal	High	Communications	Wayside Communication System Replacement Parts - River (According to the Mileposts, 36.6% of the stated distance is on the East Bank. Assume East Bank Zone 2)	Acquire replacement parts including software for wayside and mountain-top communication system . Top 20 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 20 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services required. Recurring multi-year program.	A	100,000	35,522	14,807	8,301	10,769	5,384	25,;
47	13	HURSTJ	1516	Rehab	San Jacinto (PVL)	65.00 - 85.40	Marginal	High	Communications	Wayside Communication System Replacement Parts - PVL	Acquire replacement parts including software for wayside and mountain-top communication system . Top 10 high priority parts will be identified that are encountering premature failure, nearing the end of their life cycle or are reaching functional obsolescence. 1 parts at an average unit cost of \$5,000, Install with maintenance forces. Also includes new locks and keys. No Design, Professional Services required. Recurring multi-year program.	A	49,999	-	-	49,999.0	-	-	
48	14	HURSTJ	1255	Rehab	San Gabriel 60 / 40	33.7 - 56.52	Marginal	High	Communications	Wayside Communication System Design, slot planning, interference mitigation - San Gabriel - SB County	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	A	37,500	22,500	-	-	15,000	-	
49	15	HURSTJ	1254	Rehab	San Gabriel 60 / 40	1.08 - 33.70	Marginal	High	Communications	Wayside Communication System Design, slot planning, interference mitigation - San Gabriel - LA County	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	A	37,500	22,500	-	-	15,000	-	
50	16	HURSTJ	1245	Rehab	Ventura - LA County	402.81 - 404.47; 403.14 - 403.50; 426.40 - 442.0	Marginal	High	Communications	Wayside Communication System Design, slot planning, interference mitigation - Ventura - LA County	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	A	37,500	37,500	-	-	-	-	

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Revised: 03.13

ROW#	RANK	CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TIER (A,B,C)	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC	UPRR
51	17	HURSTJ	1243	Rehab	Ventura - VC County	402.81 - 404.47; 403.14 - 403.50; 426.40 - 442.0	Marginal	High	Communications	Wayside Communication System Design, slot planning, interference mitigation - Ventura - Ventura County	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	A	37,500	-	-	-	-	37,500	
52	18	HURSTJ	1241	Rehab	Valley	3.67 - 76.63	Marginal	High	Communications	Wayside Communication System Design, slot planning, interference mitigation - Valley	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	A	75,000	75,000	-	-	-	-	
53	19	HURSTJ	1239	Rehab	River	0.00 - 3.67; 140.05 - 143.83; 480.90 - 485.20 (East Bank)	Marginal	High	Communications	Wayside Communication System Design, slot planning, interference mitigation - River (According to Mileposts, 36.6% of the stated distance is on the East Bank. Assume East Bank Zone 2)	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	A	75,000	26,641	11,105	6,226	8,077	4,038	18,500
54	20	HURSTJ	1227	Rehab	San Jacinto (PVL)	65.00 - 85.40	Marginal	High	Communications	Wayside Communication System Design, slot planning, interference mitigation - PVL	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	A	75,000	-	-	75,000.0	-	-	
55	21	HURSTJ	1230	Rehab	Orange	165.55 - 207.40	Marginal	High	Communications	Wayside Communication System Design, slot planning, interference mitigation - Orange	Perform annual design, engineering, or special studies to determine condition of wayside and mountain-top systems or revise standards and as built to keep current. Comply with Config. Mgmt. Recurring multi-year program.	A	125,000	-	125,000	-	-	-	
56	1	HARRINGTONG	1349	Rehab	River	N/A	Worn	Low	Facilities	LAUS WEST PORTAL TICKET BOOTH EXPANSION	Expand ticket booth to mirror adjacent Amtrak information booth. The existing ticket booth is too small for staff to safely and comfortably perform their duties.	A	605,000	287,375	119,790	67,155	87,120	43,560	
57	2	HOLMANS	1313	Rehab	All	N/A	Worn	High	Facilities	Phase 2 - Replace Car shop Jacks at CMF	Replace Car Shop railcar 20 ton jacks.	A	559,240	265,639	110,730	62,076	80,531	40,265	
58	3	HARRINGTONG	1060	Rehab	Ventura - VC County	N/A	Worn	Low	Facilities	Replace Moorpark Trailer (Crew Base)	Replace trailer and possibly connect to city sewer system.	A	1,666,500	-	-	-	-	1,666,500	
59	5	HARRINGTONG	1054	Rehab	All	N/A	Marginal	Low	Facilities	Renovate restrooms, partitions & gates at CMF and MOC	Replace tile, lighting, RR fixtures, and partitions at CMF and MOC, Replace corroding fence, gates, and automatic gate mechanisms at MOC	A	910,800	432,630	180,338	101,099	131,155	65,578	
60	6	LABRECHEP	300	Rehab	All	All	N/A	N/A	Facilities	Purchase Hy-Rail Bucket Truck	Purchase one Hy-Rail bucket to allow for maintenance of any signal, communications or SCRRA infrastructure system.	A	197,890	93,998	39,182	21,966	28,496	14,248	
61	7	HARRINGTONG	1347	Rehab	River Sub - East Bank	N/A	N/A	N/A	Facilities	CMF Drainage Re-direction Phase II	Change site conditions (deteriorated condition) of existing Industrial Oil Water Separator. Project is needed to comply with NPDES Storm Water permit.	A	800,000	380,000	158,400	88,800	115,200	57,600	
62	00	LABRECHEP	357	Rehab	Ventura - VC County	434.31; 433.27; 430.83; 429.51	Worn	High	Grade Crossing	Grade Crossing Rehab	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. (4 crossings @ approx. \$250K ea.); Locations (1) Erringer Rd 434.31; (2) 1st Street 433.27; (3) Quimisa Dr 430.83; (4) E. Los Angeles Ave 429.51; Field conditions may change resulting in different locations taking precedent by the time the funding is available.	A	1,018,320	-	-	-	-	1,018,320	
63	2	LABRECHEP	335	Rehab	Orange	165.4 - 207.4	Worn	High	Grade Crossing	Grade Crossing Rehab	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. Locations: (1) Ball Road MP 169.12; (2) Santa Clara Ave MP 174.16; (3) Rancho Capistarno MP 194.3; (4) Avenida Aeropuerto MP 198.75	A	1,030,320	-	1,030,320	-	-	-	
64	3	SAKODAK	1305	Rehab	San Gabriel 60 / 40	47.1	Worn	High	Grade Crossing	Rehabilitation of Beech Ave crossing on the San Gabriel Subdivision	Replace rail, ties, and crossing panels with new material. Apply new fasteners and ballast then surface the grade crossing. Place new asphalt road surface from the edge of the crossing panels to two feet from the end of ties. Crossing will be replaced at Beech Avenue.	A	462,000	277,200	-	-	184,800	-	
65	1	CHAKLADARA	133	Rehab	All	N/A	Worn	High	Information Technology	Switch Rehab Project	Replace critical aging, end-of-life switch equipment for SCRRA's business network.	A	249,700	118,608	49,441	27,717	35,957	17,978	

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66	1	HARRINGTONG	1798	Rehab	All	N/A	Worn	High	Non-Revenue Fleet	Vehicle Replacements (Trucks & Hi-Rail Truck)	Replace MOW vehicles that have outlived useful life (includes 2 trucks for Mass Electric Signal Maintenance; 1 truck for T&S Maintenance; 1 hi-rail truck for MOW Mechanic).	A	458,975	218,013	90,877	50,946	66,092	33,046	
67	1	HWONGD	1348	Rehab	All	N/A	Worn	High	Other	TVM End of Life components	The Ticket Vending Machines (TVM) have surpassed their standard lifespan. Conduent, our maintenance vendor has reviewed the Bill of materials for all existing TVMs and have identified (4) items that are at their end of life and needs replacement: BNA, Note boxes, ADA Panels and Displays. The purpose of this proposal is to procure the (4) items mentioned to maintain system performance.	A	200,000	95,000	39,600	22,200	28,800	14,400	
68	1	DUNGOK	999/424	Rehab	San Gabriel - SB County	51.00 - 53.00	Worn	Low	Right of Way	San Gabriel SB Sub ROW Maint	ROW grading/ditching, correcting drainage issues near Meridian Avenue.	A	44,490	26,694	-	-	17,796	-	
69	2	DUNGOK	422	Rehab	Orange	0 to 5 Olive & 178.00 to 179.00	Worn	Low	Right of Way	Orange/Olive Sub ROW Maint	Orange/Olive SUB ROW grading/ditching): Olive SUB between MP 0 and MP 5; Orange SUB between MP 178 and MP 179	A	209,750	-	209,750	-	-	-	
70	3a	DUNGOK	998/418	Rehab	Valley	47.3-47.4; 49.5-52.0; 57.97-58.30; 67.50-67.92	Worn	Low	Right of Way	Valley Sub Row Maint	ROW grading/ditching MP47.3 to MP47.4 0.1 mi South Side LA County Main Track Slide Fence Area MP49.5 to MP52.0 2.5 mi South Side LA County Main Track 4 Locations between Mp 50-52.0 MP57.97 to MP58.30 0.3 mi South Side LA County Main Track Alsio Canyon Road going west MP67.50 to MP67.92 0.4 mi South Side LA County Main Track Cp Harold to Ave R South side only	A	223,850	223,850	-	-	-	-	
71	3b	DUNGOK	998/420	Rehab	Ventura - LA County	442.80-442.90; 443.07-443.17; 443.80-443.90; 444.0-444.10	Worn	Low	Right of Way	Ventura (LA) Sub ROW Maint	ROW grading/ditching MP442.80 to MP442.9 0.1 mi North/South LA County Main Track Outside Tunnel 27 going west on North/South sides MP443.07 to MP443.17 0.1 mi North/South LA County Main Track Outside Tunnel 27 going east on North/South sides MP443.80 to MP443.9 0.1 mi North/South LA County Main Track Outside Tunnel 28 going west on North/South sides MP444.00 to MP444.1 0.1 mi North/South LA County Main Track Outside Tunnel 28 going east on North/South sides	A	223,850	223,850	-	-	-	-	
72	1	TRIPOLIR	1061	Rehab	All	All	Worn	Low	Rolling Stock	Locomotive and Cab Car Camera & DVR replacements	Replace the DVR'S and cameras on 15 locomotives and 57 cab cars with new model	A	1,099,875	522,441	217,775	122,086	158,382	79,191	
73	2	KAKARIST	1344	Rehab	All	ALL	Adequate	High	Rolling Stock	Overhaul side door motors in 50 Rotem passenger rail cars	Every passenger rail car in the fleet has four (4) side doors and each side door has two (2) panels with one door motor per each panel (8 door motors per rail car). The door motor has to be overhauled to function properly when rail car is in passenger service. Malfunction of door motors create train delays due to doors not opening or closing when requested by conductor. There are 137 Rotem passenger rail cars in the Metrolink fleet. Request will be made until all 137 are complete.	A	577,500	274,313	114,345	64,103	83,160	41,580	
74	5	KAKARIST	1343	Rehab	All	ALL	Adequate	Low	Rolling Stock	HVAC Overhaul in forty (40) Rotem railcars	Complete overhaul the HVAC units (2 per rail car) in forty (40) Rotem railcars. Per OEM vendor the HVAC units must be overhauled every 6 years.	A	1,112,100	528,248	220,196	123,443	160,142	80,071	
75	6	KAKARIST	1342	Rehab	All	ALL	Adequate	Low	Rolling Stock	Replace rubber window gaskets in fifty (50) Rotem passenger railcars	The rubber window gaskets with time became hard and brittle. With this project a vendor will be selected to replace all rubber window gaskets in emergency and non-emergency windows in 50 Rotem passenger rail cars.	A	665,500	316,113	131,769	73,871	95,832	47,916	
76	00	LABRECHEP	1399	Rehab	San Gabriel - LA County	15.13	Worn	High	Signals	Temple Ave 15.13 - Grade Crossing Warning Equipment Rehab - SG Sub	Temple Ave MP 15.13 - Replace grade crossing warning system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	A	544,060	326,436	-	-	217,624	-	

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77	00	LABRECHEP	1411	Rehab	River Sub - West Bank	0.70	Worn	High	Signals	CP Mission MP 0.7 - Rehab Control Point Remote Control Protocol to ATCS Standards	Replace existing Bi-Polar type Control Point remote control system at CP Mission, MP 0.7, River Subdivision.	A	87,560	41,591	17,337	9,719	12,609	6,304	
78	00	LABRECHEP	1414	Rehab	River	0.70	Worn	High	Signals	CP Dayton MP 0.7 - Signal System Rehab and Reliability	Replace existing signal relay logic system with new logic controllers that will provide system reliability and operation efficiency by eliminating a single point of failure. Replace old, worn and damaged signal cables. Replace Dual Control power switch machines.	A	1,807,800	858,705	357,944	200,666	260,323	130,162	
79	00	LABRECHEP	1421	Rehab	Valley	28.00	Worn	High	Signals	CP Portal MP 28.00 - Replace Equipment Shelter and Logic Controller	CP Portal MP 28.0, Valley Subdivision - Replace existing equipment shelter, signal logic controller, battery backup system and associated supporting equipment with new, modern and reliable equipment. Replace dual control power switch machine and all underground cables at this control point with new, modern and reliable components.	A	668,910	668,910	-	-	-	-	
80	00	LABRECHEP	1426	Rehab	Valley	76.64	Worn	High	Signals	Intermediate Signal 761 - MP 76.64 Valley Subdivision - Install Electrical Power Supply	Intermediate Signal 761 MP 76.64, Valley Subdivision - Replace existing temporary electrical power supply with new solar panel power supply.	A	144,980	144,980	-	-	-	-	
81	00	LABRECHEP	1428	Rehab	Ventura - LA County	458.06	Worn	High	Signals	Intermediate Signals 4581-4584 MP 458.06 - Replace Signal Equipment	Intermediate Signal 4581-4584 MP 458.06, Ventura Subdivision - Replace existing equipment shelter, signal logic controller, back up battery system and supporting equipment with new, modern and reliable components.	A	358,710	358,710	-	-	-	-	
82	00	LABRECHEP	1440	Rehab	Orange	166.20	Worn	High	Signals	Orangethorpe Ave 166.20 - Orange Sub - Replace Defective Grade Crossing Cables	Orangethorpe Ave MP 166.20 - Replace underground grade crossing cable for control of grade crossing.	A	265,320	-	265,320	-	-	-	
83	1	LABRECHEP	1166	Rehab	River	ALL	Worn	High	Signals	Rehab Worn and/or Defective Battery Cells - River Sub	Replace worn and defective signal and grade crossing battery cells	A	64,240	30,514	12,720	7,131	9,251	4,625	
84	2	LABRECHEP	1154	Rehab	River Sub - East Bank	481.68	Worn	High	Signals	Replace AC Meter Service @ N. Main Street - East Bank Zone 1	Replace worn AC Electrical Meter Service which feed power to the grade crossing	A	130,600	2,742	1,143	641	831	416	124,600
85	3	LABRECHEP	1175	Rehab	Orange	196.1 - 207.4	Worn	High	Signals	C&S Corrosion Mitigation	Rehabilitate signal and/or grade crossing equipment due to the ongoing extremely damaging effects of salt air. This condition not only affects the physical condition of these systems, but also the operating characteristic. If left unattended, may cause an unsafe condition for the public, or passengers and train operations. Requests each year is relatively small, just to replace signals, gate mechanisms, gate arms, bells, etc. These are signal and grade crossing warning equipment that is directly exposed to salt air. Requests for 2021 may be significantly higher due to the need to replace signal and grade crossing enclosures and electronic equipment in the area. Locations: (1) Intermediate Signal Mast and Heads 2011-2; (2) Intermediate Signal Mast and Heads 2031-2; (3) Intermediate Signal Mast and Heads 2061-2	A	216,615	-	216,615	-	-	-	
86	4	LABRECHEP	1401	Rehab	San Gabriel - LA County	16.43	Worn	High	Signals	Amar Rd 16.43 - Grade Crossing Warning Equipment Rehab - SG Sub	Amar Rd MP 16.43 - Replace grade crossing warning system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	A	544,060	326,436	-	-	217,624	-	
87	1	AQUINOL	1109	Rehab	All	Various	Worn	High	Stations	Miscellaneous annual repair and replacement of operating envelope station signage, pedestrian crossing repair, fence repair and striping, and detectable warning tile	Replace damaged and worn out detectable warning panels and painted pavement markings placed at station platform edges throughout the Metrolink system to comply with Americans with Disabilities Act (ADA) requirements, ensure passenger safety at station platforms and to conform with the current SCRRA Engineering Standards. Replace damaged passenger information signage and displays at stations throughout the Metrolink system.	A	600,000	272,700	130,920	54,540	87,300	54,540	
88	4	LUNE	237	Rehab	All	480.82	N/A	N/A	Structures	Arroyo Seco (480.82) Bridge Replacement (DESIGN ONLY)	Design Only. This bridge is a 240 ft. span through plate girder bridge built in 1930 and is 84 years old. Rebar are exposed and corroded on the bridge deck. The soffit of the superstructure and deck needs to be repaired. Performing Engineering and Design including Environmental Contract Packaging. The Design phase being requested is \$1,250,000. The Construction phase, currently estimated at \$9,212,125 will be requested in a future fiscal year.	A	1,250,000	593,750	247,500	138,750	180,000	90,000	

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89	00	AZEVEDOA	1536	Rehab	River	N/A	Worn	High	Track, Signals	LA Union Station Track and Signal Rehabilitation	Rehabilitate LA Union Station leads, switch points, frogs, and signal and communication systems. Install ballast, new insulated joints, frogs, stock rails, OTM, signal wires, signal and communication conduits. Rehabilitation existing signals, signal houses, switch machines, and communication lines to increase the reliability of the union station leads and prevent impacts to our customers. Rehabilitate CP Mission, including the signal bridge, relays, power switch machines, rod packages, and power crossovers. This is the first year of a multi-year program.	A	5,025,000	2,386,875	994,950	557,775	723,600	361,800	
90	4	AZEVEDOA	1389	Rehab	All	Various	Worn	High	Track	System Wide Track Asset Condition Assessments	This task will perform data collection and asset condition assessments for Crossties (Machine Vision Tie inspection), and ballast (ground penetrating radar and mobile lidar ballast scanning) systemwide.	A	724,900	344,328	143,530	80,464	104,386	52,193	
											Total Amount of Tier A:		\$ 53,261,857	\$ 38,598,898	\$ 5,326,259	\$ 2,014,671	\$ 3,135,856	\$ 4,017,215	\$ 168,515
91	0	TRIPOLIR	1041	Rehab	All		Marginal	High	Business Systems	Trapeze Maintenance Management System Software Upgrade	Baseline Services: (\$690K) - Business Process Workflow Optimization - System Configuration - Detailed labor capture, Out-of-Use Credit, Report Scheduler, etc. - Data Loader Training - Enterprise Purchasing Migration - Testing Services - Training - Go Live Support Optional Services: - Data Load Assistance (\$48K) - Interfaces (Fuel / Intelli-Train) (\$65K) - Report Development (\$30K) - State of Good Repair (100k) NOTE: Total Project = \$992,775 / Unfunded = \$471,568	B	471,568	471,568	-	-	-	-	
92	0	YANGJ	1278	Rehab	Ventura - LA County	MP461.65	Worn	Low	Structures	Ventura Sub (LA CO) Struct	BRIDGES: MP 461.65	B	450,360	450,360	-	-	-	-	
93	0	YANGJ	1283	Rehab	Ventura - LA County	442-462.6	Worn	High	Track	Ventura (LA) Tie Rehabilitation	Rehabilitation of 7,500 Ties using a production tie gang on the Ventura Subdivision.	B	3,010,440	3,010,440	-	-	-	-	
94	0	LABRECHEP	1161	Rehab	Valley	76.64	Worn	High	Signals	Replace Temporary AC Power Feed with Permanent Solar System - Valley Sub	Replace temporary AC electrical power supply to signal 761 with a permanent and sustainable solar power supply.	B	307,560	307,560	-	-	-	-	
95	2	HURSTJ	1459	Rehab	San Gabriel 60 / 40	1.08 - 56.52	Marginal	Low	Communications	Rehab Update CIS at Stations - San Gabriel Subdivision	Rehab field signage with Daktronics and PA at 1 station per year for next three years. \$150,000 per station. Recurring multi-year program.	B	150,000	90,000	-	-	60,000	-	
96	3	HURSTJ	1457	Rehab	Ventura - VC County	462.39; 404.47	Marginal	Low	Communications	Rehab Update CIS at Stations - Ventura Subdivision	Rehab field signage with Daktronics and PA at 1 station per year for next three years. \$150,000 per station. Recurring multi-year program.	B	150,000	-	-	-	-	150,000	
97	4	HURSTJ	1456	Rehab	Valley	03.67 - 76.63	Marginal	Low	Communications	Rehab Update CIS at Stations - Valley	Rehab field signage with Daktronics and PA at 1 station per year for next three years. \$150,000 per station. Recurring multi-year program.	B	150,000	150,000	-	-	-	-	
98	5	HURSTJ	1253	Rehab	Ventura - LA County	442.0 - 462.39	Marginal	Low	Communications	Rehab Update CIS at Stations - Ventura - LA County	Rehab field signage with Daktronics and PA at 1 station per year for next three years. \$150,000 per station. Recurring multi-year program.	B	150,000	150,000	-	-	-	-	
99	6	HURSTJ	1250	Rehab	Orange	165.55 - 207.40	Marginal	Low	Communications	Rehab Update CIS at Stations - Orange	Rehab field signage with Daktronics and PA at 1 station per year for next three years. \$150,000 per station. Recurring multi-year program.	B	150,000	-	150,000	-	-	-	
100	7	HURSTJ	1249	Rehab	Ventura - VC County	402.81-404.47; 403.14-403.50; 426.40-442.0	Marginal	Low	Communications	Rehab Update CIS at Stations - Ventura - Ventura County	Rehab field signage with Daktronics and PA at 1 station per year for next three years. \$150,000 per station. Recurring multi-year program.	B	150,000	-	-	-	-	150,000	
101	4	HARRINGTONG	1064	Rehab	SB Shortway	N/A	Worn	Low	Facilities	Purchase electric train car mover for EMF	Purchase car mover to move equipment without running locomotives.	B	889,240	455,157	189,728	106,362	137,983	-	

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PROJECT PROPOSALS FOR REHABILITATION & SPECIAL PROJECTS - FY19 PROPOSED BUDGET INCLUDING FY18 BACKLOG

Revised: 03.13

ROW#	RANK	CREATOR	PROJECT #	TYPE	SUBDIVISION	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TIER (A,B,C)	TOTAL	METRO	OCTA	RCTC	SBCTA	VCTC	UPRR
102	1	LABRECHEP	292	Rehab	Ventura - VC County	437.31; 436.83; 436.08; 435.32	Worn	High	Grade Crossing	Grade Crossing Rehab	Add crossing Gate Savers, rehab entrance gates, rehab predictor units, batteries, and rehab other misc. crossing equipment. (4 crossings @ approx. \$250K ea.). Locations: (1) Tapo St. MP 437.31; (2) Tapo Canyon Rd MP 436.83; (3) Sequoia Ave MP 436.08; (4) Sycamore Dr MP 435.32; Field conditions may change resulting in different locations taking precedent by the time the funding is available.	B	1,028,160	-	-	-	-	1,028,160	
103	3	KAKARIST	1346	Rehab	All	ALL	Marginal	High	Rolling Stock	Rotem passenger rail cars Push Back Coupler Overhaul	There are two (2) Push Back Couplers in every Rotem passenger rail car and there are 137 Rotem passenger cars in the Metrolink fleet. Per OEM instructions the Push Back Couplers have to be overhauled every 6 years. The Push Back Couplers are an important component for the CEM function of the Rotem rail cars.	B	3,487,000	1,656,325	690,426	387,057	502,128	251,064	
104	00	LABRECHEP	349	Rehab	River	0.7	Worn	High	Signals	Signal System Rehab - 50% West Bank, 50% East Bank Zone 2	Replace Signal System back-up battery banks. Replace worn underground signal system cables, Replace worn Electrologic units and replace with VHLC or Electrologix units, Replace worn Electrocode 4 units with Electrocode 5 units at high priority locations. (Rehab EL1A with VHLC = approx. \$250,000 / location).	B	1,006,320	313,330	130,609	73,220	94,989	47,494	346,600
105	00	LABRECHEP	1405	Rehab	San Gabriel - SB County	35.73	Worn	High	Signals	Mountain Ave 35.73 - Grade Crossing Warning Equipment Rehab - SG Sub	Mountain Ave MP 35.73 - Replace grade crossing warning system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	544,060	326,436	-	-	217,624	-	
106	00	LABRECHEP	1407	Rehab	San Gabriel - SB County	36.81	Worn	High	Signals	Euclid Ave 36.81 - Grade Crossing Warning Equipment Rehab - SG Sub	Euclid Ave MP 36.81 - Replace grade crossing warning system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	544,060	326,436	-	-	217,624	-	
107	00	LABRECHEP	1408	Rehab	SB Shortway	0.66	Worn	High	Signals	Rialto Ave 0.66 - Grade Crossing Warning Equipment Rehab - Shortway Sub	Rialto Ave MP 0.66 - Replace grade crossing warning system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	544,060	278,477	116,081	65,075	84,422	-	
108	00	LABRECHEP	1409	Rehab	SB Shortway	0.97	Worn	High	Signals	Walnut St 0.97 - Grade Crossing Warning Equipment Rehab - Shortway Sub	Walnut St MP 0.97 - Replace grade crossing warning system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	544,060	278,477	116,081	65,075	84,422	-	
109	00	LABRECHEP	1417	Rehab	Valley	34.96	Worn	High	Signals	Golden Oak Rd 34.96 - Grade Crossing Warning Equipment Rehab - Valley Sub	Golden Oak Rd MP 34.96 - Replace existing grade crossing warning equipment shelter, system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	571,560	571,560	-	-	-	-	
110	00	LABRECHEP	1418	Rehab	Valley	32.35	Worn	High	Signals	Drayton St 32.35 - Grade Crossing Warning Equipment Rehab - Valley Sub	Drayton St MP 32.35 - Replace existing grade crossing warning equipment shelter, system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	571,560	571,560	-	-	-	-	
111	00	LABRECHEP	1419	Rehab	Valley	30.39	Worn	High	Signals	13th St 30.39 - Grade Crossing Warning Equipment Rehab - Valley Sub	13th St MP 30.39 - Replace existing grade crossing warning equipment shelter, system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	571,560	571,560	-	-	-	-	
112	00	LABRECHEP	1422	Rehab	Valley	30.20	Worn	High	Signals	CP Hood MP 30.20 - Replace Equipment Shelter and Logic Controller	CP Hood MP 30.2, Valley Subdivision - Replace existing equipment shelter, signal logic controller, battery backup system and associated supporting equipment with new, modern and reliable equipment. Replace dual control power switch machine and all underground cables at this control point with new, modern and reliable components.	B	668,910	668,910	-	-	-	-	
113	00	LABRECHEP	1423	Rehab	Valley	42.0	Worn	High	Signals	CP Humphreys MP 42.0 - Replace Signal Logic Controller and supporting Equipment	CP Humphreys MP 42.0, Valley Subdivision - Replace existing signal logic controller, local control panel, backup battery system and supporting equipment with new, modern and reliable controller.	B	327,910	327,910	-	-	-	-	
114	00	LABRECHEP	1429	Rehab	Ventura - LA County	451.78	Worn	High	Signals	Balboa Ave 451.78 - Grade Crossing Warning Equipment Rehab - Ventura Sub	Balboa Ave MP 451.78 - Replace existing grade crossing warning equipment shelter, system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	571,560	571,560	-	-	-	-	

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115	00	LABRECHEP	1435	Rehab	Ventura - LA County	450.33	Worn	High	Signals	Lindley Ave 450.33 - Grade Crossing Warning Equipment Rehab - Ventura Sub	Lindley Ave MP 450.33 - Replace existing grade crossing warning equipment shelter, system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	571,560	571,560	-	-	-	-	
116	00	LABRECHEP	1436	Rehab	Ventura - LA County	448.79	Worn	High	Signals	Tampa Ave 448.79 - Grade Crossing Warning Equipment Rehab - Ventura Sub	Tampa Ave MP 448.79 - Replace existing grade crossing warning equipment shelter, system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	571,560	571,560	-	-	-	-	
117	00	LABRECHEP	1437	Rehab	Ventura - LA County	446.73	Worn	High	Signals	DeSoto Ave 446.73 - Grade Crossing Warning Equipment Rehab - Ventura Sub	DeSoto Ave MP 446.73 - Replace existing grade crossing warning equipment shelter, system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	571,560	571,560	-	-	-	-	
118	00	LABRECHEP	1438	Rehab	Ventura - LA County	447.76	Worn	High	Signals	Winnetka Ave 447.76 - Grade Crossing Warning Equipment Rehab - Ventura Sub	Winnetka Ave MP 447.76 - Replace existing grade crossing warning equipment shelter, system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables.	B	571,560	571,560	-	-	-	-	
119	00	LUNE	221	Rehab	Ventura - VC County	427.70	n/a	n/a	Structures	Arroyo Simi 1st Crossing Scour Protection with Concrete Pile Collar and Debris Removal	Bridge 427.70 has experienced significant scour at the right (Railroad East, Geographic West) abutment. During 2011 flooding, a sink hole was identified behind the abutment where ballast was washed away. This project will provide scour protection to the bridge. Replace Bridge Ties, Approach Ties (100 feet), Fastening (Pandrol E Clips) and Ballast on all 4 Simi Bridges including 427.70, 428.15, 428.83, 429.26 @\$100,000 each.	B	1,519,955	-	-	-	-	1,519,955	
120	1	QUINNT	1384	Rehab	San Gabriel - LA County	29.096	Worn	High	Structures	San Gabriel (LA) SUB Bridge Replacement - Design & Construction	At MP 29.096 replacement of 14 ft. span (10'x4.5') reinforced concrete box / rail top bridge.	B	774,000	464,400	-	-	309,600	-	
121	2	QUINNT	1381	Rehab	Orange	200.2	Worn	High	Structures	Orange SUB Bridge Replacement - Design only	At MP 200.2 replace 81.50' span steel thru girder (ballast deck) bridge. (DESIGN ONLY)	B	999,900	-	999,900	-	-	-	
122	00	AZEVEDOA	1212	Rehab	Valley	26.50	Worn	High	Track	Tunnel 25 Track Renovation	Complete Rehabilitation of the Track Structure in Tunnel 25 (Rail, Ties, Ballast, Drainage, water pumps)	B	10,792,750	10,792,750	-	-	-	-	
123	00	AZEVEDOA	1496	Rehab	All	3.5 to 76.6, 426.4 to 462.39, 0.9 to 56.63, 165.4 to 207.4	Worn	High	Track	Rail Grinding Systemwide	Perform production rail grinding with large rail mounted specialized. Rail grinding is included in both the operating budget and rehab budgets. The rail grinding included in the operating budget is the emergency, bare minimum grinding to correct severe defects mostly on sharp curves from developing into severe defect. The rail grinding included in the rehabilitation budget is more expansive and is performed on a planned preventative maintenance basis and on all curves, tangent track and turnouts plus grade crossings. The preventative maintenance grinding is typically performed every two to four years to maintain the rail profile. Good rail profile maintains the running surface of the rail so that better contact with the train wheels is maintained. This removes conditions that may develop into defective rails with speed restrictions or even broken rails. Grinding to a design profile also improves ride quality, lowers noise and fuel consumption. This grinding work can be done on all segments of the Metrolink system.	B	996,600	473,385	197,327	110,623	143,510	71,755	
124	1	QUINNT	1388	Rehab	River	0.68 to 3.7	Worn	High	Track	River Subdivision Track Rehabilitation	Replacement due to degradation: 13,357 ft. of rail and 2 turnouts. Replacement was determined by using the Holland Range CAM Track Analyst software; uses current wear rates on rail to project when it will have to be replaced. Locations on this subdivision were identified by mile post and added together to determine the number of ft. of rail. Locations: (1) River SUB (non-East Bank) worn rail sections only within MP 0.68 to MP 3.7; (2) River West Bank MP worn rail sections only within 143.0 to MP 143.4; (3) 2 Turnouts at CP Chavez	B	2,829,000	1,343,775	560,142	314,019	407,376	203,688	

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125	2	QUINNT	1386	Rehab	San Gabriel 60 / 40	Various	Worn	High	Track	San Gabriel Subdivision Track Rehabilitation	Replacement due to degradation: 13,000 ft. of rail, 4 crossings, 2 turnouts, and 20,000 ft. of undercutting (ballast). Replacement was determined by using the Holland Range CAM Track Analyst software; uses current wear rates on rail to project when it will have to be replaced. Locations on this subdivision were identified by mile post and added together to determine the number of ft. of rail.	B	5,163,500	3,098,100	-	-	2,065,400	-	
126	3	QUINNT	1387	Rehab	Orange and Olive	Various	Worn	High	Track	Orange / Olive Subdivision Track Rehabilitation	Replacement due to degradation: 4,000 ft. of rail, 9,000 ties, 1 crossing, and 35,700 ft. of undercutting (ballast). Replacement was determined by using the Holland Range CAM Track Analyst software; uses current wear rates on rail to project when it will have to be replaced. Locations on this subdivision were identified by mile post and added together to determine the number of ft. of rail (see sample attached).	B	5,221,000	-	5,221,000	-	-	-	
127	5	AZEVEDOA	1394	Rehab	All	N/A	Worn	High	Track	Enterprise Asset Management Migration - Systemwide	This task will advertise and award an enterprise asset management tool so that all of Metrolink infrastructure assets, conditions, work order assignments, progress tracking, and inspections, for both linear assets (track) and singular assets (crossings, structures, turnouts, etc.). This task will include a selection of a vendor from the two vendors we have existing asset condition databases with currently.	B	1,177,000	559,075	233,046	130,647	169,488	84,744	
128	6	AZEVEDOA	1379	Rehab	Ventura - LA County	Various	Worn	High	Track	Ventura (LA County) Track Rehabilitation	Track Rehabilitation includes 6500 ft. of worn rail replacement, 3 crossing replacements, 2 turnout replacements, and 18000 ft. of undercutting and ballast cleaning. Replacement was determined by using the Holland Range CAM Track Analyst software; uses current wear rates on rail to project when it will have to be replaced. Locations on this subdivision were identified by mile post and added together to determine the number of ft. of rail.	B	3,747,000	3,747,000	-	-	-	-	
											Total Amount of Tier B:		\$ 52,516,893	\$ 34,312,352	\$ 8,604,340	\$ 1,252,078	\$ 4,494,566	\$ 3,506,860	\$ 346,600
129	0	LABRECHEP	319	Rehab	Valley	All	Worn	High	Signals	Signal System Rehab - Rehab Logic Controllers and Supporting Equipment - Valley Sub	Replace Signal System back-up battery banks. Replace worn underground signal system cables, Replace worn Electrologic units and replace with VHLC or Electrologix units, Replace worn Electrocode 4 units with Electrocode 5 units at high priority locations. (Rehab EL1A with VHLC = \$250,000 / location).	C	1,131,460	1,131,460	-	-	-	-	
130	1	PETERSONJ	272	Rehab	All	All	Worn	High	Communications	SCRRA Positive Train Control Lab Systems Support and Testing	Hardware and software maintenance and support not covered by direct maintenance and support agreements for the SCRRA PTC Lab. The project will include upgrading the PTC related systems to the next version of CAD/BOS/ITCM/MDM/WSRS/OBS system software and hardware. The upgrades are to include installation in the SCRRA lab, lab testing and validation.	C	847,500	402,563	167,805	94,073	122,040	61,020	
131	3	QUINNT	1378	Rehab	Valley	Varies	Worn	High	Structures	Valley SUB Bridge Replacement Design & Construction	At MP 8.12 replace 95' span deck plate girder ballast deck bridge. At MP 47.83 replace 13' span I-beam ballast deck bridge. At MP 44.94 replace 173' (2 spans @ 86.5') steel thru girder open deck bridge. At MP 19.42 replace 6' span rail top bridge. At MP 28.49 replace 8' railtop bridge deck and 10' concrete slab bridge.	C	15,299,760	15,299,760	-	-	-	-	
132	00	QUINNT	1696	Rehab	Pasadena	n/a	Worn	Low	Track, Grade Crossing, Structures	Pasadena Subdivision Rehab	Replacement may include rail, ties, grade crossings, bridges, and/or culverts. Rehab work is needed to extend asset life since the Foothill Gold Line Extension relocation and rebuild is going to be several years away.	C	750,000	750,000	-	-	-	-	
											Total Amount of Tier C:		\$ 18,028,720	\$ 17,583,783	\$ 167,805	\$ 94,073	\$ 122,040	\$ 61,020	\$
133	SP	YANGJ	503	Rehab	METRO ONLY		N/A	N/A	Equipment	Refurbish 10 passenger cars for expanded service	Refurbish 10 passenger cars for expanded service. Cost is \$1.45M per unit for mid-life overhaul. Service for 2 round trips from LA to Chatsworth and 2 round trips from LA to Lancaster. Rail cars to be refurbished: 2 Second Generation Bombardier Coaches 6 First Generation Bombardier Cab Cars 2 Second Generation Bombardier Cab Cars	SP	14,500,000	14,500,000	-	-	-	-	
134	SP	BENINGH	1203	Rehab	Orange	197.9	N/A	N/A	Structures	Orange Sub Struct - San Juan Creek Bridge	BRIDGES: MP 197.9 Construction of replacement for 300-ft span thru-plate girder bridge (San Juan Creek Bridge-MP 197.9).	SP	38,261,522	-	38,261,522	-	-	-	

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135	SP	AZEVEDOA	1209	Rehab	San Jacinto (PVL)	64.5	Worn	Low	Track	Perris Valley Subdivision Rail Rehab Program	Upgrade aged and work rail from 1977 to new 136 lb Head-Hardened Rail between the limits of 69.81-71.09 and 71.24-71.66 (8,976 Track ft, 17,952 ft of Rail). Upgrade Cut Spike fastening to resilient (pandrol clip) fastening (8,976 Track Ft). Replace approximately 50% of wood Ties (about 2800).	SP	3,256,250	-	-	3,256,250	-	-	-
136	SP	LABRECHEP	1425	Rehab	Valley	14.14	Worn	High	Signals	Arvilla St 14.14 - Grade Crossing Warning Equipment Rehab - Valley Sub	Arvilla St MP 14.14 - Replace existing grade crossing warning equipment shelter, system logic controller and associated backup battery systems, replace gate mechanisms, add crossing arm gate savers, replace existing underground warning system cables. NOTE: Project 1288 funding is in the Rehab FY18 Backlog	SP	571,560	571,560	-	-	-	-	-
137	SP	LUNE	1818	Rehab	San Jacinto (PVL)	68.0	Worn	Low	Track	Box Springs Area Drainage Assessment	Perform hydrology and hydraulics study for Box Springs Area to determine drainage solutions to capture and convey flows away from railroad tracks.	SP	199,638	-	-	199,638	-	-	-
138	SP	KAKARIST	1120	Rehab	All	ALL	Marginal	High	Rolling Stock	Bombardier (Sentinel) passenger rail cars Midlife Overhaul	The current fleet of 121 Bombardier passenger rail cars includes three generations of rail cars with delivery dates of 1992, 1997 and 2002. The purpose of this midlife overhaul is to improve passenger comfort and safety, reliability, appearance and upgrade to current standards. The overhaul will replace and upgrade worn and marginal running gear, hardware, systems and components and will extend the useful life of the rail cars. The midlife overhaul as recommended by the OEM manufacturer is about 15 years after the cars initial in service date. The Metrolink Bombardier car fleet has not gone through a midlife overhaul yet. About fourteen (14) first generation Bombardier coach cars will be overhauled. The Overhaul Specification and also a breakdown on the costs per each system is the same as is shown on the previous year 2018.	SP	20,250,000	9,618,750	4,009,500	2,247,750	2,916,000	1,458,000	
Total Amount of Special Projects:													\$ 77,038,970	\$ 24,690,310	\$42,271,022	\$ 5,703,638	\$ 2,916,000	\$ 1,458,000	\$
Final Requested:													\$ 200,846,440	\$115,185,342	\$56,369,426	\$ 9,064,459	\$10,668,461	\$ 9,043,095	\$ 515,4

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NEW CAPITAL PROJECT PROPOSALS - FY19 PROPOSED BUDGET INCLUDING FY18 BACKLOG

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CHAKLADARA	1119	Capital	All	N/A	N/A	N/A	Business Systems	Laptop and Server Upgrade	Replace old laptops and servers to support Windows 10 rollout. NOTE: Total project = \$208,000 / Unfunded = \$98,800	98,800	98,800	-	-	-	-
LUNE	219	Capital	All	3.35	N/A	N/A	Track	Central Maintenance Facility West Entrance	A new connection from the existing track at CMF to the main lines will be constructed to provide second entrance to the CMF Facility. This connection will provide emergency exit from the CMF on the west side. The project will include track and signal work, a new bridge to go across CMF Access Road and tie into existing CP Taylor. NOTE: Total Project = \$2,000,000 / Unfunded = \$950,000	950,000	950,000	-	-	-	-
PETERSONJ	1238	Capital	All	All	N/A	N/A	PTC Systems	Interoperable Positive Train Control Rung II Non-Vital to Vital System Upgrade	Perform a System wide upgrade to all PTC systems and subsystems to achieve a federal certification of compliance for a vital control system. The upgrade is to include onboard systems, communication systems, back office systems, wayside systems, documentation, laboratory and field testing, updating and submitting the SCRRA's PTC Implementation Plan and PTC Safety Plan to the FRA for approval. NOTE: Total Project = \$3,070,000 / Unfunded = \$1,458,250	1,458,250	1,458,250	-	-	-	-
LUNE	215	Capital	Valley	68.50 - 69.80	N/A	N/A	Track	Palmdale Passing Siding (DESIGN ONLY)	Design Only. Construct 2,000 feet of passing siding near Palmdale Station for operational flexibility. The Design phase being requested is \$1,000,000. The Construction phase, currently estimated at \$8,360,400, will be requested in a future fiscal year.	1,000,000	1,000,000	-	-	-	-
LUNE	366	Capital	Orange	183.5	N/A	N/A	Facilities	Irvine Maintenance Facility Phase I (DESIGN & ENVIRONMENTAL ONLY)	Perform Design and Environmental. Build a first phase new maintenance facility in Irvine on the property acquired by OCTA to maintain Metrolink vehicles and locomotives. The first phase will include layover tracks, car wash, S&I tracks, sanding and fueling system. Perform Design Only of EMF Phase 2 and 3 Build Out including Railroad West (south) main track connection. The Design phase being requested is \$10,000,000. The Constructions phase, currently estimated at \$40,100,000, will be requested in a future fiscal year.	10,000,000	-	10,000,000	-	-	-
FORNELLIJ	374	Capital	All	Systemwide	N/A	N/A	Track	6 Automatic Equipment Identification (AEI) and 2 Automated Wheel and Brake Inspection (WILD) - wheel impact and loaded detection	Wheel scan system provide immediate feedback on the wheel wear and wheel profile of every axles of each train that passes wayside measurement system. Wheel scan systems take wheel profile images and perform dimensional measurements on each wheel in real time. Wheel scan systems are designed to measure wheel profile, flange height, flange width, flange cross dimension, flange angle, rim thickness, back-to-back gauge, and wheel diameter. Other railroad specific wheel parameters may also be calculated using the collected data. Data is collected in real-time and at track speeds. Wheel scan systems are designed to be installed in mainline track, yards, or in maintenance workshops for the real-time evaluation of wheel parameters. The system can also be integrated with other track-based measurement and detection systems including wheel impact, brake and truck monitoring equipment and maintenance management systems. In a typical installation, each wheel image is synchronized with vehicle identification information, and transferred to offsite computers to a web-based data management application for fleet analysis and reporting. Some systems have are compatible with enterprise resource planning (ERP) systems.	500,000	237,500	99,000	55,500	72,000	36,000
HARRINGTONG	1079	Capital	All	N/A	N/A	N/A	Facilities	Electric Vehicle Charging Stations	Install EV charging stations at CMF, MOC, DOC, and Melbourne.	804,320	382,052	159,255	89,280	115,822	57,911

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LUNE	1358	Capital	All	3.35	N/A	N/A	Facilities	Clear Utilities and Property. Central Maintenance Facility West Entrance. (CONSTRUCTION PHASE)	A new connection from the existing track at CMF to the main lines will be constructed to provide second entrance to the CMF Facility. This connection will provide emergency exit from the CMF on the west side. The project will include track and signal work, a new bridge to go across CMF Access Road and tie into existing CP Taylor. (Design project #219 is part of the FY18 budget request, in an amount of \$2,000,000).	9,698,500	4,606,788	1,920,303	1,076,534	1,396,584	698,292
Final Requested										\$ 24,509,870	\$ 8,733,390	\$ 12,178,558	\$ 1,221,313	\$ 1,584,406	\$ 792,203

(\$000s)	Projected EY 19-20 Budget					Total
	Metro	OCTA	RCTC	SBCTA	VCTC	
Operating Revenue						
Farebox Revenue	42,190	22,817	7,783	10,341	2,370	85,501
Metro Fare Reduction Subsidy	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	42,190	22,817	7,783	10,341	2,370	85,501
Dispatching	1,099	696	12	59	256	2,122
Other Revenues	126	58	32	37	17	270
MOW Revenues	7,426	2,549	668	1,544	475	12,663
Subtotal Operating Revenue	50,841	26,121	8,496	11,981	3,118	100,556
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	25,587	10,725	4,984	5,206	1,824	48,327
Equipment Maintenance	19,439	8,960	4,641	4,503	1,704	39,248
Fuel	9,998	4,828	1,943	2,067	634	19,471
Non-Scheduled Rolling Stock Repairs	94	43	18	20	6	180
Operating Facilities Maintenance	901	411	169	194	56	1,731
Other Operating Train Services	233	85	74	51	52	495
Rolling Stock Lease	-	-	-	-	-	-
Security - Sheriff	3,180	1,216	926	617	126	6,066
Security - Guards	1,179	431	374	256	261	2,500
Supplemental Additional Security	340	184	63	83	19	690
Public Safety Program	183	67	58	40	41	389
Passenger Relations	823	490	166	203	57	1,739
Holiday Trains	-	-	-	-	-	-
TVM Maintenance/Revenue Collection	3,972	2,021	1,533	1,254	557	9,338
Marketing	800	446	163	193	59	1,661
Media & External Communications	216	79	68	47	48	458
Utilities/Leases	1,666	609	529	361	369	3,535
Transfers to Other Operators	3,753	1,519	508	699	212	6,691
Amtrak Transfers	765	1,516	-	-	119	2,400
Station Maintenance	1,159	264	115	255	84	1,877
Rail Agreements	1,948	1,594	1,265	357	360	5,525
Subtotal Operations & Services	76,238	35,489	17,599	16,406	6,589	152,320
<u>Maintenance-of-Way</u>						
MoW - Line Segments	22,643	8,891	3,296	6,018	2,567	43,414
MoW - Extraordinary Maintenance	366	80	60	64	50	620
Subtotal Maintenance-of-Way	23,009	8,971	3,356	6,082	2,617	44,035
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	6,818	2,504	2,157	1,480	1,504	14,464
Ops Non-Labor Expenses	3,930	1,717	855	871	381	7,754
Indirect Administrative Expenses	8,375	3,063	2,658	1,816	1,855	17,767
Ops Professional Services	1,241	454	394	269	275	2,633
Subtotal Admin & Services	20,365	7,738	6,064	4,435	4,016	42,618
<u>Contingency (Non-Train Ops)</u>	96	35	31	21	21	204
Total Operating Expenses	119,708	52,233	27,049	26,945	13,242	239,177

Insurance Expense/(Revenue)

Liability/Property/Auto	6,195	2,829	1,164	1,331	387	11,906
Claims / SI	520	238	98	112	33	1,000
Claims Administration	648	296	122	139	41	1,246
PLPD Revenue	-	-	-	-	-	-
Net Insurance Expense	7,363	3,363	1,384	1,582	460	14,152
Total Expense	127,071	55,596	28,433	28,527	13,702	253,329
Loss	(76,230)	(29,475)	(19,937)	(16,546)	(10,584)	(152,773)

Member Subsidies

Operations	68,866	26,113	18,553	14,964	10,124	138,621
Insurance	7,363	3,363	1,384	1,582	460	14,152
Total Member Subsidies	76,230	29,475	19,937	16,546	10,584	152,773

(\$000s)	Projected EY 20-21 Budget					Total
	Metro	OCTA	RCTC	SBCTA	VCTC	
Operating Revenue						
Farebox Revenue	42,435	23,045	7,782	10,241	2,365	85,868
Metro Fare Reduction Subsidy	-	-	-	-	-	-
Subtotal-Pro Forma FareBox	42,435	23,045	7,782	10,241	2,365	85,868
Dispatching	1,099	697	13	59	256	2,124
Other Revenues	127	58	32	37	17	270
MOW Revenues	7,493	2,576	677	1,563	475	12,784
Subtotal Operating Revenue	51,154	26,376	8,503	11,900	3,112	101,045
Operating Expenses						
<u>Operations & Services</u>						
Train Operations	26,404	11,031	5,128	5,376	1,892	49,831
Equipment Maintenance	19,959	9,196	4,761	4,772	1,754	40,441
Fuel	10,148	4,886	1,969	2,099	645	19,747
Non-Scheduled Rolling Stock Repairs	93	43	18	21	6	180
Operating Facilities Maintenance	924	422	174	207	58	1,785
Other Operating Train Services	240	88	76	52	53	508
Rolling Stock Lease	-	-	-	-	-	-
Security - Sheriff	3,265	1,254	941	656	132	6,248
Security - Guards	1,202	440	381	261	266	2,550
Supplemental Additional Security	341	185	63	82	19	690
Public Safety Program	183	67	58	40	41	389
Passenger Relations	834	489	162	200	54	1,739
Holiday Trains	-	-	-	-	-	-
TVM Maintenance/Revenue Collection	4,097	2,084	1,581	1,293	575	9,630
Marketing	984	538	192	229	68	2,011
Media & External Communications	219	80	70	48	49	465
Utilities/Leases	1,697	621	538	368	376	3,599
Transfers to Other Operators	3,867	1,575	524	710	216	6,892
Amtrak Transfers	765	1,516	-	-	119	2,400
Station Maintenance	1,205	274	120	266	88	1,952
Rail Agreements	1,988	1,642	1,295	362	367	5,654
Subtotal Operations & Services	78,413	36,431	18,050	17,041	6,777	156,711
<u>Maintenance-of-Way</u>						
MoW - Line Segments	23,623	9,248	3,445	6,257	2,675	45,248
MoW - Extraordinary Maintenance	385	84	64	68	52	653
Subtotal Maintenance-of-Way	24,007	9,332	3,508	6,325	2,728	45,901
<u>Administration & Services</u>						
Ops Salaries & Fringe Benefits	7,155	2,628	2,264	1,553	1,579	15,179
Ops Non-Labor Expenses	4,036	1,764	876	894	390	7,961
Indirect Administrative Expenses	8,722	3,190	2,768	1,891	1,932	18,503
Ops Professional Services	1,267	464	402	275	281	2,689
Subtotal Admin & Services	21,181	8,045	6,311	4,613	4,181	44,332
<u>Contingency (Non-Train Ops)</u>	96	35	31	21	21	204
Total Operating Expenses	123,698	53,844	27,899	28,000	13,707	247,148

Insurance Expense/(Revenue)

Liability/Property/Auto	6,372	2,910	1,198	1,430	399	12,309
Claims / SI	518	236	97	116	32	1,000
Claims Administration	664	303	125	149	42	1,282
PLPD Revenue	-	-	-	-	-	-
Net Insurance Expense	7,554	3,449	1,420	1,695	473	14,591
Total Expense	131,252	57,293	29,319	29,695	14,180	261,739
Loss	(80,098)	(30,917)	(20,815)	(17,795)	(11,067)	(160,694)

Member Subsidies

Operations	72,544	27,468	19,396	16,100	10,595	146,103
Insurance	7,554	3,449	1,420	1,695	473	14,591
Total Member Subsidies	80,098	30,917	20,815	17,795	11,067	160,694

METROLINK.

Proposed Fiscal Year 2018-19 (FY19) Southern California Regional Rail Authority Budget



FY19 Budget Priorities

- Continued emphasis on safe operations, with the implementation of Positive Train Control (PTC) interoperability with all host railroads as our goal.
- Improved reliability and on-time performance, through employment of Tier 4 locomotives on our lines.
- Investment in existing assets to maintain a state of good repair, by funding critical infrastructure rehabilitation projects and continuing to improve processes to accelerate project delivery.
- Increase of Farebox Revenue through advertising efforts, increasing farebox recovery ratio and reducing Member Agency funding through cost containment.
- Enhanced customer experience, by implementing upgrades to the mobile ticketing application and the installation of a modernized ticket vending system, and rehabilitation of aging passenger cars.
- Ongoing workforce development, by training and engaging employees.



Revenue Allocation by Member Agency

(\$000s)	Metro Share	OCTA Share	RCTC Share		VCTC Share	Total FY2018-19
Operating Revenue						
Farebox Revenue	\$ 42,204	\$ 22,684	\$ 7,778		\$ 2,402	\$ 85,636
Dispatching	1,099	696	12		256	2,120
Other Revenues	237	108	56		27	490
MOW Revenues	7,377	2,523	660		475	12,561
Total FY2018-19	\$ 50,917	\$ 26,010	\$ 8,507		\$ 3,159	\$ 100,806
Total FY2017-18	\$ 51,219	\$ 25,671	\$ 8,433		\$ 3,199	\$ 100,646
Over/(Under) Prior Year	\$ (302)	\$ 339	\$ 74		\$ (39)	\$ 160
Percentage Change	(0.6%)	1.3%	0.9%		(1.2%)	0.2%

Note: Amounts may not foot or cross foot due to rounding



FY2018-19 Proposed Expenditures

(\$ million)

FY2017-18 Adopted Budget	\$	243.0	
FY2018-19 Proposed Budget	\$	251.4	
Year Over Year Change In Expenditures	\$	8.3	3.4%

Variance Drivers:

Train Operations & Services		\$8.8 M	Maintenance-of-Way		\$ (0.3 M)
Fuel	\$	(0.9 M)	Extraordinary	\$	(0.4 M)
Big Five Train Operation & Maint	\$	2.9 M	Other	\$	0.1 M
Car Maintenance	\$	0.4 M			
TVM/Revenue Collection	\$	1.5 M			
Marketing	\$	4.0 M			
Wabtec and PTC Upgrades	\$	0.4 M			
Amtrak Transfers	\$	0.2 M			
Other	\$	0.3 M			
			Administration & Services		\$ 0.8 M
			COLA & Merit- Ops	\$	0.9 M
			Other	\$	(0.1 M)
			Insurance Expense		\$ (1.0 M)
			Insurance Premiums	\$	(1.1 M)
			Other	\$	0.1 M

Note: Amounts may not foot or cross foot due to rounding



Expense Allocation by Member Agency

(\$000s)	Metro Share	OCTA Share	RCTC Share		VCTC Share	Total FY2018-19
Expenses						
Train Operations & Services	\$ 76,199	\$ 35,577	\$ 17,564		\$ 6,549	\$ 152,333
Maintenance-of-Way	21,524	8,447	3,118		2,453	41,301
Administration & Services	19,638	7,464	5,840		3,870	41,093
Insurance	8,677	3,925	1,645		543	16,629
Total FY2018-19	\$ 126,037	\$ 55,413	\$ 28,167		\$ 13,415	\$ 251,356
Total FY2017-18	\$ 122,877	\$ 53,910	\$ 26,139		\$ 13,035	\$ 243,045
Over/(Under) Prior Year	\$ 3,159	\$ 1,503	\$ 2,028		\$ 381	\$ 8,311
Percentage Change	2.6%	2.8%	7.8%		2.9%	3.4%

Note: Amounts may not foot or cross foot due to rounding



Subsidy by Member Agency

(\$000s)	Metro Share	OCTA Share	RCTC Share		VCTC Share	Total FY2018-19
Revenues	\$ 50,917	\$ 26,010	\$ 8,507		\$ 3,159	\$ 100,806
Expenses	\$ 126,037	\$ 55,413	\$ 28,167		\$ 13,415	\$ 251,356
FY2018-19 Member Subsidy	\$ 75,120	\$ 29,403	\$ 19,660		\$ 10,256	\$ 150,550
FY2017-18 Member Subsidy	\$ 71,659	\$ 28,239	\$ 17,705		\$ 9,836	\$ 142,399
Over/(Under) Prior Year	\$ 3,461	\$ 1,164	\$ 1,954		\$ 420	\$ 8,151
Percentage Change	4.8%	4.1%	11.0%		4.3%	5.7%

Note: Amounts may not foot or cross foot due to rounding



FY2018-19 Rehabilitation Budget

FY2018-19 Rehabilitation Project Allocation by Funding Source

Asset / Funding Source (\$000s)	Metro Share	OCTA Share	RCTC Share	VCTC Share	OTHER Share	Total FY2018-19
Business Systems	\$ 864	\$ -	\$ -	\$ -	\$ -	\$ 864
Communications	1,465	544	234	458	44	2,975
Facilities	3,054	798	447	1,888	-	6,768
Fleet Vehicles	770	91	51	33	-	1,011
Grade Crossing	6,779	1,030	-	2,046	-	10,040
Information Technology	119	49	28	18	-	250
Rolling Stock	3,820	1,374	770	500	-	7,464
Signals	15,900	1,234	422	189	472	19,634
Stations	273	131	55	55	-	601
Structures	20,447	1,247	139	1,610	-	23,933
System - TVM	95	40	22	14	-	200
Track	36,909	7,560	1,193	774	-	50,067
Subtotal	\$ 90,495	\$ 14,098	\$ 3,361	\$ 7,585	\$ 516	\$ 123,807
Member Requested Special Projects						
Rolling Stock	\$ 24,118	\$ 4,009	\$ 2,248	\$ 1,458	\$ -	\$ 34,749
Signals	572	-	-	-	-	572
Structures	-	38,262	-	-	-	38,262
Track	-	-	3,456	-	-	3,456
Subtotal	\$ 24,690	\$ 42,271	\$ 5,704	\$ 1,458	\$ -	\$ 77,039
Total	\$ 115,185	\$ 56,369	\$ 9,065	\$ 9,043	\$ 516	\$ 200,846

Note: Amounts may not foot or cross foot due to rounding



FY2018-19 New Capital Budget

FY2018-19 Capital Project Allocation by Funding Source

Asset / Funding Source (\$000s)	Metro Share	OCTA Share	RCTC Share		VCTC Share	OTHER Share	Total FY2018-19
Business Systems	\$ 99	\$ -	\$ -		\$ -	\$ -	\$ 99
Facilities	4,989	2,280	1,166		756	-	10,703
PTC Systems	1,458	-	-		-	-	1,458
Track	2,188	99	56		36	-	2,450
Total	\$ 8,733	\$ 2,379	\$ 1,221		\$ 792	\$ -	\$ 14,710

Note: Amounts may not foot or cross foot due to rounding

* OCTA includes a \$9.8M reduction as requested after Board approval of the transmission.



Timeline – Next Steps

May – June	Member Agencies Consider and Approve FY2018-19 Budget
June 6	Required Public Posting of FY2018-19 Budget
June 22	Request Board Approval of FY2018-19 Budget



METROLINK MISSION

**TO PROVIDE SAFE, EFFICIENT, DEPENDABLE AND ON-TIME
TRANSPORTATION SERVICE THAT OFFERS OUTSTANDING
CUSTOMER EXPERIENCE AND ENHANCES QUALITY OF LIFE.**



SAFETY | PEOPLE | GROWTH | QUALITY | EFFICIENCY

Minute Action

AGENDA ITEM: 16

Date: June 6, 2018

Subject:

Santa Fe Depot Station Lighting Repair Procurement

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority, receive and file a report on the procurement procedures used for the San Bernardino Santa Fe Depot Station lighting repair work in accordance with SBCTA Contracting and Procurement Policy No. 11000.

Background:

In March 2018, San Bernardino County Transportation Authority (SBCTA) staff was informed of a power outage at the San Bernardino Santa Fe Depot Station that affected multiple areas of the recently installed lighting around the Depot as part of the Downtown Passenger Rail Project. The contractor responsible for the initial installation was notified of the potential warranty-related issue. However, after the contractor and design team evaluated the electrical issue, it was determined that the cause of the problem was a result of a design issue and not a warranty-related issue. SBCTA has notified the design firm responsible for the Downtown Passenger Rail Project of the cost resulting from the errors and omissions, and that SBCTA will seek to recover such cost.

Upon determination that the repair work needed would not be covered under the construction contractor warranty, SBCTA directed City Commercial Real Estate Services, Inc. (CityCom), SBCTA's Depot property management company, to solicit bids to restore lighting and to provide temporary lighting until the permanent lighting was restored. In response to the need to restore lighting as quickly as possible, CityCom used the informal competitive procurement procedures provided in SBCTA Contracting and Procurement Policy No. 11000, and solicited bids from three (3) qualified firms for the work. After evaluating the bids received, the work was awarded to the low bidder, Horizon Lighting, in the amount of \$39,706.71. SBCTA issued an administrative purchase order to CityCom for a not-to-exceed amount of \$80,000.00 to provide the funds required for Horizon Lighting and for other costs associated with the power outage, including temporary lighting. All payments issued against this purchase order were deposited to the SBCTA bank account managed by CityCom for operational expenses related to the Santa Fe Depot Station.

Due to the urgent nature of the work performed, the informal procurement for this work was done under SBCTA Contracting and Procurement Policy No. 11000, Section VI.D., Exceptions-Remedial Measures. This section and Public Utilities Code § 130235 allow the Executive Director to authorize expenditure of funds for the procurement of goods and services without observance of the provisions of SBCTA Procurement Policy and/or Public Utilities Code §§ 130232-130234, upon determining that the immediate remedial measures are necessary to replace, repair, or restore damaged property in order to ensure that SBCTA's facilities are available to serve the transportation needs of the public and upon determining that available remedial measures are inadequate, including procurement in accordance with Public Utilities Code §§ 130232-130234. The policy section and PUC § 130235 also require that a report explaining the necessity of any such expenditure be reported to the Board. Prior to expending any funds, staff determined that potential expenditures associated with restoring lighting at the Santa Fe Depot Station would be consistent with the Remedial Measures section of the Policy.

Entity: San Bernardino County Transportation Authority

Board of Directors Agenda Item

June 6, 2018

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Financial Impact:

This item is consistent with the SBCTA Fiscal Year 2017/2018 adopted budget.

Reviewed By:

This item was received by the Transit Committee on May 10, 2018. SBCTA General Counsel and Procurement Manager have reviewed this item.

Responsible Staff:

Carrie Schindler, Director of Transit and Rail Programs

Approved
Board of Directors
Date: June 6, 2018

Witnessed By:

San Bernardino County Transportation Authority

Minute Action

AGENDA ITEM: 17

Date: June 6, 2018

Subject:

Resolution No. 18-069 Authorizing Placement of Assessments on the Tax Roll Related to the Property Assessed Clean Energy Program

Recommendation:

That the Board, acting as the San Bernardino Associated Governments (SBCOG), approve Resolution No. 18-069 authorizing the placement of assessments related to the Property Assessed Clean Energy program on the tax roll for Fiscal Year 2018/2019.

Background:

On March 6, 2013, the Board of Directors held a public hearing and then adopted Resolution No. 13-044 creating the Home Energy Renovation Opportunity (HERO) Program, a Property Assessed Clean Energy (PACE) Program, that allows a jurisdiction and an interested property owner to enter into a contractual agreement to finance the installation of eligible renewable energy, energy efficiency, or water efficiency improvements that are permanently affixed to the property. SBCOG loans the property owner the funds for the improvements. The amount of the loan plus a fixed interest amount is repaid through an assessment on the property tax bill for the property. SBCOG obtains the funds to loan by selling bonds to private investors secured by the property tax assessments paid by the property owners.

The HERO Program administered by SBCOG ended on June 30, 2017. However, during the four years of the program more than 15,000 assessments were created and SBCOG has a continuing obligation to bond holders to see that those existing assessments are collected.

Resolution No. 18-069 requests the Auditor-Controller/Treasurer/Tax Collector to enter the special assessments on the tax roll consistent with the obligations agreed to by the property owners that participated in the HERO Program and with SBCOG's obligations to the trustee and bondholders. The complete list of properties to be included on the tax roll is on file with the Clerk of the Board and available for review.

Financial Impact:

This item has no impact on the Fiscal Year 2018/2019 budget.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the General Policy Committee on May 9, 2018. This item and the draft resolution were reviewed by SBCOG's General Counsel.

Responsible Staff:

Duane Baker, Deputy Executive Director

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Approved
Board of Directors
Date: June 6, 2018
Witnessed By:

RESOLUTION NO. 18 - 069

RESOLUTION OF THE BOARD OF DIRECTORS OF THE SAN BERNARDINO ASSOCIATED GOVERNMENTS MAKING CERTAIN REPRESENTATIONS AND AUTHORIZING THE PLACEMENT OF ASSESSMENTS ON THE TAX ROLL IN SAN BERNARDINO COUNTY

WHEREAS, pursuant to Chapter 29 of Part 3 of Division 7 of the Streets and Highways Code of the State of California ("Chapter 29"), the Joint Exercise of Powers Agreement of the San Bernardino Associated Governments ("SANBAG"), originally made and entered into October 17, 1975, as further amended to date, and each separate Memorandum of Understanding by and between SANBAG and those parties to the Joint Exercise of Powers Agreement (each, a "Participating Party") that have elected to participate in the implementation of a property assessed clean energy ("PACE") program to finance the installation of distributed generation renewable energy sources, energy or water efficiency improvements or electric vehicle charging infrastructure, SANBAG has undertaken proceedings to establish and has established such a PACE program known as the "SANBAG HERO Program" (the "HERO Program"), to assist property owners within the jurisdictional boundaries of each Participating Party (the "Program Area") with the costs of installing distributed generation renewable energy sources, energy or water efficient improvements or electric vehicle charging infrastructure (the "Authorized Improvements") that are permanently fixed to their property; and

WHEREAS, SANBAG has by previous resolutions declared its intent to levy assessments for the purpose of financing Authorized Improvements under the provisions of Chapter 29; and

WHEREAS, assessment contracts have been entered into for properties located within the jurisdictional boundaries of San Bernardino County (the "County"); and

WHEREAS, the special assessments levied against the real property within the County are not levied with regard to property values but rather are fixed special assessments based upon the costs of the Authorized Improvements and the financing of such improvements; and

WHEREAS, SANBAG has determined and hereby certifies that the assessments are exempt from the provisions of Proposition 218, which was passed by the voters in November 1996; and

WHEREAS, SANBAG has further determined that the assessments are in compliance with all applicable laws.

WHEREAS, SANBAG requests that the Auditor-Controller of the County enter those special assessments identified in Exhibit A on the tax roll for collection by the Auditor-Controller for the 2018-2019 fiscal year.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the San Bernardino Associated Governments as follows:

Section 1. The above recitals are true and correct.

Section 2. SANBAG orders the levy and collection of such special assessments identified on Exhibit A within the jurisdictional boundaries of each Participating Party within the County for the 2018-2019 fiscal year, and in each subsequent fiscal year in which the charges may validly be levied; that a copy of this resolution shall be delivered to the Auditor-Controller of the County for placement of such assessments on the 2018-2019 Tax Roll of the County, and in each subsequent fiscal year in which the charges may validly be levied.

Section 3. The special assessments are in compliance with all applicable laws and are exempt from the provisions of Proposition 218.

Section 4. In the event of delinquencies, SANBAG will pursue the removal of the delinquent special taxes from the delinquent secured tax roll in accordance with the provisions of the Master Indenture.

Section 5. The Executive Director, or any designee of the Executive Director (each, an "Authorized Representative"), is hereby authorized and directed to take any other actions in the judgment of the Executive Director or such Authorized Representative necessary to place the special assessments on the 2018-19 Tax Roll of the County, including, but not limited to making additions, deletions and modifications to Exhibit A attached hereto.

Section 6. This resolution shall take effect immediately upon its adoption.

PASSED AND ADOPTED at a meeting of the Board of Directors of the San Bernardino Associated Governments held on June 6, 2018.

Alan D. Wapner,
Board President

ATTEST:

Vicki Watson,
Clerk of the Board

Minute Action

AGENDA ITEM: 18

Date: June 6, 2018

Subject:

State and Federal Legislative Update

Recommendation:

Receive and file the May 2018 State and Federal Legislative Update.

Background:

STATE UPDATE

Legislative Calendar – Upcoming Dates

May 11 - Last day for policy committees to hear and report to the Floor non-fiscal bills introduced in their house.

May 18 - Last day for policy committees to meet prior to June 4.

May 25 - Last day for fiscal committees to hear and report to the Floor bills introduced in their house. Last day for fiscal committees to meet prior to June 4.

May 28 - Memorial Day observed.

May 29-June 1 Floor session only - No committee may meet for any purpose except for Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees.

June 1 - Last day for each house to pass bills introduced in their house.

June 4 - Committee meetings may resume.

Ad Hoc Committee Update

No actions taken by the Legislative Ad Hoc Committee.

Legislative Tracking

Attachment A is a list of support and oppose positions taken by San Bernardino County Transportation Authority (SBCTA) / San Bernardino Council of Governments (SBCOG) on state and federal bills and their legislative status.

Attachment B reflects bills of interest for SBCTA / SBCOG.

FEDERAL UPDATE

On April 26th, the House of Representatives passed H.R. 4, the Federal Aviation Administration (FAA) Reauthorization Act of 2018. This bill establishes FAA rules and funding from fiscal year 2018 through fiscal year 2023. The bill moved to the Senate and will be scheduled for discussion in committee over the coming months.

Financial Impact:

This item has no financial impact on the adopted Fiscal Year 2017/2018 Budget.

Reviewed By:

This item was received by the General Policy Committee on May 9, 2018.

Responsible Staff:

Otis Greer, Director of Legislative and Public Affairs

Entity: San Bernardino County Transportation Authority

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Approved
Board of Directors
Date: June 6, 2018

Witnessed By:

San Bernardino County Transportation Authority

SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY (SBCTA) / COUNCIL OF GOVERNMENTS (SBCOG)
LEGISLATIVE BILL POSITIONS - MAY 2018

Legislation / Author	Description	Bill Status	Position	Date Position Adopted
AB 28 (Frazier)	Extends Caltrans responsibilities for environmental review and clearance of transportation projects under National Environmental Policy Act (NEPA) that would otherwise be the responsibility of the federal government.	Approved by Governor and Chaptered by Secretary of State. (3/29/17)	Support	12/8/2016
AB 1523 (Obernolte)	SBCTA Sponsored Bill. Would allow use of design-build procurement method on Mt. Vernon Viaduct Project in City of San Bernardino.	Approved by Governor and Chaptered by Secretary of State. (7/31/17)	Sponsor	2/17/2017
AB 278 (Steinorth)	Provides California Environmental Quality Act (CEQA) exemptions for projects on existing infrastructure within an existing right-of-way.	Failed deadline to pass from policy committee. DEAD (1/12/18)	Support	3/1/2017
AB 215 (Rodriguez)	Would appropriate \$30 million from the State General Fund to SBCTA for the purpose of funding the Los Angeles-Pasadena Foothill Gold Line extension of light rail from Los Angeles County Line to the City of Montclair.	Failed deadline to pass from policy committee. DEAD (1/12/18)	Support	3/30/2017
SB 268 (Mendoza)	Would make significant changes to the governance structure of the Los Angeles County Metropolitan Transportation Authority (Metro) Board of Directors.	Bill terminated for lack of author.	Oppose	5/8/2017
AB 1113 (Bloom)	Would amend the statutes governing the State Transit Assistance (STA) program to address negative impacts regarding distribution of funds to Regional Transportation Planning Agencies (RTPA) such as SBCTA.	Approved by Governor and Chaptered by Secretary of State. (7/21/17)	Support	6/5/2017

Attachment: Bill position matrix 5-21-18 (4762 : State and Federal Legislative Update)

SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY (SBCTA) / COUNCIL OF GOVERNMENTS (SBCOG)
LEGISLATIVE BILL POSITIONS - MAY 2018

Legislation / Author	Description	Bill Status	Position	Date Position Adopted
SB 649 (Hueso)	Would change permitting of wireless and small cell telecommunications facilities by local governments.	Vetoed by Governor. (10/15/17)	Oppose	6/5/2017
AB 805 (Gonzalez-Fletcher)	Seeks to change the governance and voting structure of the San Diego Association of Governments (SANDAG).	Approved by Governor and Chaptered by secretary of State. (10/13/17)	Oppose	6/12/2017
AB 344 (Melendez)	Would not require a person contesting toll lane violation to pay associated penalty, until after appeal or administrative review process is completed.	Held in Senate Transportation and Housing Committee - Two-year bill. (7/14/17)	Oppose unless amended	6/12/2017
AB 1069 (Low)	Would place regulatory responsibility over taxi cabs with countywide transportation agencies.	Approved by Governor and Chaptered by Secretary of State. (10/13/17)	Oppose	6/29/2017
AB 1759 (McCarty)	Would link distribution of SB 1 formula funds to a city or county's Regional Housing Needs Assessment allocation.	Bill gut and amended and no longer addresses transportation issue. (4/09/18)	Oppose	3/7/2018
AB 1901 (Oberholte)	Would extend to 2023 the exemption from CEQA for transportation projects on existing roadways, that are carried out by cities or counties with populations of less than 100,000.	Referred to Senate Committee on Environmental Quality. (5/10/18)	Support	3/7/2018
AB 1905 (Grayson)	Would prohibit a court from staying or enjoining a transportation project that is included in a sustainable communities strategy, has an approved EIR and reduces vehicle miles traveled.	Heard in Assembly Natural Resources Committee with no vote by request of author. Failed committee deadline, dead (5/11/18)	Support	3/7/2018

Attachment: Bill position matrix 5-21-18 (4762 : State and Federal Legislative Update)

SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY (SBCTA) / COUNCIL OF GOVERNMENTS (SBCOG)
LEGISLATIVE BILL POSITIONS - MAY 2018

Legislation / Author	Description	Bill Status	Position	Date Position Adopted
SB 1262 (Newman)	Would remove the limit on number of projects Caltrans can use the SM/GC project delivery method, as well as eliminate the minimum construction costs limitation, as long as department employees are used for design and engineering services.	Approved by Senate Appropriations Committee, moved to Senate Floor. (5/21/18)	Support	3/7/2018
AB 2417 (Rodriguez)	Would increase to 6, the voting members of the Metro Gold Line Foothill Extension Construction Authority Board, by adding one voting member appointed by the City of Montclair.	Referred to Assembly Appropriations Committee. (5/23/18)	Oppose unless amended	3/24/2018
SB 1119 (Newman)	Would expand the eligible expenditures permitted to transit agencies to meet the 50% disadvantaged communities requirement of the Low Carbon Transit Operations Program (LCTOP).	Referred to Assembly Transportation Committee. (5/17/18)	Support	3/24/2018

Attachment: Bill position matrix 5-21-18 (4762 : State and Federal Legislative Update)

Status Report

Monday, May 21, 2018

AB 18 Garcia, Eduardo D (Dist. 56) **California Clean Water, Climate, Coastal Protection, and Outdoor Access For All Act of 2018.**

Location: SENATE APPR.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Under current law, programs have been established pursuant to bond acts for, among other things, the development and enhancement of state and local parks and recreational facilities. This bill would enact the California Clean Water Climate, Coastal Protection, and Outdoor Access For All Act of 2018, which, if approved by the voters, would authorize the issuance of bonds in an amount of \$3,470,000,000 pursuant to the State General Obligation Bond Law to finance a clean water, climate, coastal protection, and outdoor access for all program.

AB 76 Chau D (Dist. 49) **Adult-use marijuana: marketing.**

Location: SENATE APPR. SUSPENSE FILE

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Under current law, the Control, Regulate and Tax Adult Use of Marijuana Act (AUMA), approved by the voters at the November 8, 2016, statewide general election, regulates the cultivation, distribution, transport, storage, manufacturing, testing, processing, sale, and use of marijuana for nonmedical purposes by people 21 years of age and older. This bill would prohibit an operator, as defined, of an Internet Web site, online service, online application or mobile application from marketing or advertising any marijuana, marijuana product, or marijuana business to a person who is under 21 years of age if the operator has actual knowledge that a person under 21 years of age is using its Internet Web site, online service, online application, or mobile application, and if the marketing or advertising is specifically directed to that person based upon information specific to that person, including, but not limited to, the person's profile, activity, address, or location.

AB 382 Chávez R (Dist. 76) **County of Orange: joint exercise of powers agreements: toll roads.**

Location: SENATE T. & H.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Current law authorizes the County of Orange and the cities in that county, by ordinance, to require the payment of fees as a condition of approval of a final map or as a condition of issuing a building permit for purposes of defraying the actual or estimated cost of constructing bridges over waterways, railways, freeways, and canyons, or constructing major thoroughfares. This bill would prohibit those entities, on and after January 1, 2018, from forming a new joint powers agency to construct bridge facilities or major thoroughfares under that specific authorization or the general authorization. The bill would prohibit a joint powers agency formed under that specific authorization from incurring new bonded indebtedness, except for specified purposes.

AB 420 Wood D (Dist. 2) **Personal income tax: deduction: commercial cannabis activity.**

Location: SENATE APPR. SUSPENSE FILE

Attachment: Bill report 5-21-18 (4762 : State and Federal Legislative Update)

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered	18.b
	1st House				2nd House								

Would, for each taxable year beginning on and after January 1, 2018, would specifically provide in the Personal Income Tax Law for nonconformity to that federal law disallowing a deduction or credit for business expenses of a trade or business whose activities consist of trafficking specified controlled substances, only for commercial cannabis activity, as defined, authorized under MAUCRSA, thus allowing deduction of business expenses for a cannabis or marijuana trade or business under the Personal Income Tax Law, as provided.

AB 636 Irwin D (Dist. 44) Local streets and roads: expenditure reports.

Location: SENATE RLS.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Current law, with limited exceptions, requires each city and county to submit to the Controller a complete report of expenditures for street and road purposes by October 1 of each year relative to the preceding fiscal year ending on June 30. This bill would instead require the report to be submitted to the Controller within 7 months after the close of the fiscal year adopted by a county, city, or city and county. The bill would make other conforming changes.

AB 1205 Jones-Sawyer D (Dist. 59) Los Angeles County Metropolitan Transportation Authority: contracting

Location: SENATE THIRD READING

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Current law authorizes the Los Angeles County Metropolitan Transportation Authority (LACMTA) to award contracts under certain circumstances to small business enterprises with respect to work that is set aside for competition among certified small business enterprises, as long as price quotations are obtained by LACMTA from 3 or more small business enterprises, and requires LACMTA to report to the Legislature by December 31, 2017, regarding any contracts awarded in this regard. This bill would instead authorize LACMTA to award contracts in this manner as long as it solicits rather than obtains price quotations from 3 or more small business enterprises. The bill would delete the requirement that LACMTA report to the Legislature regarding contracts awarded to small business enterprises in this regard.

AB 1250 Jones-Sawyer D (Dist. 59) Counties: contracts for personal services.

Location: SENATE RLS.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Would establish specific standards for the use of personal services contracts by counties. The bill would allow a county or county agency to contract for personal services currently or customarily performed by employees, as applicable, when specified conditions are met. The bill would exempt certain types of contracts from its provisions, and would exempt a city and county from its provisions. By placing new duties on local government agencies, the bill would impose a state-mandated local program. The bill also would provide that its provisions are severable.

AB 1395 Chu D (Dist. 25) State highways: Department of Transportation: litter cleanup and abatement: report.

Location: SENATE T. & H.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Would require the Department of Transportation, within its maintenance programs relating to litter cleanup and abatement, to assign the highest priority to litter deposited along state highway segments that carry the highest traffic volumes and the segments found by the department to have the highest incidences of litter and to reallocate existing litter cleanup resources as necessary in order to implement this priority. The bill would also require the department,

Attachment: Bill report 5-21-18 (4762 : State and Federal Legislative Update)

on or before January 1, 2020, to conduct an assessment of the problem of litter on state highways and to report the specified report to the Legislature on its findings.

AB 1436 Levine D (Dist. 10) Board of Behavioral Sciences: licensees: suicide prevention training.

Location: SENATE GOV. & F.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

Would, on or after January 1, 2021, require an applicant for licensure as a marriage and family therapist, an educational psychologist, a clinical social worker, or a professional clinical counselor to complete a minimum of 6 hours of coursework or applied experience under supervision in suicide risk assessment and intervention. The bill would require, on or after January 1, 2021, as a one-time requirement, a licensed marriage and family therapist, educational psychologist, clinical social worker, or professional clinical counselor to have completed this suicide risk assessment and intervention training requirement prior to the time of his or her first renewal.

AB 1561 Quirk-Silva D (Dist. 65) Economic development: infrastructure: logistic hubs.

Location: SENATE APPR.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

Current law requires the Director of the Governor's Office of Business and Economic Development to provide to the Legislature, not later than February 1, 2019, a strategy for international trade and investment that includes, at minimum, specified components. Current law requires that this strategy include a framework that enables the office to evaluate on an ongoing basis, as appropriate, current workforce, infrastructure, research and development, and other needs of small and large firms, including, among other things, airports. This bill would extend to July 1, 2019, the date by which the director would be required to provide that strategy to the Legislature, and would instead require that the strategy identify the process the Governor's Office of Business and Economic Development will use to complete that evaluation.

AB 1683 Burke D (Dist. 62) Transformative Climate Communities Program: report.

Location: SENATE RLS.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

Current law establishes the Transformative Climate Communities Program, administered by the Strategic Growth Council, to award competitive grants to specified eligible entities for the development and implementation of neighborhood-level transformative climate community plans that include greenhouse gas emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities, as defined. This bill would require the council, no later than January 1, 2019, to submit a specified report on the program to the Governor and specified committees of the Legislature.

AB 1756 Brough R (Dist. 73) Transportation funding.

Location: ASSEMBLY TRANS.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

Would repeal the Road Repair and Accountability Act of 2017. This bill contains other related provisions.

AB 1768 Steinorth R (Dist. 40) The County of San Bernardino: housing authority: middle-income housing projects.

Location: SENATE RLS.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

Current law, until January 1, 2022, authorizes a housing authority located in the City of San Diego or the County of

Santa Clara to implement a pilot program to develop and finance a middle-income housing project, as defined. Existing law requires any gap financing to be approved by the housing authority's legislative body, as provided, and requires the housing authority to provide a report to the Legislature, as specified. This bill would authorize a housing authority in the County of San Bernardino, until January 1, 2022, also to develop and finance a middle-income housing project if it receives gap financing.

AB 1804 Berman D (Dist. 24) California Environmental Quality Act: categorical exemption: infill development.

Location: ASSEMBLY APPR. SUSPENSE FILE

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

CEQA requires the Office of Planning and Research to prepare and develop, and the Secretary of the Natural Resources Agency to certify and adopt, guidelines for the implementation of CEQA. CEQA requires the guidelines to include a list of classes of projects that have been determined not to have a significant effect on the environment and that are required to be exempt from CEQA (categorical exemption). Current guidelines for the implementation of CEQA exempts from the requirements of CEQA infill development meeting certain requirements, including the requirement that the proposed development occurs within city limits. This bill would revise the above-described categorical exemption to include proposed residential and mixed-use housing projects occurring within an unincorporated area of a county.

AB 1866 Fong R (Dist. 34) Transportation funding.

Location: ASSEMBLY TRANS.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Would create the Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. The bill would provide for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account, which the bill would create in the State Transportation Fund, including revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, revenues from certain diesel fuel sales and use taxes, revenues from certain vehicle registration fees, and certain miscellaneous State Highway Account revenues.

AB 1901 Obernalte R (Dist. 33) California Environmental Quality Act: exemption: roadway projects.

Location: SENATE E.Q.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

CEQA, until January 1, 2020, exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, as defined, if the project or activity is carried out by a city or county with a population of less than 100,000 persons to improve public safety and meets other specified requirements, including a requirement that the project involves negligible or no expansion of an existing use beyond that existing at the time of the lead agency's determination. This bill would extend the above exemption to January 1, 2023. The bill would revise the requirement described above to specify that the exemption applies if, among other things, the project involves negligible or no expansion of an existing vehicular use beyond that existing at the time of the lead agency's determination.

Position: Support

AB 1912 Rodriguez D (Dist. 52) Public employees' retirement: joint powers agreements: liability.

Location: ASSEMBLY APPR. SUSPENSE FILE

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

The Joint Exercise of Powers Act generally authorizes 2 or more public agencies, by agreement, to jointly any common power. Under the act, if an agency is not one or more of the parties to the agreement but is a public entity, commission, or board constituted pursuant to the agreement, the debts, liabilities, and obligations of the agency are the debts, liabilities, and obligations of the parties to the agreement, unless the agreement specifies otherwise. The act also authorizes a party to a joint powers agreement to separately contract for, or assume responsibilities for, specific debts, liabilities, or obligations of the agency. This bill would eliminate that authorization, and would specify that if an agency established by a joint powers agreement participates in, or contracts with, a public retirement system, member agencies, both current and former to the agreement, would be required to mutually agree as to the apportionment of the agency's retirement obligations among themselves, provided that the agreement equals the total retirement liability of the agency.

AB 1937 Santiago D (Dist. 53) Public employment: payroll deductions.

Location: ASSEMBLY APPR. SUSPENSE FILE

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Current law prescribes various duties of the Controller in connection with deductions requested by employee organizations and other bona fide organizations regarding requests for deductions from the salaries and wages of their members. Current law prescribes the duties of the governing boards of school districts in regard to requests by certificated employees for deductions from the salaries and wages, and prescribes similar duties for the governing boards of community college districts. Current law authorizes a trial court employee or interpreter to permit a dues deduction from his or her salary in the same manner provided to public agency employees pursuant to specified law applicable to the state and the Controller, as described above. This bill would revise and recast these provisions.

AB 2034 Kalra D (Dist. 27) Human trafficking: notice.

Location: ASSEMBLY APPR. SUSPENSE FILE

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Would require a business or other establishment that operates an intercity passenger rail, light rail, or bus station, on or before January 1, 2020, to train its new and existing employees who are likely to interact with, or to come into contact with, a victim of human trafficking or who are likely to receive a report from another employee about suspected human trafficking, in recognizing the signs of human trafficking and how to report those signs to the appropriate law enforcement agency, as specified.

AB 2061 Frazier D (Dist. 11) Near-zero-emission and zero-emission vehicles.

Location: ASSEMBLY APPR. SUSPENSE FILE

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Current law sets specified limits on the total gross weight imposed on the highway by a vehicle with any group of 2 or more consecutive axles. This bill would authorize a near-zero-emission vehicle or a zero-emission vehicle, as defined, to exceed axle, tandem, gross, or bridge formula weight limits, up to a 2,000 pound maximum, by an amount equal to the difference between the weight of the vehicle attributable to the fueling and propulsion system carried by that vehicle and the weight of a comparable diesel fueling and propulsion system.

AB 2065 Ting D (Dist. 19) Local agencies: surplus land.

Location: ASSEMBLY APPR. SUSPENSE FILE

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Current law prescribes requirements for the disposal of surplus land by a local agency. Current law defines "local agency" for these purposes as every city, county, city and county, and district, including school districts of any kind

or class, empowered to acquire and hold real property. This bill would expand the definition of “local agency” to include sewer, water, utility, and local and regional park districts, joint powers authorities, successor agencies to former redevelopment agencies, housing authorities, and other political subdivisions of this state and any instrumentality thereof that is empowered to acquire and hold real property, thereby requiring these entities to comply with these requirements for the disposal of surplus land.

AB 2127 Ting D (Dist. 19) Electric vehicle charging infrastructure: assessment.

Location: ASSEMBLY APPR. SUSPENSE FILE

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Would require the Energy Commission, working with the State Air Resources Board and the PUC, to prepare and biennially update a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet its goals of putting at least 5 million zero-emission vehicles on California roads by 2030 and of reducing emissions of greenhouse gases to 40% below 1990 levels by 2030. The bill would require the Energy Commission to regularly seek data and input from stakeholders relating to electric vehicle charging infrastructure.

AB 2145 Reyes D (Dist. 47) Vehicular air pollution.

Location: ASSEMBLY APPR.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Would add as eligible projects for the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program those projects that support grid integration and integrated storage solutions and charging management demonstration and analytics. The bill would additionally require the energy commission, as part of the guidance developed for the program, to advise the State Air Resources Board on how to allocate moneys for vehicle charging infrastructure consistent with the energy commission’s investment plan strategies on charging infrastructure that is part of the California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007. The bill instead would require the guidance to promote projects that assist the state in reaching its climate goals beyond 2030.

AB 2225 Limón D (Dist. 37) State government: storing and recording electronic media.

Location: SENATE DESK

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Would require the Secretary of State, in consultation with the Department of Technology, to approve and adopt appropriate uniform statewide standards for the purpose of storing and recording permanent and nonpermanent documents in electronic media, and would require “cloud computing” to be defined by the Department of Technology based on industry-recognized standards, consistent with the intent of the state law.

AB 2249 Cooley D (Dist. 8) Public contracts: local agencies: alternative procedure.

Location: SENATE GOV. & F.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Would authorize public projects of \$60,000 or less to be performed by the employees of a public agency, authorize public projects of \$200,000 or less to be let to contract by informal procedures, and require public projects of more than \$200,000 to be let to contract by formal bidding procedures.

AB 2272 Mayes R (Dist. 42) State highways: relinquishment.

Location: ASSEMBLY APPR. SUSPENSE FILE

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered	18.b
	1st House				2nd House								

Would authorize the California Transportation Commission to relinquish to the City of Palm Springs any portion, or the entirety, of Route 111 within its city limits, upon terms and conditions the commission finds to be in the best interests of the state, if the department and the city enter into an agreement providing for that relinquishment.

AB 2304 Holden D (Dist. 41) Reduced fare transit pass programs: report.

Location: ASSEMBLY APPR. SUSPENSE FILE

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Would request the University of California Institute of Transportation Studies to prepare and submit a report to the Governor and specified committees of the Legislature on or before January 1, 2020, that details the reduced fare transit pass programs in California that are administered by a public transit operator, California college or university or any other entity, as specified.

This bill contains other existing laws.

AB 2317 Eggman D (Dist. 13) Whistleblower protection: state and local independent contractors.

Location: ASSEMBLY APPR. SUSPENSE FILE

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Current law prohibits an employer, as defined, or any person acting on behalf of the employer, as defined, from, among other things, preventing an employee from, or retaliating against an employee for, providing information to, or testifying before, any public body conducting an investigation, hearing, or inquiry, if the employee has reasonable cause to believe that the information discloses a violation of a law, regardless of whether disclosing the information is part of the employee's job duties. This bill would extend the protections afforded to employees under these provisions to independent contractors and contracted entities working for state and local government who are tasked with receiving and investigating complaints from facilities, services, and programs operated by state and local government.

AB 2353 Frazier D (Dist. 11) Construction defects: actions.

Location: ASSEMBLY THIRD READING

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Current law specifies the requirements for actions for construction defects and includes a nonadversarial procedure for the parties to resolve the dispute. Current law requires, as part of this nonadversarial procedure, a builder who elects to inspect a claim of unmet building standards to meet certain requirements for the inspection. This bill would require that an inspection for purposes of the above-described provisions be conducted by a person who is licensed as a contractor with a license that applies to the field and scope in which the person is conducting the inspection and issuing his or her inspection findings or report.

AB 2417 Rodriguez D (Dist. 52) Metro Gold Line Foothill Extension Construction Authority.

Location: ASSEMBLY APPR.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Current law creates the Metro Gold Line Foothill Extension Construction Authority, governed by a board of 5 voting members and 3 nonvoting members, appointed as specified, for purposes relating to the development of a

light rail project extending from the City of Los Angeles to the Cities of Pasadena and Montclair, and authorizing authority to accept grants, fees, and allocations from federal, state, local agencies, and private entities, and to accept transfers of funds from federal, state, and local agencies. This bill would increase to 6 the voting members of the board by adding one voting member appointed by the City of Montclair.

Position: Oppose Unless Amend

AB 2418 Mullin D (Dist. 22) Transportation: emerging transportation technologies: California Smart Cities Challenge Grant Program.

Location: ASSEMBLY APPR. SUSPENSE FILE

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Would establish the California Smart City Challenge Grant Program to enable municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs, and would specify certain program goals. The bill would require the commission to form the California Smart City Challenge Workgroup on or before July 1, 2019, to provide the commission with guidance on program matters, as specified.

AB 2535 Obernolte R (Dist. 33) High-occupancy toll lanes: notice of toll evasion violation.

Location: SENATE T. & H.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Current law requires the notice of toll evasion violation to include the vehicle license plate number, a clear and concise explanation of the procedures for contesting the violation and appealing an adverse decision, and, if practicable, the registration expiration date and the make of the vehicle. This bill would also require the notice of toll evasion violation to include a copy of photographic evidence on which the toll evasion determination was based if the vehicle was found, by automated devices, to have evaded the toll through failure to meet occupancy requirements in a high-occupancy toll lane.

AB 2548 Friedman D (Dist. 43) Commute benefit policies: Los Angeles County Metropolitan Transportation Authority.

Location: SENATE T. & H.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Current law declares that the fostering, continuance, and development of public transportation systems are a matter of statewide concern. Current law creates the Los Angeles County Metropolitan Transportation Authority, with various powers and duties with respect to transportation planning, programming, construction, and operations. This bill would authorize the authority to adopt a commute benefit ordinance that requires covered employers operating within the authority's area with a specified number of employees to offer certain employees commute benefits, as specified, except that the bill would prohibit the ordinance from affecting employers covered by certain South Coast Air Quality Management District rules or regulations.

AB 2615 Carrillo D (Dist. 51) State highway system: parks and recreation: accessibility for bicycles and pedestrians.

Location: ASSEMBLY APPR. SUSPENSE FILE

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Would, to the extent possible, and where feasible, require the Department of Transportation to partner with appropriate public agencies, including, but not limited to, the Department of Parks and Recreation, any federal department or agency, and any regional or local public entity, to develop strategies and plans to maximize safe and convenient access for bicycles and pedestrians to federal, state, regional, and local parks adjacent to or connected to the state highway system.

Location: SENATE DESK

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes.

AB 2865 Chiu D (Dist. 17) High-occupancy toll lanes: Santa Clara Valley Transportation Authority.**Location:** ASSEMBLY APPR. SUSPENSE FILE

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Would authorize VTA to conduct, administer, and operate a value pricing high-occupancy toll lane program on State Highway Route 101 and a specified portion of State Highway Route 280 in the City and County of San Francisco in coordination with the San Francisco County Transportation Authority, as prescribed.

AB 2886 Daly D (Dist. 69) Public Employee Relations Board: Orange County Transportation Authority: San Joaquin Regional Transit District.**Location:** SENATE DESK

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Would, on and after January 1, 2020, require employers and employees of the Orange County Transportation Authority and the San Joaquin Regional Transit District to adjudicate complaints of specified labor violations before PERB as an unfair practice and would authorize specified parties aggrieved by PERB's decision or order to petition for relief from that decision or order, as provided. By requiring the transit agencies to adjudicate claims before PERB, this bill would impose a state-mandated local program. This bill would make legislative findings and declarations as to the necessity of a special statute for the Orange County Transportation Authority and the San Joaquin Regional Transit District.

AB 2996 Fong R (Dist. 34) Department of Transportation: Job order contracting.**Location:** ASSEMBLY APPR.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

The State Contract Act generally provides for a contracting process by state agencies for public works of improvement pursuant to a competitive bidding process, under which bids are awarded to the lowest responsible bidder, with specified alternative procurement procedures authorized in certain cases. This bill, until July 1, 2022, would authorize the Department of Transportation to use job order contracting, an alternative procurement procedure, for certain types of highway maintenance work.

AB 3034 Low D (Dist. 28) Public transit employer-employee relations: San Francisco Bay Area Rapid Transit District.**Location:** SENATE DESK

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Would give employees within the supervisory units of the San Francisco Bay Area Rapid Transit District the right to form, join, and participate in the activities of employee organizations of their own choosing for the purposes of representation on all employer-employee relations matters and would permit these employees to meet, confer, and enter into memoranda of understanding for these purposes pursuant to the Meyers-Milias-Brown Act. The bill would provide that the act governs these employer-employee relations and that they are subject to the exclusive

jurisdiction of, and are to be administered by, the Public Employment Relations Board.

AB 3124 Bloom D (Dist. 50) Vehicles: length limitations: buses: bicycle transportation devices.

Location: SENATE CONSENT CALENDAR

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Current law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Current law exempts from this limitation an articulated bus or articulated trolley coach that does not exceed a length of 60 feet, and authorizes the bus or trolley to be equipped with a folding device attached to the front of the bus or trolley if the device is designed and used exclusively for transporting bicycles. Current law prohibits the above-described device from extending more than 36 inches from the front body of the bus when fully deployed, and prohibits a bicycle that is transported on that device from having the bicycle handlebars extend more than 42 inches from the front of the bus. This bill would additionally authorize an articulated bus or articulated trolley coach that does not exceed a length of 60 feet to be equipped with a folding device attached to the front of the bus or trolley if the device is designed and used exclusively for transporting bicycles as long as the device does not extend more than 40 inches from the front body of the bus when fully deployed.

AB 3201 Daly D (Dist. 69) California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.

Location: ASSEMBLY APPR. SUSPENSE FILE

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Current law, for the purposes of the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, defines zero- and near-zero-emission to mean vehicles, fuels, and related technologies that reduce greenhouse gas emissions and improve air quality when compared with conventional or fully commercialized alternatives, as defined by the state board in consultation with the commission. This bill would add large-scale deployments of transit buses to the program's list of eligible projects, delete the reference to the annual framework and plan for the program and instead just refer to a framework and plan, and revise the definition of zero- and near zero-emission to include infrastructure that reduces greenhouse gas emissions and improves air quality when compared with conventional or fully commercialized alternatives.

AB 3232 Friedman D (Dist. 43) Zero-emissions buildings and sources of heat energy.

Location: ASSEMBLY APPR. SUSPENSE FILE

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Would require the State Energy Resources Conservation and Development Commission, by February 1, 2019, to open a proceeding to consider load management standards and strategies needed to optimize building energy use in a manner that reduces the emissions of greenhouse gases. The bill would require the commission, by January 1, 2020, to assess the potential for the state to reduce the emissions of greenhouse gases from the state's residential and commercial building stock by at least 40% below 1990 levels by January 1, 2030. The bill would require this assessment to include consideration of cost-effective strategies to reduce emissions from space heating and water heating in both new and existing residential and commercial buildings, as specified.

ACA 4 Aguiar-Curry D (Dist. 4) Local government financing: affordable housing and public infrastructure voter approval.

Location: ASSEMBLY L. GOV.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Local government financing: affordable housing and public infrastructure: voter approval.

ACA 15 Brough R (Dist. 73) Public employee retirement benefits.

Location: ASSEMBLY PRINT

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Would enact the Protecting Schools and Keeping Pension Promises Act of 2018. The measure would prohibit a government employer from enhancing employee pension benefits, as defined, without approval by the voters of the jurisdiction, and would prohibit a government employer from enrolling a new government employee, as defined, in a defined benefit pension plan without approval by the voters of the jurisdiction. The measure also would prohibit a government employer from paying more than 1/2 of the total cost of retirement benefits, as defined, for new government employees without approval by the voters of the jurisdiction.

ACA 21 Mayes R (Dist. 42) State infrastructure: funding: California Infrastructure Investment Fund.**Location: ASSEMBLY BUDGET**

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Would amend the California Constitution to create the California Infrastructure Investment Fund in the State Treasury. The measure would require the Controller, beginning in the 2019–20 fiscal year, to transfer from the General Fund to the California Infrastructure Investment Fund in each fiscal year an amount equal to up to 2.5% of the estimated General Fund revenues for that fiscal year, as provided. The measure would require, for the 2019–20 fiscal year and each fiscal year thereafter, the amounts in the fund to be allocated, upon appropriation by the Legislature, for specified infrastructure investments, including the funding of deferred maintenance projects.

SB 38 Roth D (Dist. 31) Courts: judgeships.**Location: ASSEMBLY JUD.**

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Current law specifies the number of judges for the superior court of each county and for each division of each district of the court of appeal. Current law provides that the Court of Appeal for the 4th Appellate District consists of 3 divisions. Current law requires that one of these divisions hold its regular sessions in the San Bernardino/Riverside area and further requires this division to have 7 judges. This bill would increase the number of judges in the division of the Court of Appeal for the 4th Appellate District located in the San Bernardino/Riverside area to 8 judges.

SB 224 Jackson D (Dist. 19) Personal rights: sexual harassment.**Location: ASSEMBLY DESK**

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Would include an investor, elected official, lobbyist, director, and producer among those listed persons who may be liable to a plaintiff for sexual harassment.

SB 502 Portantino D (Dist. 25) Public rail systems: availability of automated external defibrillators.**Location: ASSEMBLY TRANS.**

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
	1st House				2nd House							

Would require a public entity that operates a rail transit system or a commuter train system to ensure that each train has an automated external defibrillator (AED) as part of its safety equipment subject to specified requirements. The bill would exempt a public entity that acquires an AED for emergency care from liability for any civil damages resulting from any acts or omissions in the rendering of the emergency care by use of the AED if the public entity has complied with certain requirements.(2)By imposing new duties on local public officials, the bill would create a state

mandated local program.

SB 760 Wiener D (Dist. 11) Bikeways: design guides.

Location: ASSEMBLY TRANS.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

Would authorize a city, county, regional, or other local agency, when using the alternative minimum safety design criteria, to consider additional design guides, including the Urban Street Design Guide of the National Association of City Transportation Officials. The bill would authorize a state entity that is responsible for the planning and construction of roadways to consider additional design guides, including the Urban Street Design Guide of the National Association of City Transportation Officials.

SB 957 Lara D (Dist. 33) Vehicles: high-occupancy vehicle lanes.

Location: SENATE APPR. SUSPENSE FILE

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

Current law makes identifiers for ULEVs valid until January 1, 2019, and makes identifiers for SULEVs, enhanced AT PEZEVs, and TZEVs valid until January 1, 2019, January 1, 2022, or January 1 of the 4th year after the year in which they were issued, as specified. Current law, except as specified, prohibits a vehicle from being issued an identifier more than once. This bill would authorize an identifier to be issued commencing January 1, 2019, until January 1, 2023, to SULEVs, enhanced AT PEZEVs, and TZEVs for a vehicle that had previously been issued an identifier and would make that identifier valid until January 1, 2023, if the applicant for the identifier has a household income at or below 80% of the state median income.

SB 963 Allen D (Dist. 26) Water replenishment districts.

Location: ASSEMBLY L. GOV.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

Current law authorizes a water replenishment district to establish an annual reserve fund not to exceed \$10,000,000, as adjusted annually to reflect percentage increases or decreases in the blended cost of water from district supply sources and, beginning in the 2019–20 fiscal year, requires a minimum of 80% of the reserve to be used for water purchases. Current law excepts from this limitation the unexpended balance of any appropriated funds in a capital improvement project construction account established to pay the cost of a project or projects under construction. This bill would repeal this reserve fund authorization and would make conforming changes.

SB 993 Hertzberg D (Dist. 18) Sales and use taxes: service tax: qualified business.

Location: SENATE GOV. & F.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

Would reduce the rate of tax imposed by the Sales and Use Tax Law incrementally every calendar year beginning on January 1, 2020, until January 1, 2022, at which time the rate would be reduced by a total of 2%. This bill would require the Director of Finance to estimate the amount of net revenue that will be derived for specified calendar years as a result of the changes made by this bill and would require the rate of tax imposed by the Sales and Use Tax Law to be reduced or increased by a specified percentage amount for specified calendar years depending on the amount of the estimated revenue gains or losses.

SB 1000 Lara D (Dist. 33) Transportation electrification: electric vehicle charging infrastructure.

Location: SENATE APPR.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

Would require the Energy Commission, in consultation with the State Air Resources Board (state board), to develop minimum charging speed recommendations for direct current fast charging stations and for electric vehicle batteries and to include these recommendations as part of the investment plan. The bill would require the Energy Commission, as part of the development of the investment plan, to assess whether charging station infrastructure is disproportionately deployed, as specified, and, upon finding disproportionate deployment, to use moneys from the Alternative and Renewable Fuel and Vehicle Technology Fund, as well as other mechanisms, including incentives, to more proportionately deploy new charging station infrastructure.

SB 1037 Cannella R (Dist. 12) State government finance: Road Maintenance and Rehabilitation Program.

Location: SENATE RLS.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

Prior to receiving an apportionment of funds under the Road Maintenance and Rehabilitation Program from the Controller in a fiscal year, current law requires a city or county to submit to the California Transportation Commission a list of projects proposed to be funded with these funds. Current law requires the commission to report to the Controller the cities and counties that have submitted a list of projects and requires the Controller, upon receipt of an initial or subsequent report, to apportion funds to cities and counties included in the report, as specified. This bill would make nonsubstantive changes to the provisions requiring the commission to submit the specified reports to the Controller.

SB 1072 Leyva D (Dist. 20) Regional Climate Collaborative Program: technical assistance.

Location: SENATE APPR.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

Would establish a regional climate collaborative program, to be administered by the Strategic Growth Council, to assist under-resourced communities, as defined, in a region to access statewide public and other grant moneys, as specified, for climate mitigation and adaptation projects by establishing collaboratives, as specified. The bill would authorize the council to award specified grants to collaboratives for specified activities.

SB 1077 Wilk R (Dist. 21) Construction contracts: wrap-up insurance and indemnification.

Location: ASSEMBLY DESK

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

Current law regulates the use of wrap-up insurance or other consolidated insurance programs in connection with specified construction projects. Current law distinguishes, in this regard, between residential construction projects, private residential works of improvement, as specified, and public works and other projects that are not residential, as specified. This bill would recast the wrap-up insurance or other consolidated insurance program requirements for public and other works of improvement that are not residential construction, entered into or amended on and after January 1, 2019, to track generally the requirements that apply to residential projects.

SB 1117 Beall D (Dist. 15) Department of Transportation: highway engineers.

Location: SENATE RLS.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

Current law provides that the Department of Transportation has full possession and control of the state highway system. Current law specifies certain powers and duties of the department relative to the recruitment and retention of highway engineers, including participation by the department in student loan repayment, offering of salaries above the lowest salary step, and various other provisions. This bill would make a nonsubstantive change to these

provisions.

SB 1119 Newman D (Dist. 29) Low Carbon Transit Operations Program.**Location:** ASSEMBLY TRANS.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

Current law requires, for recipient transit agencies whose service areas include disadvantaged communities, as specified, that those recipient transit agencies expend at least 50% of the total moneys they received as part of the Low Carbon Transit Operations Program on projects or services that meet specified requirements and benefit those disadvantaged communities. This bill would authorize a recipient transit agency to satisfy the above-stated requirement by expending at least 50% of program funds received on transit fare subsidies, specified transit connections, or technology improvements that reduce emissions of greenhouse gases.

Position: Support**SB 1153 Stern D (Dist. 27) Local initiatives: review.****Location:** ASSEMBLY E. & R.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

Would authorize the proponent of a county, municipal, or district initiative to withdraw the initiative at any time before the 88th day before the election, whether or not the petition has already been found sufficient by the election official. Because the exercise of this authority would impose associated duties on local elections officials, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

SB 1262 Newman D (Dist. 29) Construction Manager/General Contractor project delivery method: Department of Transportation.**Location:** SENATE THIRD READING

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

Would remove the cap on the number of projects for which the Department of Transportation is authorized to use the CM/GC method, eliminate the minimum construction costs limitation, and make conforming changes to existing provisions. The bill would impose the requirement to use department employees or consultants to perform project design and engineering services on at least 2/3 of the projects delivered by the department utilizing the CM/GC method.

Position: Support**SB 1328 Beall D (Dist. 15) Mileage-based road usage fee.****Location:** ASSEMBLY TRANS.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

Current law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of the Transportation Agency. Under current law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Current law requires the technical advisory committee to study RUC alternatives to the gas tax and to make recommendations to the Secretary of the Transportation Agency on the design of a pilot program, as specified. Current law repeals these provisions on January 1, 2019. This bill would extend the operation of these provisions until January 1, 2023.

SB 1376 Hill D (Dist. 13) Transportation network companies: accessibility for persons with disabilities.**Location:** SENATE APPR.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

Would express the intent of the Legislature that every transportation network company ensure that it provides full and equal access to all persons with disabilities.

SB 1403 Lara D (Dist. 33) California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.

Location: SENATE APPR. SUSPENSE FILE

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

Current law requires the State Air Resources Board, when funding a specified class of projects, to allocate, until January 1, 2020, no less than 20% of that available funding to support the early commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology. This bill instead would require the state board, when funding a specified class of projects, to allocate, until December 31, 2030, no less than 20% of that available funding to support the early commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology. The bill would additionally include demonstration projects for integrated storage and charging management and efficient zero- and near-zero emission fueling and charging strategies as projects eligible for funding under the program.

SB 1427 Hill D (Dist. 13) Discrimination: veteran or military status.

Location: ASSEMBLY DESK

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

Current law defines specified terms, including the term “source of income,” in connection with provisions that prohibit discrimination in housing accommodations. This bill would specify that a federal Department of Housing and Urban Development Veterans Affairs Supportive Housing voucher is a source of income.

SB 1434 Leyva D (Dist. 20) Transportation electrification: electricity rate design.

Location: SENATE APPR. SUSPENSE FILE

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

Would require the PUC to direct electrical corporations with more than 100,000 service connections in California to file rate design applications, specific to transit agencies as commercial customers, that support and accelerate the deployment of zero-emission transit buses to reduce dependence on petroleum, meet air quality standards, and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. The bill would authorize an electrical corporation with 100,000 or fewer service connections in California to file rate design applications for those purposes.

SCA 6 Wiener D (Dist. 11) Local transportation measures: special taxes: voter approval.

Location: SENATE APPR. SUSPENSE FILE

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered
1st House					2nd House							

Would require that the imposition, extension, or increase by a local government of a special tax as may otherwise be authorized by law, whether a sales or transactions and use tax, parcel tax, or other tax for the purpose of providing funding for transportation purposes be submitted to the electorate by ordinance and approved by 55% of the voter voting on the proposition. The measure would authorize an ordinance submitted to the voters for approval under these provisions to provide, as otherwise authorized by law, for the issuance of bonds payable from the revenues from the special tax.

SCA 20 Glazer D (Dist. 7) Local sales taxes: online sales.

Location: SENATE APPR.

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	C	18.b
	1st House				2nd House								

Would provide that, on and after January 1, 2020, for the purpose of distributing the revenues derived under a sale tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law, the retail sale of tangible personal property by a qualified retailer, as defined, that is transacted online is instead consummated at the point of the delivery of that tangible personal property to the purchaser's address or to any other delivery address designated by the purchaser.

Position: Watch

Total Measures: 67

Total Tracking Forms: 67

Minute Action

AGENDA ITEM: 19

Date: June 6, 2018

Subject:

Proposition 1B Trade Corridors Improvement Fund Programming

Recommendation:

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

A. Approve programming \$4,973,000 in Trade Corridors Improvement Fund (TCIF) for the I-10 Corridor Contract 1 (Express Lanes) Project.

B. Authorize the Executive Director to execute the final TCIF Baseline Agreement No. 18-1001958 with the California Transportation Commission (CTC) and Caltrans for the I-10 Corridor Contract 1 (Express Lanes) Project after it is prepared by Caltrans and approved as to form by General Counsel.

Background:

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B in 2006, made \$2 billion available for infrastructure improvements along federally designated "Trade Corridors of National Significance". The TCIF program includes highway expansions, grade separations, rail capacity, and port access improvement projects.

In April 2008, the CTC adopted TCIF Programming, and the San Bernardino County region received a total of \$121 million in TCIF funds. According to the CTC-adopted TCIF program savings policy, any TCIF project savings can be reprogrammed for construction of other eligible projects within the region with CTC approval. Eligible projects must also meet the December 2019 construction contract award deadline. SBCTA has a total of \$4.973 million of TCIF savings from four different projects available for reprogramming (Table 1). These savings were made available during construction award and the final project closeout phase after project completion.

Table 1. TCIF Project Savings

Project	TCIF Savings
I-10 Cherry Avenue Interchange	\$ 2,151,000
Lenwood Road Grade Separation	\$ 965,000
Laurel Street Grade Separation	\$ 758,000
Monte Vista Grade Separation	\$ 1,099,000
TOTAL	\$ 4,973,000

Staff recommends programming \$4.973 million of TCIF savings to the I-10 Corridor Contract I (Express Lanes) Project. The project is well fitting for the TCIF program since the I-10 corridor is one of the most critical freight corridors in Southern California and is a primary freight gateway to the nation, serving the international supply chain that runs through the Ports of

Entity: San Bernardino County Transportation Authority

Board of Directors Agenda Item

June 6, 2018

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Los Angeles and Long Beach. In addition, the project will ensure the December 2019 construction deadline will be met based on the current design/build project schedule.

A TCIF project Baseline Agreement is required between SBCTA, Caltrans, and the CTC that outlines basic program requirements and commits to the project cost, scope, and schedule. Staff recommends the Board authorize the Executive Director to execute the final TCIF Baseline Agreement once it is prepared by Caltrans, and approved as to form by SBCTA General Counsel.

Financial Impact:

This item is consistent with the adopted Fiscal Year 2017/2018 budget.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the General Policy Committee on May 9, 2018.

Responsible Staff:

Andrea Zureick, Director of Fund Administration

Approved
Board of Directors
Date: June 6, 2018

Witnessed By:

San Bernardino County Transportation Authority

Minute Action

AGENDA ITEM: 20

Date: June 6, 2018

Subject:

Unmet Transit Needs Public Hearings and Findings

Recommendation:

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

- A. Review the testimony from the September 2017 Unmet Transit Needs Public Hearings.
- B. Adopt Resolution No. 18-022 for Unmet Transit Needs Findings.

Background:

During September 2017, San Bernardino County Transportation Authority (SBCTA) held two (2) public hearings for the Mountain/Desert Region in San Bernardino County in response to the Transportation Development Act (TDA) requirement to obtain testimony regarding unmet transit needs that can be reasonably met (Public Utilities Code Sections 99238.5 and 99401.5). The first meeting was held on September 18, 2017, in Hesperia, covering the upper desert region, and the second meeting was held on September 28, 2017, in Joshua Tree covering the lower desert region. The governing bodies of the Victor Valley Transit Authority (VVTA) and the Morongo Basin Transit Authority (MBTA) served as the hearing boards.

Attachment A provides a summary of the testimony received for the lower desert region and the recommendations by staff. Attachment B provides a summary of the testimony received for the upper desert region and the recommendations by staff. Resolution No. 18-022 which contains the formal findings based upon the public hearing process is attached.

Lower Desert

In the MBTA Service Area, the following were items of concern or interest for MBTA riders:

- Increase weekend service, service coverage and expand service hours - Over the next five (5) years some of the requests will be instituted as part of the MBTA Short Range Transit Plan (SRTP). However, due to funding constraints MBTA will be working with their Board of Directors to determine the best use of their resources for future improvements.
- Bus Stop Improvements – Bus stop locations and amenities will be improved as part of MBTA’s on-going bus stop improvement program. These are based on need as well as ridership usage.
- Travel Reimbursement Escort Program (TREP) – Consumers were concerned that the TREP program would be discontinued. MBTA was awarded funding for their new TREP program, and it subsequently started in January 2018.
- Appreciation of MBTA - Riders appreciated the staff and its operations.

Entity: San Bernardino County Transportation Authority

Upper Desert Region

In the VVTA Service Area, the following were items of concern for VVTA riders:

- Bus Stop Improvements – VVTA, in cooperation with the cities in the service area, has completed or will complete the bus stop requests that were identified at these hearings. Several of the stops have already been improved and or will be improved in the coming year. There are a few stops that due to their location cannot be improved.
- Route, Frequency, Increased Service, Reliability and other Service Changes/Requests – Route changes, including frequency, span of service, and commuter service, will be addressed during the Fiscal Year 2018/2019 budget process. However, due to funding constraints some route improvements will be completed in Fiscal Year 2019/2020 and Fiscal Year 2020/2021.
- Direct Access Service – VVTA Transportation Reimbursement for Individuals Program (TRIP) is available as an alternative providing mileage reimbursement for volunteer drivers for clients who are unable to use fixed-route service. This will help riders who are unable to be on the bus for long periods of time.
- BV Link/Barstow – There is a recommendation to add Sunday service. However, VVTA just implemented Saturday service. Additionally, during Fiscal Year 2018/2019 they will be adding an AM and PM trip during the weekday as well as adding a stop at California State University San Bernardino.

At this time staff does not recommend any findings of unmet needs that can be reasonably met.

Financial Impact:

This item is consistent with the adopted Fiscal Year 2017/2018 budget.

Reviewed By:

This item was reviewed and approved by the Public and Specialized Transportation Advisory and Coordination Council (PASTACC) on May 08, 2018. It was also reviewed and unanimously recommended for approval by the Transit Committee on May 10, 2018. The testimony and findings in this item were approved by Victor Valley Transit Authority on May 21, 2018, and the Morongo Basin Transit Authority on May 24, 2018. SBCTA General Counsel has reviewed this item and the Resolution.

Responsible Staff:

Andrea Zureick, Director of Fund Administration

Approved
Board of Directors
Date: June 6, 2018

Witnessed By:

ATTACHMENT A

Apr 24, 2018

Unmet Transit Needs Hearings and Testimony for Fiscal Year 2017/2018

Morongo Basin Desert Region Unmet Transit Needs Hearing, September 2017	
Testimony	Responses
Weekend Service <ul style="list-style-type: none"> Need weekend service <ul style="list-style-type: none"> Abigail Mann, 29 Palms Resident, letter Aita Baig, DAAS, letter Petition for weekend service on Route 3B signed by 124 individuals. 	<ul style="list-style-type: none"> This request should be reviewed, along with system-wide implications for expansion of weekend service, during the next Short Range Transit Plan (S RTP) development process, probably during FY 2020/21. MBTA's current <i>Focused S RTP – FY 16/17 to FY 19/20</i> does not propose weekend service for Route 3B. It is recommended that during the next S RTP process the MBTA review this request along with available funding to ensure that there is need and more importantly funding is available to support additional weekend service.
Increased Service Coverage <ul style="list-style-type: none"> Service needed from Yucca Valley to Johnson Valley Improvement Association at least once weekly. <ul style="list-style-type: none"> -Aita Baig, DAAS, letter Service needed from Yucca Valley to Pappy & Harriet's in Pioneertown. <ul style="list-style-type: none"> Aita Baig, DAAS, letter 	<ul style="list-style-type: none"> The current S RTP recommended collaboration with the voluntary organization Reach Out Morongo Basin to provide some level of service to Johnson Valley in FY 17/18, and similarly to Pioneertown. Reach Out Morongo has been providing service to Pioneertown and Johnson Valley areas for several years and most recently with a lift-equipped vehicle granted to them by MBTA's TAG program. Over the past year, Reach Out Morongo reports that trip requests from these areas have declined. No trips requests have been received during this current fiscal year. <p>It is recommended that MBTA work with Reach Out Morongo and DAAS to ensure that the line of communication is open between these two agencies. This will help DAAS have a better understanding of transit available and Reach Out Morongo will be able to connect to the riders who are in needs of this transportation.</p>

Attachment: Attachement A-180424 FINAL MBTA Testimony Responses (4778 : Unmet Transit Needs Public Hearings and Findings)

ATTACHMENT A

Morongo Basin Desert Region Unmet Transit Needs Hearing, September 2017	
Testimony	Responses
<ul style="list-style-type: none"> Requests a short route to Yucca Mesa to Yucca Valley; currently riders have to take a more circuitous route. <ul style="list-style-type: none"> Atia Baig, DAAS, letter Basin residents request more trips down the hill to the Palm Springs area <ul style="list-style-type: none"> Aita Baig, DAAS, letter Need service down Lear Ave in 29 Palms <ul style="list-style-type: none"> Steven Vandivort, call to MBTA Expand service to include Joshua Tree neighborhood routes <ul style="list-style-type: none"> Anthony Zavala, call to MBTA The 29 palms bus route going into Palm Springs should also stop in Desert Hot Springs <ul style="list-style-type: none"> Samuel, call to SBCTA Need fixed-route service down paved portions of Lear Avenue. <ul style="list-style-type: none"> James Necessary, public testimony 	<ul style="list-style-type: none"> The current SRTP does not address this. The request can be reviewed in MBTA's next SRTP process. Decreases in ridership, including on Routes 12 and 15, do not support the need to increase frequency. It is recommended that MBTA review these comments during their next SRTP process. There is a bus stop on Route 1 located Twentynine Palms Highway at Monte Vista Avenue which is 0.1 miles west of Lear Avenue and Twentynine Palms Avenue. At this time there is insufficient demand to sustain frequent service. It is recommended that MBTA review this comment during their next SRTP process. SRTP does not include any recommendations providing neighborhood service in Joshua Tree. It is recommended that MBTA review this request again if there is an increase in demand. SunLine services the Coachella Valley, which includes Desert Hot Springs. MBTA currently has a MOU in place with SunLine that limits the kinds of service that can be provided in this area. As SunLine currently provides service between Palm Springs to Desert Hot Springs, MBTA riders on Routes 12/ 15 can transfer to a SunLine route to complete their trip(s). MBTA is encouraged to re-open with SunLine a transfer arrangement for the convenience of its passengers. SRTP does not propose fixed-route service on Lear Avenue although there is a stop at Monte Vista Ave. and Twentynine Palms Highway which is 0.1 miles west of Lear at Twentynine Palms Avenue. Service down Lear Avenue can

ATTACHMENT A

Morongo Basin Desert Region Unmet Transit Needs Hearing, September 2017	
Testimony	Responses
<ul style="list-style-type: none"> Received requests to go to Indio Courts and additional services to lower desert. <ul style="list-style-type: none"> Lib Koenig, Morongo Basin Regional Council on Aging and Senior Affairs, public testimony Need to allow transfers between Ready Ride and fixed-routes for people going to college. <ul style="list-style-type: none"> Lib Koenig, public testimony 	<p>be reviewed during the next SRTP process.</p> <ul style="list-style-type: none"> MBTA service to lower desert is restricted to destinations within Palm Springs, under an agreement between MBTA and SunLine Transit. Riders must transfer onto SunLine and pay the fare to complete trips to Indio and other portions of SunLine's service area. Currently there are no plans to stop in additional areas in the lower desert but existing service connections can be clarified on MBTA's forthcoming website revision. The current SRTP recommends implementing a Copper Mountain College Free Fare Pilot Program for Spring Semester 2017. This is expected to go forward as part of the planned countywide but targeted marketing campaign supported by SBCTA and scheduled for summer and the beginning weeks of the fall 2018 semester.
<p>Increased Frequency and Expanded Service Hours</p> <ul style="list-style-type: none"> Increased frequency in afternoon from Yucca Valley to Morongo Valley. The bus currently only runs once and the 4:40 p.m. run is too late. <ul style="list-style-type: none"> Aita Baig, DAAS, letter Buses should run every 20 to 30 minutes Buses should run later for people who have night-time events. <ul style="list-style-type: none"> Aita Baig, DAAS, letter Revise schedule and increase frequency on Route 7B to provide service to the college for summer and fall semesters: At the Sky Harbor bus stop: change 7:45 time to 10:45. Add a 13:45 stop. Keep the 15:45 time. <ul style="list-style-type: none"> Janell Woods, call to MBTA 	<ul style="list-style-type: none"> The current SRTP does not include any recommendations to increase service from Yucca Valley to Morongo Valley nor has ridership reflect this need. It is recommended in the next SRTP that this is reviewed. The current SRTP does not propose to increase frequencies on bus routes or expand evening service hours. Current ridership numbers do not support the need to increase frequency or increase the span of service. Should ridership increase, it is recommended that MBTA review the cost of increasing the service. These requests should also be reviewed during the next SRTP process. Route 7B does not service the college. However, Route 1 Intercity routes starts at 6:00 a.m. from Yucca Valley, making its first stop at Copper Mountain College at 7:28 a.m., continuing hourly until 9:40 p.m. (2140 hrs.)

ATTACHMENT A

Morongo Basin Desert Region Unmet Transit Needs Hearing, September 2017	
Testimony	Responses
<ul style="list-style-type: none"> Service in Twentynine Palms should start at 6:00AM <ul style="list-style-type: none"> Alexa Martin, call to MBTA Service into the Base should start earlier, about 5 a.m. to assist people working on the base. Currently you cannot get to the Commissary earlier than 7:30 a.m. <ul style="list-style-type: none"> Lib Koenig, public testimony Ready Ride for the Desert Heights region should run a half hour longer so that people can spend more time in Yucca instead of the one hour between connections. <ul style="list-style-type: none"> James Necessary, public testimony Buses should run later especially for Route 21. There are no other services for Route 21 after hours so it should run later. <ul style="list-style-type: none"> James Necessary, public testimony I wish buses would run longer such as Route 3B. <ul style="list-style-type: none"> Yolanda Walker, public testimony 	<ul style="list-style-type: none"> The current SRTP does not include any recommendations regarding start time for Routes 3A and 3B starting one hour early at 6:00 a.m. or even earlier. During the next SRTP process these requests should be reviewed again. The current SRTP does not propose expanding service hours for Ready Ride; this could be reviewed in the next SRTP process, The current SRTP does not include an increase in service span at this time; this could be reviewed in the next SRTP process.
Bus Stop Amenities <ul style="list-style-type: none"> The bus stop in front of two County Departments (DAAS and TAD). A bench is needed as riders have to sit on the dirt or curb. <ul style="list-style-type: none"> Aita Baig, DAAS, letter All bus stops should have benches and shelters. <ul style="list-style-type: none"> Aita Baig, DAAS, letter Shelters are needed on Hwy 62 and Lanning Ln in Morongo Valley in both directions. <ul style="list-style-type: none"> Johnnie DeMarcos, call to MBTA 	<ul style="list-style-type: none"> Placing a bench on the property that is utilized by DAAS and TAD has been discussed and carefully reviewed. Significant ADA improvements will be necessary on the part of the county and property owner prior to the installation of any amenity or the transit agency could be liable to ADA litigation. At this time, MBTA and SBCTA are waiting for DAAS to oversee the necessary improvements before a bench and shelter can be installed that will be fully ADA compliant. MBTA has an ongoing bus stop improvement program based on funding availability. Bus stops are considered for improvements on the following conditions; safety, accessibility and usage and improvements made in accordance with these findings and MBTAs bus stop improvement plan guidelines.

ATTACHMENT A

Morongo Basin Desert Region Unmet Transit Needs Hearing, September 2017	
Testimony	Responses
<ul style="list-style-type: none"> Seniors would benefit from comfort stations (bathrooms) at the transfer centers. <ul style="list-style-type: none"> Lib Koenig, public testimony Would like to be able to have bicycles on the bus when coming in from Landers. Reportedly customers had to pay first. <ul style="list-style-type: none"> Lib Koenig, public testimony 	<ul style="list-style-type: none"> MBTA has limited staffing to maintain a public restroom and a lack of physical security to monitor the area including a public restroom that may be a location for illegal activity. Each MBTA fixed route bus (including Landers) has a two-position bike rack which is available on a first come first serve basis. There is no additional charge for customers who occupy a space on the bike rack. For safety reasons bicycles are not allowed to be physically placed inside the bus.
Transit Information <ul style="list-style-type: none"> Information about bus services in Wonder Valley is not available on MBTA's website or Riders Guide. <ul style="list-style-type: none"> Aita Baig, DAAS, letter Reinstate the TREP Program for seniors in unincorporated areas. <ul style="list-style-type: none"> Aita Baig, DAAS, letter Riders should be allowed to bring more bags onboard. <ul style="list-style-type: none"> Saria Bateman, letter Seniors should ride for free. <ul style="list-style-type: none"> Saria Bateman, letter 	<ul style="list-style-type: none"> MBTA will be updating its website via a current countywide transit marketing project through SBCTA. MBTA's service to Wonder Valley service certainly be included. The SRTF recommends updating printed materials and website information for Joshua Tree National Park service. A revised rider's guide is currently under development and being updating, anticipated for launch by September 2018. MBTA was awarded funding to reinstate the TREP program. MBTA commenced its TREP program in January 2018. MBTA's current policy is no more than six (6) bags with each weighing no more than 25lbs each. Additional bags may create a safety issue as the path of travel within the vehicle must be clear. There is no recommendation to change this policy at this time. MBTA is required to meet a farebox recovery of 10%. Due to this requirement they are unable to offer free fares. However, intercity route is at a 50% discount and neighborhood at 20% for seniors and disabled.

ATTACHMENT A

Morongo Basin Desert Region Unmet Transit Needs Hearing, September 2017	
Testimony	Responses
New Bus Stops <ul style="list-style-type: none"> Need a stop at the Neverland Child Care Center on Rotary Way near the college. <ul style="list-style-type: none"> Maureen Stein, Copper Mountain Community College, call to MBTA Need a stop at 3834 Lear Ave, Twentynine Palms, CA. <ul style="list-style-type: none"> Emily Helm and Jerry Phipps, Director of Facilities and Operations, CMCC, call to MBTA Would like to see a bus stop at Rose Eden Drive and Twentynine Palms. <ul style="list-style-type: none"> Kathleen Silver, Public Testimony Buses (highway bus, Route 21, and Palm Springs route) should stop at the Post Office. <ul style="list-style-type: none"> James Necessary, public testimony Buses should go back to serving the Verizon and Rite Aid instead of the new route that it takes since the new Wal-Mart Super Center opened. <ul style="list-style-type: none"> James Necessary, public testimony 	<ul style="list-style-type: none"> MBTA can review each of these stops as part of their ongoing bus stop improvement, as well as include them in the future service change plans through their next SRTP. To help with the Route 1 timing efficiencies and reduction of duplicative service, the Route 1 from Twentynine Palms takes an alternate route. It is recommended that MBTA staff include this item in the future service change through the next SRTP.
Compliment <ul style="list-style-type: none"> Ready Ride service is important and appreciated but its riders; the buses are well run and the drivers are great, knowledgeable about MBTA services. <ul style="list-style-type: none"> Lib Koenig, public testimony 	Compliments about the service are always appreciated.

ATTACHMENT B

April 23, 2018

Unmet Transit Needs Hearings and Testimony for Fiscal Year 2017/2018

Victor Valley Desert Region Unmet Transit Needs Hearing, September 2017	
Testimony	Responses
Increased Service Coverage <ul style="list-style-type: none"> Don't discontinue service from Newberry to Barstow. <ul style="list-style-type: none"> Caroline Zamora, call to SBCTA Need bus service in the Harper Lake Rd & Santa Fe Rd. on Hinkley. <ul style="list-style-type: none"> Robert Richardson, comment from TransTrak Provide service between Phelan and Adelanto through Sheep Creek Road north to El Mirage Road East. <ul style="list-style-type: none"> Michael Newmeyer, public testimony 	<ul style="list-style-type: none"> Service between Newberry and Barstow is provided through Route 29 as recommended through the VVTA's 2017 COMPREHENSIVE OPERATIONS ANALYSIS (COA). Route 29 is no longer a three-hour, dial-a-ride service. Route 29 is a deviated route service operating on three-hour headways. This service will not be discontinued. Harper Lake Road and Santa Fe Avenue is located approximately 17 miles Northwest from Route 28 at Santa Fe Avenue and Hinkley Road. At this time VVTA is unable to serve as its beyond their $\frac{3}{4}$ deviation zone and there has been limited request for this service. Fixed-route service is currently not proposed in the 2017 COA through this area due to extremely low density and related low trip demand.
New Bus Stops <ul style="list-style-type: none"> Need bus stop on Sycamore at Topaz and 395. Only 2 buses run in this area: the 21 and 54 <ul style="list-style-type: none"> Ronnie Moore, comment from TransTrak Request for new bus stop for Route 101. (Attachment provided to VVTA) <ul style="list-style-type: none"> Christopher Brosman, comment from TransTrak Need a bus stop across from the current stop at Chamberlaine & Panther. Then, if someone misses the bus they can just cross the street instead of walking all the way to the next one. Eugene Summerville, comment from TransTrak 	<ul style="list-style-type: none"> At this time VVTA does not service this location as it is beyond their $\frac{3}{4}$ deviation zone for both routes. The stop that is requested Goldstone Rd is located on the Fort Irwin Base, it is approximately 0.1 miles from the bus stop on Langford Lake Rd. This request was implemented. A stop has been installed on the southside of Chamberlaine & Panther.

Attachment: Attachment B 180423 VVTA Testimony Responses (4778 : Unmet Transit Needs Public Hearings and Findings)

ATTACHMENT B

Victor Valley Desert Region Unmet Transit Needs Hearing, September 2017	
Testimony	Responses
<ul style="list-style-type: none"> Need a bus stop on Riverside Dr. There used to be a fixed route stop on Riverside Dr. but was removed due to lack of ridership. <ul style="list-style-type: none"> Bonnie, comment from TransTrak Bus stop needed on Ridgecrest Rd. <ul style="list-style-type: none"> Mohammed K, comment from TransTrak 	<ul style="list-style-type: none"> This request was implemented. A shelter was installed at this location which is served on Route 1. VVTA is unable to create a stop at this location as it would block traffic at this location.
Extend Service Hours <ul style="list-style-type: none"> Requesting buses to run two more hours in the evening. <ul style="list-style-type: none"> Terry Martini on behalf of Katie Tramer, public testimony Request that Route 15 begin earlier so that it can connect with the buses that start service at 6:00 a.m. at 7th and Lorene. <ul style="list-style-type: none"> Terry Martini on behalf of Katie Tramer, public testimony 	<ul style="list-style-type: none"> The 2017 COA Proposed Action Plan provides details on expanding service span. Year 4 (FY 2021) proposes to increase service span to one hour earlier and one hour later each day for Routes 1 through 6 and Routes 31 through 68. This implementation will be based on VVTA Board of Directors approval. It is recommended that the VVTA review this as part of their FY21 budget and potentially include as part of this process. The 2017 COA Proposed Action Plan provides details on BV Link improvements beginning in Year 1 (FY 2018) and through subsequent years where service grows by 10% in Year 2 (FY 2019) and subsequent years. However due to budget constraints these changes will not be implemented during the next fiscal year. It is recommended to VVTA staff that they review this request and move it into FY2020.
Weekend Service <ul style="list-style-type: none"> Need Fort Irwin Service on the weekends. <ul style="list-style-type: none"> Tatiana Jackson, comment from TransTrak Route 22 should run earlier on Saturdays. <ul style="list-style-type: none"> Annett, comment from TransTrak 	<ul style="list-style-type: none"> 2017 COA does not recommend changes to NTC as this serves a niche market commuting to Fort Irwin. However during the next SRTP/COA process this suggestion will be reviewed again. The 2017 COA does not propose any changes for Route 22 at this time. However, during the next SRTP/COA process this suggestion will be received again.

ATTACHMENT B

Victor Valley Desert Region Unmet Transit Needs Hearing, September 2017	
Testimony	Responses
<ul style="list-style-type: none"> • Would like BV Link to run on Sundays. <ul style="list-style-type: none"> ○ Terry Martini, public testimony 	<ul style="list-style-type: none"> • 2017 COA includes possible Sunday service on BV Link in Year 1 (FY 2018) under the Proposed Action Plan. However due to its popularity during the week day VVTA has plan in FY2019 to add another PM and AM trip. Additionally, they BV Link will be rerouted to include Cal State San Bernardino. It is recommended that VVTA review Sunday service request during the FY2020 budget process.
Bus Stop Amenities <ul style="list-style-type: none"> • Need benches at stops between the 395 & Johnson. Passengers stand or sit in dirt. <ul style="list-style-type: none"> ○ Ramona, comment from TransTrak • Need a shelter at N. Hwy 18 and Acoma. <ul style="list-style-type: none"> ○ Alva, comment from TransTrak • Need solar lighting for stops (near the detention center) along Apple Valley Road on Route 42. <ul style="list-style-type: none"> ○ Terry Martini, public testimony • Bus stops should have seats as well as something to block the rain and heat. <ul style="list-style-type: none"> ○ Saria Batemon, letter to SBCTA 	<ul style="list-style-type: none"> • This is part of VVTA's flag down service area, because the location is rural in nature they are unable have any formal bus stops between 395 and Johnson. • A Simme-Seat has been installed at this location. • It is recommended that VVTA work on installing solar lights where possible on Route 42 as part of their ongoing bus stop improvements program. • It is recommended that VVTA continue to work with the their jurisdictions to implement passenger amenities as part of their ongoing bus stop improvements program.
General Comments <ul style="list-style-type: none"> • Expressed a concern that there is a need for transportation for people that cannot ride with the general population for too long because of comprised immune systems. <ul style="list-style-type: none"> ○ Ida Pladic, Van Connect, public testimony • Buses should run every 20-30 minutes instead of every hour or two. 	<ul style="list-style-type: none"> • VVTA provides ADA Direct Access for those who have special needs. Additionally they are working with community partners to help bridge the gap on these issues. • The 2017 COA Proposed Action Plan provides details on routes that will

ATTACHMENT B

Victor Valley Desert Region Unmet Transit Needs Hearing, September 2017	
Testimony	Responses
<ul style="list-style-type: none"> ○ Saria Batemon, letter to SBCTA 	<p>potentially improve to 30-minute frequencies beginning in year 3 (FY 2020) and in subsequent years. This implementation will be based on VVTA Board of Directors approval. It is recommended that the VVTA review this as part of their FY20 budget and potentially include as part of this process.</p>
<ul style="list-style-type: none"> • Elderly should be able to ride for free due to the hot and cold weather. <ul style="list-style-type: none"> ○ Saria Batemon, letter to SBCTA 	<ul style="list-style-type: none"> • VVTA is mandated to keep a minimum farebox of 10% in the rural and 20% in the urbanized areas. Unfortunately they cannot offer free rides but they do continue to offer discounted fares to seniors and disabled.
<ul style="list-style-type: none"> • Buses need to run longer for people that work at night. <ul style="list-style-type: none"> ○ Saria Batemon, letter to SBCTA 	<ul style="list-style-type: none"> • The 2017 COA Proposed Action Plan provides details on expanding service span or the hours a day when service is running. Year 4 (FY 2021) proposes to increase service span to one hour earlier and one hour later each day for Routes 1 through 6 and Routes 31 through 68. It is recommended that the VVTA review this as part of their FY2021 budget and potentially include as part of this process.

RESOLUTION NO. 18-022

RESOLUTION OF THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY ADOPTING UNMET TRANSIT NEEDS FINDINGS BASED ON HEARINGS HELD IN SEPTEMBER 2017

WHEREAS, the San Bernardino County Transportation Authority (SBCTA) is the designated transportation planning agency for San Bernardino County, and is therefore, responsible for the administration of funds under the Transportation Development Act (TDA), as amended; and

WHEREAS, SBCTA adopted definitions of “unmet transit needs” and “reasonable to meet” during its regular meeting of July 5, 2017; and

WHEREAS, SBCTA conducted two public hearings in September, 2017, to obtain testimony regarding unmet transit needs in the Mountain/Desert area of San Bernardino County; and

WHEREAS, SBCTA has given consideration to: the testimony received during the public hearing process pursuant to California Public Utilities Code (PUC) Sections 99238 and 99401.5; input from the Public and Specialized Transportation Advisory and Coordinating Council (PASTACC), the advisory council established pursuant to PUC Section 99238; the adequacy of public and specialized transportation contained in the most recently adopted Regional Transportation Plan; and the analysis of potential alternative public and specialized transportation services that would meet all or part of the transit demand.

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

1. There are no unmet transit needs that can be reasonably met within the Victor Valley, Upper Desert Region of San Bernardino County.
2. There are no unmet transit needs that can be reasonably met within the Morongo Basin, Lower Desert Region of San Bernardino County.

Passed and adopted by the San Bernardino County Transportation Authority at a regular meeting held on June 6, 2018.

Alan D. Wapner, SBCTA Chairperson

Attest:

Vicki Watson, SBCTA Clerk of the Board

Minute Action

AGENDA ITEM: 21

Date: June 6, 2018

Subject:

Senate Bill 1 and Transit and Intercity Rail Capital Program Competitive Application Awards

Recommendation:

Receive information on the results of Senate Bill 1 and Transit and Intercity Rail Capital Program competitive awards to San Bernardino County agencies.

Background:

As reported to the San Bernardino County Transportation Authority (SBCTA) Board in September 2017, the Road Repair and Accountability Act of 2017, Senate Bill 1 (SB1) provides the first significant, stable and on-going increase in state transportation funding in more than two (2) decades through formula allocations and various competitive programs. The Transit and Intercity Rail Capital Program (TIRCP) is funded largely by the State's Greenhouse Gas Reduction Fund (GGRF) within the Cap-and-Trade Program, but SB1 now provides an additional allocation to that program. SBCTA staff and partner agencies submitted six (6) projects requesting a total of \$409.292 million in various SB1 and TIRCP competitive programs. Below is a summary of these applications.

Project/SB1 Program	Trade Corridor Enhancement Program (TCEP)	Local Partnership Program- Competitive (LPP-C)	Solutions for Congested Corridors Program (SCCP)	Transit and Intercity Rail Capital Program (TIRCP)*	TOTAL
I-10 Corridor Contract 1 (Express Lanes) (w/ Caltrans)	\$64,000,000	\$15,000,000	\$45,000,000		\$124,000,000
Redlands Passenger Rail Project		\$17,000,000	\$65,000,000		\$82,000,000
US 395 Widening Project (w/ Caltrans)	\$24,292,000				\$24,292,000
West Valley Connector Project			\$45,000,000	\$65,000,000	\$110,000,000
Gold Line to Montclair (w/ LA Metro)				\$39,000,000	\$39,000,000
DMU to ZEMU Conversion Pilot				\$30,000,000	\$30,000,000
TOTAL	\$88,292,000	\$32,000,000	\$155,000,000	\$134,000,000	\$409,292,000

*TIRCP is funded by a combination of Cap and Trade (SB 862/ SB9) and \$250 million annually from SB1

Recommendations for SB1 and TIRCP programming were made public on April 25th and 26th of 2018. A total of \$286.86 million was recommended for SBCTA projects as follows:

- I-10 Corridor Contract 1 (Express Lanes) - \$117.831 million of TCEP, of which \$53.831 million is from the regional portion of the program and \$64 million is from the State portion of the program.
- Redlands Passenger Rail Project - \$75.831 million, of which \$10.831 million is from LPP-C and \$65 million is from SCCP.
- US 395 Widening Project - \$24.292 million of TCEP, of which \$23.292 million is from the regional portion of the program and \$1 million is from the State portion of the program.
- Gold Line to Montclair - \$39 million of TIRCP to LA Metro for the San Bernardino County portion of the Gold Line Extension.
- Diesel Multiple Unit Vehicle to Zero-Emission or Low-Emission Vehicle Conversion Pilot Program for the Redlands Passenger Rail Corridor - \$30 million of TIRCP

Additionally, the Southern California Regional Rail Authority (SCRRA) received an allocation of \$875.708 million of TIRCP for the Southern California Optimized Rail Expansion project for improvements to the Metrolink system that could ultimately result in expansion of the San Bernardino Line through double tracking segments and signal improvements. A full list of SB1 and TIRCP awards received to date by San Bernardino County agencies is attached.

Also of note, the California Transportation Commission (CTC) staff recommendations for SB1 programming included six (6) locally-sponsored projects within San Bernardino County for a total of \$76.088 million. These projects include:

- City of Rancho Cucamonga/Caltrans, Etiwanda Avenue Grade Separation - \$60 million of TCEP from the State portion of the program.
- Town of Apple Valley, RT 18 West End Widening/Phase 1 – Apple Valley Road Realignment - \$4.450 million of LPP-C
- City of Hesperia, Ranchero Road Widening - \$3.900 million of LPP-C
- City of Highland, 3rd Street/5th Street Corridor Improvements - \$1.700 million of LPP-C
- City of Rialto, Alder Avenue/Randall Avenue Roadway Improvements - \$2.291 million of LPP-C
- City of Yucaipa/City of Calimesa - \$3.747 million of LPP-C

In its recommendations, CTC staff acknowledges that “The projects not recommended for funding are, by and large, worthy projects though not as competitive for this first program cycle.” Although SBCTA’s West Valley Connector Project did not receive funding in the first cycle of SCCP competition, the opportunity exists to apply in future cycles.

Board of Directors Agenda Item

June 6, 2018

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The CTC adopted the recommended SB1 and TIRCP programming at their May 2018 meeting. SBCTA staff will work closely with CTC and Caltrans for funding allocation and the execution of Project Baseline Agreements as required by the SB1 Accountability and Transparency Guidelines.

Financial Impact:

This item is consistent with the adopted Fiscal Year 2017/2018 budget. Funds awarded will be included in future year budgets as necessary.

Reviewed By:

This item was reviewed by the Transit Committee and the Board of Directors Metro Valley Study Session on May 10, 2018, and the Mountain/Desert Policy Committee on May 18, 2018.

Responsible Staff:

Andrea Zureick, Director of Fund Administration

Approved
Board of Directors
Date: June 6, 2018

Witnessed By:

San Bernardino County Transportation Authority

Attachment 1 - Senate Bill 1 Competitive Grant Applications and Results for San Bernardino County Agencies
as of 4/26/2018

Applicant	Project	Priority	Total Project Cost (\$M)	Request (\$M)	Result
Local Partnership Program (Taxing Authority - Competitive) - \$253M Available					
SBCTA	Redlands Passenger Rail Project	1	282.277	17.000	10.831
SBCTA	I-10 Corridor Contract 1 (Express Lanes)	2	625.400	15.000	0.000
Total				32.000	10.831
Percent of Total Available				12.6%	4.3%
Total Statewide Request				701.975	
Local Partnership Program (Local Transportation Fees - Competitive) - \$56M Available					
Apple Valley	Highway 18 West End Widening - Phase 1 - Apple Valley Road Realignment	N/A	8.910	4.450	4.450
Hesperia	Ranchero Road Widening Project	N/A	37.000	3.900	3.900
Highland	SR 210/Base Line Interchange Improvements	1	24.355	3.450	0.000
Highland	3rd Street/5th Street Corridor Improvements	2	7.057	1.700	1.700
Rancho Cucamonga	Advanced Traffic Management System - Phase 1	N/A	5.720	2.860	0.000
Rialto	Alder Avenue and Randall Avenue Roadway Improvements Project	N/A	4.582	2.291	2.291
San Bernardino County	Road Maintenance in the Trona and Spring Valley Lake Areas	1	6.776	3.388	0.000
San Bernardino County	Road Maintenance in the San Bernardino and Chino Areas	2	5.100	2.550	0.000
San Bernardino County	Road Maintenance in the Lucerne Valley and Phelan Areas	3	4.711	2.356	0.000
Yucaipa/Calimesa	County Line Road Transportation Corridor	N/A	10.050	3.747	3.747
Total				30.692	16.088
Percent of Total Available				54.8%	28.7%
Total Statewide Request				206.834	
Trade Corridor Enhancement Program - \$1.34B Available					
Rancho Cucamonga/Caltrans	Etiwanda Avenue Grade Separation	N/A	60.000	60.000	60.000
SBCTA/Caltrans	I-10 Corridor Contract 1 (Express Lanes)	1	625.400	64.000	117.831
SBCTA/Caltrans	US 395 Widening from SR 18 to Chamberlaine Way	2	55.321	24.292	24.292
Yucaipa/Calimesa	I-10/County Line Road Interchange	N/A	8.800	6.160	0.000
Total				154.452	202.123
Percent of Total Available				11.5%	15.1%
Total Statewide Request				1,957.38	
Solutions for Congested Corridors Program - \$1B Available					
SBCTA	Redlands Passenger Rail Project	1	282.277	65.000	65.000
SBCTA/Caltrans	I-10 Corridor Contract 1 (Express Lanes)	2	625.400	45.000	0.000
SBCTA	West Valley Connector Bus Rapid Transit Project - Phase 1	3	133.312	45.000	0.000
Total				155.000	65.000
Percent of Total Available				15.5%	6.5%
Total Statewide Request				2,535.016	
Transit and Intercity Rail Capital Program - \$2.4B Available					
High Desert Corridor JPA	High Desert Corridor Rail Project	N/A	1,760.730	1,000.000	0.000
SBCTA	Diesel Multiple Unit Vehicle to Zero- or Low-Emission Vehicle Conversion	1	30.000	30.000	30.000
SBCTA	West Valley Connector Bus Rapid Transit Project - Phase 1	2	221.525	65.000	0.000
LA Metro	Gold Line to Montclair	N/A	78.000	39.000	39.000
Total				1,134.000	69.000
Percent of Total Available				47.3%	2.9%
Total Statewide Request				10,920.136	
Active Transportation Program Cycle 3 Augmentation - \$136.621M Available					
Apple Valley	Apple Valley South - Safe Routes to School	N/A	4.294	3.703	3.703
Apple Valley	Bear Valley Road Class 1 Bike Path Connector	N/A	0.999	0.792	0.792
Big Bear Lake	Alpine Pedal Path Rathbun Creek Extension	N/A	0.986	0.788	0.788
Chino Hills	Los Serranos Sidewalk Infrastructure Improvements	N/A	1.603	1.603	0.000
Colton	West Colton Safe Routes to School Project	N/A	3.145	0.547	0.000
Fontana	Fontana Safe Routes to Schools Pedestrian Improvements	N/A	1.918	1.918	1.918
Fontana	San Sevaine Trail Connectivity Phase 2	N/A	1.506	4.478	0.000
Ontario	Sultana Elementary and De Anza Middle School Ped	N/A	1.506	1.278	1.278
Rancho Cucamonga	City of Rancho Cucamonga - 6th Street Cycle Track	N/A	1.573	1.305	0.000
Redlands	East Valley Corridor Bike Route Interconnect Project	N/A	2.640	0.049	0.049
Rialto	Cactus Avenue Multi-Use Path	N/A	1.760	1.260	1.260
San Bernardino County	San Sevaine Trail Phase 3	N/A	6.787	6.687	0.000
San Bernardino County	Sunburst Avenue Class II Bike Lanes, Joshua Tree	N/A	1.118	1.118	1.118
Victorville	Arrowhead Drive/Seventh Avenue Complete Streets	N/A	2.303	1.329	1.329
Yucaipa	Safe Routes to Dunlap Elementary School	N/A	0.532	0.402	0.402
Total				27.257	12.637
Percent of Total Available				20.0%	9.2%

Applicant	Project	Priority	Total Project Cost (\$M)	Request (\$M)	Result
Sustainable Communities Plannning Grants FY17/18 - \$12.5M Available					
Omnitrans	Bus Electrification Feasibility Plan	N/A		0.225	0.000
Ontario	City of Ontario Active Transportation Plan	N/A		0.400	0.000
Redlands	Redlands Transit Village Plans	N/A		0.600	0.600
Rialto	Rialto Active Transportation Plan	N/A		0.200	0.200
Rialto	Agua Mansa Industrial Corridor Comprehensive Study	N/A		0.250	0.000
SBCTA	Comprehensive Pedestrian Sidewalk Connectivity Plan	N/A		0.600	0.600
VVTA	VVTA Rural Carshare Program Study	N/A		0.071	0.000
Yucaipa	Freeway Corridor Specific Plan Update	N/A		0.219	0.000
Total				2.565	1.400
Percent of Total Available				20.5%	11.2%
Sustainable Communities Plannning Grants FY18/19 - \$17M Available (\$12M from SB 1)					
SBCTA/RCTC	Inland Empire Comprehensive Corridor Plans	N/A		0.500	5/2018
Total Request				0.500	
Percent of Total Available				2.9%	
Total Statewide Request				(Statewide list of submittals not yet available)	
Climate Change Adaptation Plannning Grants FY17/18 - \$7M Available					
SBCTA/WRCOG	Regional Climate Adaptation Toolkit for Transportation Infrastructure Phase 1	N/A		0.683	0.683
Total				0.683	0.683
Percent of Total Available				9.8%	9.8%
Climate Change Adaptation Plannning Grants FY18/19 - \$7M Available					
(Statewide list of submittals not yet available - SBCTA did not submit a grant application)					

Minute Action

AGENDA ITEM: 22

Date: June 6, 2018

Subject:

Allocation of Major Local Highway Program Funds to City of Twentynine Palms

Recommendation:

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

A. Reallocate \$23,697 in unused Major Local Highway Program funds from Funding Agreement 15-1001090 to Funding Agreement 18-1001935 with the City of Twentynine Palms for the State Route 62 at Lear Avenue Traffic Signal Project.

B. Allocate \$30,000 in Morongo Basin Major Local Highway Program funds to the City of Twentynine Palms for the State Route 62 at Lear Avenue Traffic Signal Project.

C. Approve Funding Agreement 18-1001935 in the amount of \$53,697 with the City of Twentynine Palms for the State Route 62 at Lear Drive Traffic Signal Project.

D. Allow any construction phase invoice to be eligible for reimbursement under this contract.

Background:

The Lear Avenue Traffic Signal project was nominated by the City of Twentynine Palms and approved by the subarea representatives via email on May 15, 2014. The request to increase the allocation by \$30,000 was approved by the subarea representatives via email on March 5, 2018.

The original agreement No. 15-1001090 for the project expired on December 31, 2017. The City was unable to provide sufficient backup for their reimbursement request before the expiration date. The City has requested they be allowed to submit for reimbursement under this agreement of the \$23,697 in eligible construction phase invoices that would have been reimbursed under the original agreement.

The project is under construction to install a traffic signal at the intersection of State Route 62 and Lear Avenue in the City of Twentynine Palms. The cost of construction has increased by \$30,000 due to the unforeseen relocation of utility poles by Southern California Edison(SCE), once for the power lines and later for the communication lines.

The project was originally expected to be completed by the end of 2017. The start of construction was delayed for two reasons: (1) the Caltrans permit process with its new requirements to design handicap ramps and traffic striping with detailed survey information, and (2) SCE requiring additional time to design the pole relocation and to actually relocate their poles. Construction on the project is now expected to be completed by Fall 2018.

Financial Impact:

This item is consistent with the adopted Fiscal Year 2017/2018 budget.

Entity: San Bernardino County Transportation Authority

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Reviewed By:

This item was reviewed by the Mountain/Desert Policy Committee on May 18, 2018, without a quorum present. The Morongo Basin subarea partner agencies approved the allocation. SBCTA General Counsel and Procurement Manager have reviewed this item and draft contracts.

Responsible Staff:

Andrea Zureick, Director of Fund Administration

Approved
Board of Directors
Date: June 6, 2018

Witnessed By:

San Bernardino County Transportation Authority

Contract Summary Sheet

22.a

General Contract Information

Contract No: 18-1001935 Amendment No.: _____ Vendor No.: 02201
 Vendor/Customer Name: _____ City of Twentynine Palms Sole Source? ☐ Yes ☒ No
 Description: Funding Agreement for Lear Avenue Traffic Signal
 Start Date: 06/06/2018 Expiration Date: 06/30/2019 Revised Expiration Date: _____
 Has Contract Term Been Amended? ☒ No ☐ Yes - Please Explain _____
 List Any Related Contracts Nos.: 15-1001090

Dollar Amount			
Original Contract	\$ 53,697.00	Original Contingency	\$ -
Revised Contract (Inclusive of Prior Amendments)	\$ -	Revised Contingency (Inclusive of Prior Amendments)	\$ -
Current Amendment	\$ -	Contingency Amendment	\$ -
TOTAL CONTRACT VALUE	\$ 53,697.00	TOTAL CONTINGENCY VALUE	\$ -
		TOTAL DOLLAR AUTHORITY (Contract Value and Contingency)	\$ 53,697.00

Contract Authorization

☐ Executive Director Date: _____
 Executive Director Action: _____
☒ Board of Directors Date: 06/06/2018
 Board of Directors Action: Approve Agreement No. 18-1001935

☒ Contract Management: Payable/Miscellaneous

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

☐ Contract Management: Receivable

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

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

Additional Information

Project Manager: Ellen Pollema

Attachment: CSS (4781 : Allocation of Major Local Highway Program Funds to City of Twentynine Palms)

PROJECT FUNDING AGREEMENT NO. 18-1001935

BETWEEN

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND

CITY OF TWENTYNINE PALMS

FOR

LEAR AVENUE TRAFFIC SIGNAL PROJECT

CONSTRUCTION

THIS Project Funding Agreement (“Agreement”) is made and entered into this June 6, 2018, by and between the San Bernardino County Transportation Authority (hereinafter referred to as “SBCTA”) and the City of Twentynine Palms (hereinafter referred to as “CITY”). SBCTA and CITY shall be individually or collectively, as applicable, known as “Party” or “Parties.”

RECITALS

- A. The Measure I 2010-2040 Expenditure Plan and the Morongo Basin Subarea transportation planning partners have identified projects eligible for funding from Measure I 2010-2040 Morongo Basin Subarea Major Local Highway Program (“MLHP”); and
- B. Lear Avenue Traffic Signal Project (“PROJECT”) is one of the projects identified as eligible for such funding and is described more fully in Attachment A; and
- C. SBCTA has determined that the PROJECT is eligible to receive the Morongo Basin Subarea MLHP funds; and
- D. The City of Twentynine Palms is the lead agency for the PROJECT; and
- E. On September 3, 2014, SBCTA’s Board of Directors approved allocation of \$250,000 in Morongo Basin Subarea MLHP funds for the PROJECT of which \$226,303 was reimbursed to CITY under Agreement No. 15-1001090; and
- F. On December 31, 2017, Agreement No. 15-1001090 expired prior to the completion of construction; and

G. On June 6, 2018, SBCTA's Board of Directors reallocated \$23,697 of unspent Morongo Basin Subarea MLHP funds for the PROJECT from Agreement 15-1001090 to this Agreement; and

H. On June 6, 2018, SBCTA's Board of Directors approved an additional allocation of \$30,000 in Morongo Basin Subarea MLHP funds for the PROJECT; and

I. PROJECT WORK is defined as the Construction Phase of the PROJECT; and

J. This Agreement is to be carried out in accordance with the policies in the Measure I 2010-2040 Strategic Plan; and

K. Parties desire to proceed with the PROJECT WORK in a timely manner; and

L. This Agreement is intended to delineate the duties and funding responsibilities of the Parties for the PROJECT WORK; and

M. SBCTA and CITY are entering into this Agreement with the understanding that SBCTA will reimburse CITY for eligible PROJECT WORK expenditures with MLHP funds.

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

SECTION I

SBCTA AGREES:

1. To reimburse CITY for the actual cost of the PROJECT WORK up to a maximum of \$53,697 in MLHP funds. An estimate of costs for the PROJECT WORK is provided in Attachment B. SBCTA shall have no further responsibilities to provide any funding for the PROJECT WORK exceeding this amount unless an amendment to this Agreement is approved by the Parties.
2. To reimburse CITY within thirty (30) days after CITY submits an original and two copies of the signed invoices in the proper form covering those actual allowable PROJECT WORK expenditures that were incurred by CITY up to a maximum of \$53,697, consistent with the invoicing requirements of the Measure I 2010-2040 Strategic Plan, including backup information. Invoices may be submitted to SBCTA as frequently as monthly.
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 SBCTA when planning and conducting additional audits.

4. SBCTA shall assign a project liaison for the purpose of attending Project Development Team (PDT) meetings.

SECTION II

CITY AGREES:

1. To be the lead agency for PROJECT WORK and to diligently undertake and complete in a timely manner the Scope of Work for the PROJECT WORK as shown in Attachment A.
2. To be responsible for expending that portion of allocated MLHP funds on eligible PROJECT WORK expenses for an amount not to exceed \$53,697 in MLHP funds unless this Agreement is amended and approved increasing PROJECT WORK costs. Reimbursement by SBCTA shall be in accordance with Section I, Paragraph 2. Additionally, expenses relative to time spent on the PROJECT WORK by CITY staff are considered eligible PROJECT expenses and may be charged to the PROJECT, subject to SBCTA's guidelines.
3. To abide by all applicable SBCTA, CITY, State, and Federal laws, regulations, policies and procedures pertaining to the PROJECT WORK.
4. To prepare and submit to SBCTA an original and two copies of signed invoices for reimbursement of eligible PROJECT WORK expenses. Invoices may be submitted to SBCTA as frequently as monthly.
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 SBCTA or until audit resolution is achieved, whichever is later, and to make all such supporting information available for inspection and audit by representatives of SBCTA during normal business hours at CITY. Copies will be made and furnished by CITY upon written request by SBCTA.
6. To establish and maintain an accounting system conforming to Generally Accepted Accounting Principles (GAAP) to support CITY's requests 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, indirect cost allocation, and other allowable expenditures by CITY.
7. To prepare a Final Report of Expenditures, including a final invoice reporting the actual eligible PROJECT WORK costs expended for those activities described in the work activities, and to submit that Final Report of Expenditures and final invoice no later than one hundred twenty (120) days following the completion of those expenditures. An original and two copies of the Final Report of Expenditures shall be submitted to SBCTA and must state that these PROJECT WORK funds were used in

conformance with this Agreement and for those PROJECT WORK-specific work activities described.

8. To cooperate in having a PROJECT-specific audit completed by SBCTA, at SBCTA's option and expense, upon completion of the PROJECT WORK. The audit must state that all funds expended on the PROJECT WORK were used in conformance with this Agreement.
9. To repay to SBCTA any reimbursement for Measure I costs that are determined by subsequent audit to be unallowable within one hundred twenty (120) days of CITY receiving notice of audit findings, which time shall include an opportunity for CITY to respond to and/or resolve the findings. Should the findings not be otherwise resolved and CITY fail to reimburse moneys due SBCTA within one hundred twenty (120) days of audit findings, or within such other period as may be agreed between both Parties, the SBCTA reserves the right to withhold future payments due CITY from any source under SBCTA's control.
10. To include SBCTA in Project Development Team (PDT) meetings if and when such meetings are held and in related communications on PROJECT WORK progress, to provide at least quarterly schedule updates to SBCTA, and to consult with SBCTA on critical issues relative to the PROJECT WORK.

SECTION III

IT IS MUTUALLY AGREED:

1. To abide by all applicable Federal, State and Local laws and regulations pertaining to the PROJECT WORK, including policies in the applicable program in the Measure I 2010-2040 Strategic Plan, as amended, as of the Effective Date of this Agreement.
2. The final PROJECT WORK cost may ultimately exceed current estimates of PROJECT WORK cost. Any additional eligible costs resulting from unforeseen conditions over the estimated total of the PROJECT WORK cost shall be borne by CITY unless prior authorization has been approved by the SBCTA Board of Directors pursuant to Section III, Paragraph 3 of this Agreement.
3. In the event CITY determines PROJECT WORK costs may exceed the not to exceed amount identified in Section I, Paragraph 1, CITY shall inform SBCTA of this determination and thereafter the Parties shall work together in an attempt to agree upon an amendment to the CITY PROJECT WORK amounts identified in this Agreement. In no event, however, shall SBCTA be responsible for PROJECT WORK costs in excess of the amounts identified herein absent a written amendment to this Agreement that is approved by the Parties.
4. Eligible PROJECT WORK 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 or interest.

5. Neither SBCTA 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 SBCTA, 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. CITY's indemnification obligation applies to SBCTA's "active" as well as "passive" negligence but does not apply to SBCTA's "sole negligence" or "willful misconduct" within the meaning of Civil Code Section 2782.
6. Neither CITY 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 SBCTA under or in connection with any work, authority or jurisdiction delegated to SBCTA under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, SBCTA shall fully defend, indemnify and save harmless CITY, 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 SBCTA under or in connection with any work, authority or jurisdiction delegated to SBCTA under this Agreement. SBCTA's indemnification obligation applies to CITY's "active" as well as "passive" negligence but does not apply to CITY's "sole negligence" or "willful misconduct" within the meaning of Civil Code Section 2782.
7. In the event CITY and/or SBCTA is found to be comparatively at fault for any claim, action, loss or damage which results from their respective obligations under this AGREEMENT, CITY and/or SBCTA shall indemnify the other to the extent of its comparative fault.
8. This Agreement will be considered terminated upon reimbursement of eligible costs by SBCTA or June 30, 2019, whichever is sooner, provided that the provisions of Paragraphs 5, 6, 7, 8, and 9 of Section II, and Paragraphs 5, 6 and 7 of Section III, shall survive the termination of this Agreement. The Agreement may also be terminated by SBCTA, in its sole discretion, in the event the PROJECT WORK described in Attachment A has not been initiated by CITY within twelve (12) months of the Effective Date of this Agreement.
9. SBCTA may terminate this Agreement if CITY fails to perform according to the terms of this Agreement and if this failure jeopardizes the delivery of the CITY PROJECT WORK according to the terms herein.
10. The Recitals to this Agreement are true and correct and are incorporated into this Agreement.

11. Attachment A, The Lear Avenue Traffic Signal Project (Description of Project and Milestones), and Attachment B, Lear Avenue Traffic Signal Project (Summary of Estimated Costs for Right of Way and Utility Relocation), are attached to and incorporated into this Agreement.
12. This Agreement may be signed in counterparts, each of which shall constitute an original.
13. This Agreement is effective and shall be dated on the date executed by SBCTA.

-----SIGNATURES ON FOLLOWING PAGE-----

IN WITNESS WHEREOF, the Parties have executed this Agreement by their authorized signatories below.

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

CITY OF TWENTYNINE PALMS

By: _____
Alan D. Wapner, President
Board of Directors

By: _____
McArthur Wright
Mayor

Date: _____

Date: _____

APPROVED AS TO FORM

APPROVED AS TO FORM:

By: _____
Eileen Monaghan Teichert
SBCTA General Counsel

By: _____
City Attorney

Date: _____

By: _____
Jeffery Hill
Procurement Manager

Date: _____

Attachment: 18-1001935 Lear Ave (4781 : Allocation of Major Local Highway Program Funds to City of Twentynine Palms)

Attachment A

LEAR AVENUE TRAFFIC SIGNAL PROJECT

PROJECT WORK

Description of Project and Milestones

PROJECT DESCRIPTION	The project includes the construction of a new traffic signal at the intersection of State Route 62 and Lear Avenue in the City of Twentynine Palms. The warrant study for this location was prepared by Caltrans. City engineering staff requested Caltrans Traffic Operations Division to share cost of the project on a 50-50% basis. On March 11, 2014, the City Council approved the cooperative agreement with Caltrans that authorized the City to be the lead agency.	
PROJECT MILESTONE		BASELINE
Begin Environmental (PA&ED) Phase		July 2014
End Environmental Phase (PA&ED Milestone)		March 2015
Begin Design (PS&E) Phase		March 2015
End Design Phase (Ready to List for Advertisement Milestone)		May 2015
Begin Right of Way Phase		May 2015
End Right of Way Phase (Right of Way Certification Milestone)		November 2015
Begin Construction Phase (Contract Award Milestone)		January 2016
End Construction Phase (Construction Contract Acceptance Milestone)		August 2018
Begin Closeout Phase		September 2018
End Closeout Phase (Closeout Report)		November 2018

CONSTRUCTION WORK REMAINING TO BE PERFORMED:

March 31, 2018- Caltrans approves new pole schedule
 April 1, 2018- Contractor orders poles
 July 1, 2018- install poles
 August 1, 2018- Complete civil work construction, punch list
 September 1, 2018- Final inspection
 November 1, 2018- Final reports, Council approval

ATTACHMENT B

LEAR AVENUE TRAFFIC SIGNAL PROJECT

Summary of Estimated Costs

Component	Total Cost	SBCTA Share*	CALTRANS Share	CITY Share
Construction	\$616,735	\$280,000	250,000	\$86,735

*SBCTA's share can be from sources under control of SBCTA including, but not limited to, Measure I Major Local Highways Program (MLHP), State Transportation Improvement Program (STIP), Surface Transportation Program (STP), or other funds without necessitating an amendment of this Agreement. SBCTA previously reimbursed \$226,303 under Agreement No. 15-1001090.

Minute Action

AGENDA ITEM: 23

Date: June 6, 2018

Subject:

I-15/Ranchero Road Interchange Loan Agreement with the City of Hesperia

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority approve Contract No. 17-1001629, a term loan agreement in the amount of \$18,762,403.05 with the City of Hesperia for the I-15/Ranchero Road Interchange Project, pursuant to existing Contract C12219 with the City of Hesperia and Victor Valley Policy 40013 VVMLH-32, which contains a provision that a \$2,750 loan fee for Lender's additional costs of administering the Term Loan will be paid by the City upon execution of the agreement.

Background:

On April 4, 2012, the Board of Directors approved Construction Cooperative Agreement C12219 with the City of Hesperia defining the roles, responsibilities, and funding sources for all phases of the I-15/Ranchero Road Interchange Project. Under the terms of the agreement, the San Bernardino County Transportation Authority (SBCTA) would become the lead agency for the construction phase of the project. Also, the City of Hesperia agreed to pay SBCTA the remaining unpaid local share of project costs with development impact fees upon acceptance of the project by Caltrans.

On January 9, 2013, Amendment 1 to C12219 was approved by the Board clarifying the responsibilities of the parties for three utility relocations necessary for the project. Amendment 2 was approved on December 20, 2016, extending the termination date to June 30, 2017. Amendment 3 was approved on June 30, 2017, extending the termination date to December 30, 2017, and Amendment 4 was approved on December 21, 2017, extending the termination date to June 30, 2018, allowing time to complete the Term Loan Agreement.

As the City was unable to pay the remaining unpaid local share of project costs at the time Caltrans accepted the Project on December 18, 2015, Section III, paragraph 8 of C12219 allowed that the amount due would be considered a loan to City by SBCTA. The City will have ten years to pay back the loan, with interest, with payments made on an annual basis. Interest will be calculated annually on any unpaid balance at the same rate as applied to the State of California Local Agency Investment Fund. Besides the Development Impact Fee loan principal amount, there is a \$2,750 loan fee for administrative costs due and payable upon execution of the agreement.

The loan follows the Development Mitigation Fair Share Loans and Loan Repayment Program under Victor Valley Policy 40013/VVMLH-32 and the loan template dated May 4, 2016, with modifications to account for the differing circumstances of this repayment schedule as the loan program was developed to cover local shares of project costs during construction rather than after.

After final reconciliation, the project cost is \$57,306,781.42. The City of Hesperia's share of the project, after buy-downs, is \$31,359,075.23. The City paid a total of \$12,596,672.18, leaving a

Entity: San Bernardino County Transportation Authority

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balance due SBCTA of \$18,762,403.05. The City of Hesperia was solely responsible for the costs of the new wastewater facilities constructed and full payment of \$432,760 was received by SBCTA from the City for these facilities.

Table 1 summarizes the cost shares:

Table 1: Identification of Cost Shares by Agency

Total Cost Splits per Shares			
Total Project Cost	\$ 58,479,892.69	SBCTA Share	CITY Share W/O SBCTA PM & Sewer cost
Plus CHP Cost	\$ 3,903.30		
Plus Add'l PM	\$ 7,089.37		
Minus Fire Refund	\$ (8,042.52)		
Minus SCE Refund	\$ (1,176,061.42)		
Final Project Cost	\$ 57,306,781.42		
Minus IMD Buydown	\$ (2,892,902.62)		
Minus Add'l IMD	\$ (114,657.40)		
Minus SBCTA PM	\$ (315,317.51)		
Minus Add'l PM	\$ (7,089.37)		
remainder to split	\$ 53,976,814.52	\$ 22,940,146.17	\$ 31,036,668.35

SBCTA Funding Summary	
SBCTA share	\$ 22,940,146.17
CMIA	\$ (20,000,821.94)
SLPP	\$ (4,321,459.56)
STIP/RIP	\$ (14,229,998.55)
STIP/RIP Adjustment	\$ (120,275.62)
VV MLH (4230 MSI & 6310 BOND)	\$ (5,745,780.97)
MLH Adjustment	\$ 170,764.18
SCE Refund	\$ 499,826.10
Deposit balance applied against loan balance	\$ 2,045,197.14
Balance Due	\$ (18,762,403.05)

City Funding	
City Share	\$ 31,036,668.35
Project Mgmt Costs	\$ 322,406.88
Total City Cost	\$ 31,359,075.23
Amount Paid by City	\$ (9,596,672.18)
Balance Due	\$ 21,762,403.05
Deposit paid by City	\$ (3,000,000.00)
Balance Due (Loan)	\$ 18,762,403.05

Sewer Costs (Non-Participating)	\$ 432,760.00
----------------------------------	---------------

Per the terms of the agreement, on an annual basis the City will transfer to SBCTA at least one-tenth of the loan amount plus interest until the loan amount is paid in full using developer fees. If the City is not able to make a payment, SBCTA will withhold Measure I pass-through funds in San Bernardino County Transportation Authority

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June 6, 2018

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the amount of the required payment. These funds will be available to use in the delivery of Victor Valley Major Local Highway Program projects. Any pass-through funds used to fulfill the loan obligation are required to be repaid with developer fees over time. As payments are received in excess of the required annual payment, the pass-through funds will be released to the City. If repayment to the pass-through fund does not occur by the end of Measure I 2010-2040, the repayment obligation to the pass-through funds will be considered fulfilled given that sufficient development has not occurred.

The Agreement was approved at the May 1, 2018 Hesperia City Council Meeting, with the revised Exhibit B approved by the Council on May 15, 2018.

Financial Impact:

There is no financial impact on the Fiscal Year 2017/2018 Budget.

Reviewed By:

This item was reviewed by the Mountain/Desert Policy Committee on May 18, 2018, without a quorum present. SBCTA General Counsel has reviewed this item and the draft agreement.

Responsible Staff:

Andrea Zureick, Director of Fund Administration

Approved
Board of Directors
Date: June 6, 2018

Witnessed By:

San Bernardino County Transportation Authority

Contract Summary Sheet

23.a

General Contract Information

Contract No: 17-1001629 Amendment No.: _____ Vendor No.: 01000
 Vendor/Customer Name: _____ City of Hesperia Sole Source? ☐ Yes ☐ No
 Description: I-15/Ranchero Road Interchange Term Loan Agreement
 Start Date: 06/06/2018 Expiration Date: 03/15/2028 Revised Expiration Date: _____
 Has Contract Term Been Amended? ☒ No ☐ Yes - Please Explain _____
 List Any Related Contracts Nos.: C12219

Dollar Amount			
Original Contract*	\$ 18,765,153.05	Original Contingency	\$ -
Revised Contract (Inclusive of Prior Amendments)	\$ -	Revised Contingency (Inclusive of Prior Amendments)	\$ -
Current Amendment	\$ -	Contingency Amendment	\$ -
TOTAL CONTRACT VALUE	\$ 18,765,153.05	TOTAL CONTINGENCY VALUE	\$ -
*Includes Loan Amount of \$18,762,403.05 and Loan Fee of \$2,750.00		TOTAL DOLLAR AUTHORITY (Contract Value and Contingency)	\$ 18,765,153.05

Contract Authorization

☐ Executive Director Date: _____
 Executive Director Action: _____
☒ Board of Directors Date: 06/06/2018
 Board of Directors Action: Approve Term Loan Agreement 17-1001629

Contract Management: Payable/Miscellaneous

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

Contract Management: Receivable

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

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

Additional Information

Project Manager: Ellen Pollema

Attachment: Contract Summary Sheet (4780 : I-15/Ranchero Road Interchange Term Loan Agreement)

TERM LOAN AGREEMENT

CITY OF HESPERIA

I-15/RANCHERO ROAD INTERCHANGE PROJECT

CONTRACT 17-1001629

This Term Loan Agreement, nominally dated June 6, 2018, is entered into on the Effective Date by and between the City of Hesperia (Borrower) and the San Bernardino County Transportation Authority (Lender or SBCTA). Borrower and Lender may, from time to time in this Agreement, be referred to individually as a “Party” and collectively as the “Parties.”

RECITALS

- A. On April 4, 2012, Borrower and Lender entered into Contract No. C12219 setting forth the funding and other obligations of Borrower and Lender for all phases of the I-15/Ranchero Interchange Project in the City of Hesperia.
- B. Contract No. C12219, as amended January 9, 2013, December 20, 2016, June 30, 2017, and December 21, 2017, obligates Borrower to fund the Local Share of Project Costs (defined below) in an amount not to exceed \$31,359,075.23, of which \$12,596,672.18 has been paid to date.
- C. Under the terms of C12219 Borrower agreed to pay SBCTA the remaining unpaid Local Share of Project Costs with Development Impact Fees (DIF) upon Caltrans’ acceptance of the Project, which acceptance occurred December 18, 2015.
- D. Also, under the terms of C12219 the Parties agreed that if Borrower did not have sufficient DIF to pay the unpaid Local Share balance by December 18, 2015, that the Parties would enter into a loan agreement.
- E. On January 6, 2016, Lender’s Board of Directors established a Development Mitigation Fair Share Loans and Loan Repayment program under VICTOR VALLEY MAJOR LOCAL HIGHWAYS PROGRAM Measure I Strategic Plan Policy 400013, sub-policy VVMLH-32.
- F. Borrower does not have sufficient DIF at this time and has requested that Lender permit Borrower to repay the unpaid Local Share of Project Costs through a loan generally under the terms of Policy 40013, VVMLH-32 in an amount not to exceed \$18,762,403.05 with interest accruing from the Project acceptance date at the State of California Local Agency Investment Fund rate in equal principal payments over a ten-year period.

G. The Parties desire to supersede the loan terms of C12219 with the loan terms contained in this Term Loan Agreement.

H. The terms of this Term Loan Agreement will apply if in conflict with those found in Policy 40013, VVMLH-32.

In consideration of the mutual covenants and agreements contained herein, and other good and valuable consideration, the receipt of which is acknowledged by the Parties to this Agreement, it is agreed as follows:

ARTICLE ONE--DEFINITIONS

The following terms used in this Agreement shall have the meanings set out below and these definitions shall be applicable to both the singular and plural forms of the defined terms:

Agreement means this Term Loan Agreement, nominally dated June 6, 2018, entered into between Borrower and Lender, as it may be amended from time to time.

Agreement Termination Date means the date as described in Section 3.9.

Annual Payment means an amount equal to one-tenth of the Original Loan Amount (one million eight hundred seventy-six thousand two hundred forty dollars and thirty-one cents (\$1,876,240.31)) plus Interest payable in arrears.

Borrower means the City of Hesperia, a California city and municipal corporation.

Collateral means Borrower's Uncommitted Development Impact Fees and Borrower's Measure I Local Streets Program funds up to the Loan Amount, as more fully described in Exhibit "A".

Contract No. C12219 or C12219 means the Contract as amended by Amendment Nos. 1, 2, 3, and 4 between the City of Hesperia and the San Bernardino County Transportation Authority for the Preliminary Engineering and Environmental Document, Plans Specifications and Estimate, Right-of-Way, and Construction Phases of the I-15/Ranchero Road Interchange Project.

Cost Buy-Down for Project means Federal, State or other funds, besides Local Share and Public Share funds, which buy down the Project Costs pursuant to Victor Valley Major Local Highways Program Policy 40013 IV.J. after which the Local Share and Public Share are applied.

Development Impact Fees or **DIF** means the revenues generated by Borrower's locally-adopted development financing mechanism to mitigate development's impacts on transportation by making fair share contributions for transportation facilities needed as a result of development, as required by Measure I, including without limitation proceeds from a Community Facilities District or other development-based sources.

Development Mitigation Annual Report means the annual report prepared by local jurisdictions in the urbanized areas of San Bernardino County as part of the SBCTA Development Mitigation Program that provides information on what development has occurred, the amount of development mitigation revenue collected and the amount of development mitigation revenue expended on projects contained in the Nexus Study.

Draw means an advance made by Lender from Borrower's Local Streets Program funds in order to pay for the Local Share of Project Costs as part of the Loan Amount.

Effective Date means the date this Agreement is executed by Lender.

Interest means an amount calculated annually on any unpaid Original Loan Amount at the same percentage rate payable on investments in the State of California Local Agency Investment Fund (LAIF) during the twelve month period ending each December 31, as set forth in the December 31st LAIF Quarterly Apportionment Rates schedule, for the period preceding the Annual Payment due date.

Lender means the San Bernardino County Transportation Authority.

Lien means any voluntary or involuntary security interest, mortgage, pledge, claim, charge, encumbrance, and intra-fund borrowing commitment, covering all or any part of the Collateral.

Loan Amount means the total of the Original Loan Amount and the Measure I Loan, outstanding and unpaid by Borrower, up to an amount not to exceed \$18,762,403.05 plus Interest.

Loan Due Date means March 15, 2028, which is the last day of the tenth (10th) year subsequent to the due date of the first Annual Payment.

Loan Fee means a one-time fee of Two-Thousand Seven Hundred Fifty Dollars (\$2,750) payable by Borrower to Lender for Lender's additional costs of administering the Term Loan.

Local Share means the sum of: (1) Project Costs minus Cost Buy-Down for Project, times the development contribution percentage set forth in the SBCTA Nexus Study of fifty-seven and one-half percent (57.5%); and (2) one-hundred percent (100%) of SBCTA management and oversight costs for the Project. The Local Share is \$31,359,075.23, of which \$12,596,672.18 has been paid to date.

Local Streets Program Funds means the Measure I program in all subareas that provides funds through a pass-through mechanism directly to local jurisdictions for expenditure on street and road construction, repair, maintenance and other eligible local transportation priorities including local streets, major highways, state highway improvements, freeway

interchanges, transit, and other improvements/programs to maximize use of transportation facilities.

Major Local Highways Program Policy means the MLH Program Measure I 2010-2040 Strategic Plan set forth in Policy 40013 adopted by the SBCTA Board April 1, 2009, as revised July 7, 2010, March 4, 2015, January 6, 2016, and September 6, 2017.

Measure I means the one-half of one percent ($\frac{1}{2}\%$) retail transactions and use tax statutorily dedicated to transportation planning, design, construction, operation and maintenance only, in San Bernardino County as authorized by the San Bernardino County voters' passage of Ordinance 89-01 in 1989 and reauthorized by the San Bernardino County voters' passage of Ordinance 04-01 in 2004.

Measure I Loan Amount means the total amount of all Draws, outstanding and unpaid by Borrower, up to an amount not to exceed the Loan Amount.

MLH means Major Local Highways.

Nexus Study means that study approved by the SBCTA Board on February 3, 2016, and updated every two years, which sets forth the Local Share percentages for transportation improvements based on the estimates of Project Costs and the growth data provided by local jurisdictions.

Original Loan Amount means \$18,762,403.05.

Person means a natural person or a corporation, government entity or subdivision, agency, trust, estate, partnership, cooperative or association.

Project means the I-15/Ranchero Road Interchange Project in the City of Hesperia, as more fully described in Contract No. C12219.

Project Costs means the total cost of the Project, estimated to be \$57,306,781.42, including the SBCTA management and oversight costs for the Project, which total \$322,406.88.

Public Share means the share of Project Costs assigned as SBCTA's contribution calculated as the Project Costs minus the Cost Buy-Down Funds and minus the Local Share for the Project.

SBCTA means the San Bernardino County Transportation Authority.

Term means the term of this Agreement commencing on the Effective Date and ending on the Agreement Termination Date.

Term Loan means Lender's lending of money to Borrower under the terms of this Agreement from the defined source of funds and for the defined purposes as more specifically described in Article Two.

Uncommitted Development Impact Fees means those Development Impact Fees received by or to be received by Borrower during the term of this Agreement for which, as of the Effective Date, Borrower has not made previous commitments as listed in Exhibit “B”.

Victor Valley Major Local Highways Program or Major Local Highways Program means the Measure I program in the Victor Valley subarea more fully described in Policy 40013 that provides funds through a reimbursement mechanism directly to local jurisdictions for expenditures incurred for components of any project allocated Victor Valley Major Local Highways Program funding by the SBCTA Board of Directors. The amount of Victor Valley Major Local Highways Program funds available to each jurisdiction in the Victor Valley subarea shall be approximately equivalent over the life of Measure I.

ARTICLE TWO—TERM LOAN

2.1 Term Loan. On the terms and conditions set forth herein, Lender hereby agrees to lend the Loan Amount to Borrower for the purpose of assisting Borrower in satisfying its obligation to pay the Local Share of Project Costs. On or before the Loan Due Date (unless extended in accordance with Subarticle 3.7), Borrower promises to pay Lender the principal sum of the Loan Amount plus Interest.

2.2 Term Loan Draws. Lender will send Borrower an invoice for the Annual Payment by January 31 of each year beginning January 31, 2019. Not later than March 15, 2019, and March 15 of each year thereafter, Borrower shall pay Lender the Annual Payment with Uncommitted DIF until the Loan Amount is paid in full. If Borrower fails to pay the full amount of the Annual Payment by March 15, Lender shall make a Draw in an amount up to the unpaid amount of the due and payable Annual Payments. Each Draw shall become principal on the Measure I Loan Amount, and the Source of Loan Draws shall be reduced by the amount of the Draw. Each Draw shall reduce the Original Loan Amount, and shall increase the Measure I Loan Amount. The total of all Draws shall not exceed the Loan Amount.

2.3 Source of Draws. The sole source of any Draws shall be Borrower’s Local Streets Program funds.

2.4 Use of Proceeds. Measure I strictly limits the recipients of, the projects eligible for, and the uses of Measure I proceeds, including Victor Valley Major Local Highways Program and Local Streets Program funds. Borrower understands and agrees that Draws shall be credited toward Borrower’s account with SBCTA for payment of the Original Loan Amount plus Interest, and Draws shall not be paid directly to Borrower, Borrower’s creditors, assigns, or any Person, and shall not be used for any purpose unauthorized by Measure I.

2.5 Application of Draws. Each Draw shall be applied first to payment of Interest accrued and owing, and then to the Annual Payments due and payable.

ARTICLE THREE—GENERAL CREDIT PROVISIONS

3.1 Conditions Precedent. As conditions precedent to Lender making the Term Loan to Borrower, Borrower shall:

3.1.1 Pay Lender the Loan Fee upon Borrower's execution of this Agreement; and

3.1.2 Intentionally Omitted.

3.1.3 Deliver to Lender a certified copy of a Resolution or minute action of Borrower's legislative body authorizing execution of this Agreement by Borrower's duly authorized representative and approving this Agreement.

3.2 Records of Draws. Draws shall be evidenced by entries in accounting records maintained by Lender.

3.3 Collateral. Borrower shall grant Lender a first priority Lien in the Collateral, as more fully described in Exhibit "A". Borrower shall execute all such documents as Lender deems useful or necessary from time to time to perfect and maintain its Lien in the Collateral.

3.4 Repayment of Loan Amount.

3.4.1 Borrower shall repay the Loan Amount to Lender by the following means: not later than March 15 of each year, Borrower shall pay Lender the Annual Payment in Uncommitted DIF collected by Borrower until the Loan Amount is paid in full.

3.4.2 Borrower shall commence repayment of the Loan Amount on March 15, 2019.

3.4.3 All DIF payments of the Loan Amount received by Lender shall be entered in SBCTA's records as a reduction of the Original Loan Amount, and will be applied first to Interest accrued and payable, and then to Annual Payments due and payable, and then as a release of funds under Subarticle 3.5.

3.5 Release of Funds. Within thirty (30) calendar days after Lender's receipt of a DIF payment from Borrower, Lender shall release to Borrower Local Streets Program funds that have been withheld as a Draw under Subarticle 2.2 that are in excess of Borrower's Interest accrued and payable and Annual Payments due and payable as of that date.

3.6 Loan Due Date. The remaining balance of the Loan Amount plus Interest shall be due and payable upon the Loan Due Date.

3.7 Loan Extension. If the Loan Amount is unpaid one hundred eighty (180) calendar days prior to the Loan Due Date and Borrower is not in breach of this Agreement, Borrower and Lender shall negotiate in good faith an extension of the Loan Due Date as is necessary to enable Borrower to repay the Loan Amount from Uncommitted Development Impact Fees.

3.8 Expiration of Measure I. If the Loan Amount is not paid in full as of the expiration date of Measure I due to insufficient Uncommitted Development Impact Fees collected by Borrower, Borrower's obligations to make any further Term Loan payments shall cease, this Agreement shall terminate, and Lender shall release its security interest in the Collateral.

3.9 Agreement Termination. This Agreement shall terminate upon the earliest to occur of 1) repayment in full of the Term Loan; 2) termination of the Agreement pursuant to Section 7.2; or 3) the expiration of Measure I.

ARTICLE FOUR—REPRESENTATIONS AND WARRANTIES

Borrower represents and warrants that as of the Effective Date and the dates of each of the Draws:

4.1 Authorization, Validity and Enforceability. The execution, delivery and performance of this Agreement are within Borrower's powers, have been duly authorized, and are not in conflict with Borrower's charter (if applicable), and this Agreement constitutes a valid and binding obligation of Borrower, enforceable in accordance with its terms.

4.2 Compliance with Applicable Laws. Borrower has complied with its charter (if applicable), all laws, ordinances, and other governmental regulations now or later in force and effect in entering into this Agreement.

4.3 No Conflict. The execution, delivery, and performance by Borrower of the terms of this Agreement are not in conflict with any law, rule, regulation, order or directive, or any indenture, agreement, or undertaking to which Borrower is a party or by which Borrower may be bound or affected.

4.4 No Litigation, Claims or Proceedings. There is no litigation, claim, proceeding or dispute pending, or to the knowledge of Borrower, threatened against or affecting the Collateral or Borrower's ability to enter into this Agreement, except as disclosed in writing to Lender prior to the Effective Date.

4.5 Correctness of Financial Statements. Borrower's Comprehensive Annual Financial Report for Fiscal Year 2016/2017 which has been delivered to Lender fairly and accurately reflects Borrower's financial condition as of June 30, 2017 and since that date, there has been no material adverse change in Borrower's financial condition.

4.6 DIF Commitments List. Borrower represents and warrants to Lender that the DIF Commitments list, attached to this Agreement as Exhibit "B", is a true, correct and complete listing of commitments, and amounts of commitments, of Development Impact Fees as of the Effective Date of this Agreement.

4.7 Reaffirmation of Representations. Each Draw accepted by Borrower shall be deemed a confirmation by Borrower that all representations and warranties contained herein or

otherwise made by Borrower to Lender are then accurate in all material respects as though made on the date of such Draw.

4.8 Continuing Disclosure. The Borrower shall notify the Lender of potential bankruptcies, changes in general fund balances or revenues greater than 20% from the prior year, operational changes that impact the Borrower's budget by greater than 20% and any new debt issuances.

4.9 Title to Collateral. Except as disclosed to Lender pursuant to this Agreement, Borrower has good and clear title to the Collateral, and the Collateral is not subject to any Liens.

ARTICLE FIVE—AFFIRMATIVE COVENANTS

During the Term of this Agreement and until its performance of all obligations to Lender, Borrower promises and will:

5.1 Notice to Lender. Promptly give notice to Lender of:

5.1.1 Any litigation or threatened litigation or administrative or regulatory proceeding arising out of or related to this Agreement;

5.1.2 Any Event of Default; and

5.1.3 Receipt of Uncommitted Development Impact Fees, including the sources and amounts of the Uncommitted Development Impact Fees received through submission of its Development Mitigation Annual Report.

5.2 Borrower grants Lender a first position security interest in the Collateral. Borrower shall execute all such documents as Lender deems useful or necessary from time to time to perfect and maintain its first position security interest in the Collateral.

5.3 Records. Maintain adequate books, papers, records, accounting records, files, reports, and all other material relating to the Project and the Development Impact Fees. Borrower shall, upon request, make all such materials available to Lender or its designee at any reasonable time during the term of the Agreement and for three (3) years from the Agreement Termination Date for auditing, inspection, and copying.

5.4 Intentionally Omitted.

5.5 Five-Year Measure I CIP Disclosure. Include in its Five-Year Measure I Capital Improvement Plan the amount of this Loan, the use of the Loan funds, and Borrower's plan for repayment of the Loan.

5.6 General Credit Provisions. Comply with and perform all of Borrower's payment and other obligations under Article Two - Term Loan, and Article Three - General Credit Provisions.

5.7 Compliance with Laws. Comply with all laws, rules, regulations, orders or directives of any governmental or regulatory authority and with all material agreements to which Borrower is a party, that relate to or impact Borrower's performance under this Agreement.

5.8 Insurance. Intentionally Omitted.

ARTICLE SIX—NEGATIVE COVENANTS

During the Term of this Agreement and until the performance of all obligations to Lender, Borrower will not, without prior written consent of Lender:

6.1 Liens. Create, incur, assume or permit to exist any Lien, or grant any other Person or entity a pledge, in any of the Collateral, except Liens in favor of Lender pursuant to Subarticle 3.3.

6.2 Transfer of Collateral. Borrower covenants not to directly or indirectly assign, transfer, pledge, convey, hypothecate or encumber the Collateral in whole or in part, voluntarily, by operation of law, or otherwise without first obtaining the written consent of SBCTA. SBCTA's exercise of consent shall be within its sole discretion. Any purported assignment without SBCTA's prior written consent shall be void and of no effect, and shall constitute a material breach of this Agreement.

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

ARTICLE SEVEN—EVENTS OF DEFAULT

7.1 Event of Default. An event of default is any breach or default of any covenant, representation or warranty of this Agreement which can be cured by the payment of money and which either Party does not cure within a fifteen (15) calendar day period commencing on the date when such amount was due and payable ("Monetary Event of Default"); or any other breach or default ("Non-Monetary Event of Default") by either Party of any covenant, representation or warranty of this Agreement which is not a Monetary Event of Default or which is not defined in this section and which the defaulting Party does not cure within a thirty (30) calendar day period commencing on the date of the occurrence of the breach or default (the "Applicable Cure Period"), or in the event such Event of Default cannot reasonably be cured within such time, which the defaulting Party does not commence to cure within the Applicable Cure Period and thereafter diligently and continuously proceed

with such cure to completion and complete the same within a period determined to be reasonable by the non-defaulting Party.

7.2 Remedies. Upon the occurrence of any uncured Event of Default, the following shall apply:

7.2.1 At Lender's sole discretion, Lender may take any or all of the following actions:

7.2.1.1 cease making further Draws;

7.2.1.2 withhold Local Streets Program funds equivalent to the Loan Amount outstanding at the time of Default;

7.2.1.3 terminate this Agreement, without further notice to Borrower;

7.2.1.4 pursue proceedings at law or equity to recover the Collateral or to otherwise enforce the terms of this Agreement against Borrower;

7.2.1.5 disqualify Borrower from further participation in SBCTA's Development Mitigation Fair Share Loans and Loan Repayment program under Victor Valley Major Local Highways Program Measure I Strategic Plan Policy 40013, sub-policy VVMLH-32.

7.2.1.6 exercise any and all rights and remedies available at law or equity.

7.2.2 At Borrower's sole discretion, Borrower may take any or all of the following actions:

7.2.2.1 terminate this Agreement, without further notice to Lender;

7.2.2.2 pursue proceedings at law or equity to enforce the terms of this Agreement against Lender.

7.2.3 In the event of any litigation, whether in a court of law, administrative hearing, arbitration, or otherwise, arising from or related to this Agreement, the prevailing Party shall be entitled to recover from the non-prevailing Party all reasonable costs incurred, including staff time, court costs, attorneys' fees and all other related expenses in such litigation.

ARTICLE EIGHT--GENERAL PROVISIONS

8.1 Notices. Any notice given by any Party to this Agreement shall be in writing and personally delivered, deposited in the United States mail, postage prepaid, or sent by facsimile transmission, and addressed as follows:

To: Borrower

City of Hesperia
 Attention: City Manager
 9700 Seventh Avenue
 Hesperia, CA 92345
 Fax No.: (760) 947-2881

To: Lender

SBCTA
 Attention: Executive Director
 1170 W. Third Street
 San Bernardino, CA 92410
 Fax No.: (909) 885-4407

Each Party may change the address to which notices, requests and other communications are to be sent by giving written notice of such change to each other Party.

8.2. No Waiver. Any waiver, permit, consent or approval by a Party of any Event of Default or breach of any provision, representation, warranty or covenant of this Agreement must be in writing and shall be effective only to the extent set forth in writing. No waiver of any breach or default shall be deemed a waiver of any later breach or default of the same or any other provision of this Agreement. Any failure or delay on the part of a Party in exercising any power, right or privilege under this Agreement shall not operate as a waiver thereof, nor shall any single or partial exercise of any such power, right or privilege preclude any further exercise thereof.

8.3 Rights Cumulative. All rights and remedies existing under this Agreement are cumulative to, and not exclusive of, any other rights or remedies available under this Agreement or applicable law.

8.4 Unenforceable Provisions. Any provision of this Agreement which is prohibited or unenforceable, shall be so only as to the extent of such prohibition or unenforceability, but all the remaining provisions of the Agreement shall remain valid and enforceable.

8.5 Governing Law. This Agreement shall be governed by and construed in accordance with the laws of the State of California.

8.6 Indemnification. Neither Lender 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 Borrower under or in connection with this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, Borrower shall fully defend, indemnify and save harmless Lender, 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 Borrower under or in connection with any work, authority or jurisdiction delegated to Borrower under this Agreement. Borrower's indemnification obligation applies to Lender's "active" as well as "passive" negligence but does not apply to Lender's "sole negligence" or "willful misconduct" within the meaning of Civil Code Section 2782.

8.7 Reimbursement. Borrower shall reimburse Lender for all costs and expenses expended or incurred by Lender in any arbitration, judicial reference, legal action, or otherwise in connection with: (i) collecting any sum which becomes due Lender under this Agreement, or (ii) the protection, preservation or enforcement of any rights of Lender under this Agreement.

8.8 Execution in Counterparts. This Agreement may be executed in any number of counterparts which, when taken together, shall constitute but one agreement.

8.9 Further Assurances. At any time and from time to time upon the request of Lender, Borrower will execute and deliver such further documents and do such other acts as Lender may reasonably request in order to effect fully the purposes of the Agreement and provide for the payment of the Loan and preservation of Lender's security interest in the Collateral.

8.10 Headings. The headings and captions of Articles and subarticles of this Agreement are for the convenience of reference only and shall not constitute a part of the text nor alter or otherwise affect the meaning thereof.

8.11 Construction of Agreement. Both Parties have been represented or had the full opportunity to be represented by legal counsel of their own choosing in the negotiation and preparation of this Agreement. Therefore, the language in all parts of this Agreement will be construed, in all cases, according to its fair meaning, and not for or against either Party.

8.12 Exhibits. Exhibit "A" (Collateral) and Exhibit "B" (DIF Commitments) are attached to and incorporated into this Agreement by this reference.

8.13 Entire Agreement. This Agreement is intended by the Parties as the final expression of their agreement and therefore contains the entire agreement between the Parties and supersedes all prior understandings or agreements, written or oral, concerning the subject matter hereof. All previous proposals, offers, and other communications, written or oral, relative to this Agreement, are superseded except to the extent that they have been incorporated into this Agreement.

8.14 Amendments. This Agreement may be amended only in a writing duly authorized and executed by both Borrower and Lender.

-----SIGNATURES ON FOLLOWING PAGE-----

IN WITNESS WHEREOF, Borrower and Lender have executed this Agreement below.

CITY OF HESPERIA

**SAN BERNARDINO COUNTY
TRANSPORTATION
AUTHORITY**

By: _____
Paul Russ, Mayor

By: _____
Alan D. Wapner, President

Date: _____

Date: _____

APPROVED AS TO FORM

APPROVED AS TO FORM

Eric L. Dunn,
City Attorney

Eileen Monaghan Teichert,
General Counsel

ATTEST

By: _____
Melinda Sayre, City Clerk

Jeffery Hill, Procurement Manager

Attachment: 17-1001629 - Final for Agenda to Print (4780 : I-15/Ranchero Road Interchange Term Loan Agreement)

**EXHIBIT “A”
COLLATERAL FOR TERM LOAN AGREEMENT NO. 17-1001629**

1. Any and all of the City of Hesperia Uncommitted Development Impact Fees received by or to be received by the City of Hesperia, including the proceeds from and interest on such fees and accounts into which such fees are deposited. Uncommitted Development Impact Fees are the revenues generated by City of Hesperia locally-adopted development financing mechanism to mitigate development’s impacts on transportation by making fair share contributions for transportation facilities needed as result of development, as required by Measure I, including without limitation proceeds from a Community Facilities District or other development-based sources, but do not include such revenues generated to pay the development share for the commitments identified in Exhibit “B”.
2. Any and all of City of Hesperia Measure I Local Streets Program funds up to the amount of \$18,762,403.05 plus Interest. Local Streets Program funds means the San Bernardino County Transportation Authority-administered Measure I program that provides funds through a pass-through mechanism directly to the City of Hesperia for expenditure on street and road construction, repair, maintenance and other eligible local transportation priorities including local streets, major highways, state highway improvements, freeway interchanges, transit, and other improvements/programs to maximize use of transportation facilities.

EXHIBIT “B”**DIF COMMITMENTS AND AMOUNTS**

Ranchero Rd Impvmts (corridor widening); 7 th Ave to Mariposa Rd	\$16,230,500
Main St (corridor widening); Hwy 395 to 9 th	\$18,706,399
Ranchero Rd Interchange	\$150,000
Ranchero Rd; 7 th to Danbury (inc. RR Grade Separation)	\$980,000
Ranchero Rd; Danbury to I Ave	\$3,130,000
I Ave; Ranchero Rd to Main St	\$6,993,443

All DIF received from development of the Tapestry Specific Plan, which is required to be expended pursuant to the Development Agreement between the City of Hesperia and Hesperia Venture I, LLC, dated January 30, 2018, and recorded on January 30, 2018, as Instrument No. 2018-0033139.

Minute Action

AGENDA ITEM: 24

Date: June 6, 2018

Subject:

Election of Officers for Fiscal Year 2018/2019

Recommendation:

The Board acting as the San Bernardino County Transportation Authority:

- A. Receive Nominating Committee recommendations for Board President and Vice President.
- B. Conduct elections for Board President and Vice President.

Background:

The San Bernardino County Transportation Authority (SBCTA) Ordinance No. 17-001 Administrative Code, adopted June 7, 2017, set the process for the election of officers. The process is initiated by the selection of a seven member Nominating Committee. The Nominating Committee consists of one member of the County Board of Supervisors and two members each from the three Subareas: Mountain/Desert, East Valley, and West Valley. The current Board President is automatically included as a member of the Nominating Committee representing either the County or their respective subarea.

On May 2, 2018, the subareas convened caucuses to select their representatives to serve on the Committee. The Nominating Committee members are: Robert Lovingood, representing the County of San Bernardino; Edward Paget, City of Needles and Rick Denison, Town of Yucca Valley, representing the Mountain/Desert; Larry McCallon, City of Highland and Rhodes “Dusty” Rigsby, City of Loma Linda, representing the East Valley; President Alan Wapner, City of Ontario, and L. Dennis Michael, City of Rancho Cucamonga, representing the West Valley.

The Nominating Committee will announce their recommendations at the June 6, 2018, Board of Directors meeting. The Board of Directors will then vote to select the Board President and Vice President. The President and Vice President will take office at the next regular Board meeting subsequent to the election. The persons elected as President and Vice President of the SBCTA Board will also serve as President and Vice President of the San Bernardino Associated Governments (SBCOG) Board in accordance with the SBCOG Bylaws.

Financial Impact:

This item does not impact the Fiscal Year 2018/2019 budget.

Reviewed By:

This item has not received prior policy committee or technical advisory committee review. This item has been reviewed by General Counsel.

Responsible Staff:

Alan Wapner, City of Ontario

Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority

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June 6, 2018
Page 2

Approved
Board of Directors
Date: June 6, 2018

Witnessed By:

Minute Action

AGENDA ITEM: 25

Date: June 6, 2018

Subject:

SBCTA 2018/2019 Proposed Budget

Recommendation:

- A. Conduct the Public Hearing for the proposed Fiscal Year 2018/2019 budget; and
- B. Adopt the San Bernardino County Transportation Authority (SBCTA) Fiscal Year 2018/2019 budget.

Background:

The development of the Fiscal Year 2018/2019 budget is complete. The proposed budget document was distributed to members of the Board prior to the Budget Workshop which was held during the Board meeting on May 2, 2018. SBCTA's budget process is structured to provide for the maximum level of input from all SBCTA policy committees. SBCTA staff provided a budget overview for each program. Each policy committee reviewed the tasks that relate to the functional areas of committee oversight and each task has been reviewed by at least one of the policy committees.

SBCTA's budget process includes a review of the Boards' direction as it relates to short term goals and how it integrates with the agency's long term goals and objectives. As part of this review, staff analyzes the resources available to help meet the short term goals as set forth in the Fiscal Year budget. The Initiatives and Action Plan for Fiscal Year 2018/2019 will be incorporated in the adopted budget document in a condensed format. The Initiatives and Action Plan for Fiscal Year 2018/2019 are included in the June 2018 Board agenda as a separate attachment.

San Bernardino Associated Governments (SBCOG) is a blended component unit of SBCTA and its budget is reflected in the overall budget. SBCTA develops a program based budget which is adopted with funding source detail. The modified accrual basis (where revenues are recognized when received and available to meet current year obligations) is the basis for the Fiscal Year 2018/2019 budget. Estimated revenues for Fiscal Year 2018/2019 are \$556,107,405, appropriations are \$733,095,594, and transfers of \$92,885,134. The difference between appropriations and estimated revenues will be funded with fund balances and remaining bond proceeds from the 2014 bond issue. The balance of bond proceeds are estimated to be over \$2 million at the end of Fiscal Year 2018/2019. A projected decrease of \$177 million of fund balance is mainly attributed to various projects funded with Measure I programs, Local Transportation Funds, Proposition 1B, and State Transit Assistance Funds.

Staffing for Fiscal Year 2018/2019 includes 64 regular full-time equivalent positions in comparison to 65 positions from the previous Fiscal Year. Three additional positions include Project Controls Manager to bring stability of an in-house position to manage project controls, Toll Operations Administrator to manage policies, procedures, and contracts for express lane projects, and Construction Manager to manage construction workflow. An Administrative

Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority

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Assistant, two Management Analysts I, and Project Delivery Manager are eliminated, resulting in a net decrease of one position. Salary and benefit costs are \$11,827,367 or 1.62% of the overall budget.

Financial Impact:

Budget estimated revenues and appropriations are \$556,107,405 and \$733,095,594, respectively, with the difference funded with fund balances and bond proceeds. Transfers are estimated at \$92,885,134. The budget will establish the work program and financial framework to guide the organization throughout the coming Fiscal Year.

Reviewed By:

The proposed budget was presented for review at the Board of Directors Budget Workshop held during the Board of Directors meeting on May 2, 2018. All SBCTA policy committees have reviewed task descriptions and budget for activities under their purview.

Responsible Staff:

Hilda Flores, Chief Financial Officer

Approved
Board of Directors
Date: June 6, 2018

Witnessed By:

San Bernardino Council of Governments
San Bernardino County Transportation Authority

Minute Action

AGENDA ITEM: 26

Date: June 6, 2018

Subject:

Appropriations Limitation for Fiscal Year 2018/2019

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority, adopt Resolution No. 18-070 establishing an appropriations limit of \$1,235,868,039 for Fiscal Year 2018/2019.

Background:

Article XIII B of the California Constitution specifies that the appropriations limit of state and local governments shall be set by resolution annually and may increase annually by a factor comprised of the change in population combined with the change in California per capita personal income.

In accordance with the above mentioned requirements, Resolution No. 18-070 setting the appropriations limit for the San Bernardino County Transportation Authority (Authority) has been prepared and is attached for review and adoption. The California Department of Finance provides the percentage change over the prior year for the per capita personal income and the annual percentage change in population. This factor, multiplied by the approved prior year appropriations limit, establishes the Authority's Fiscal Year 2018/2019 appropriations limit at \$1,235,868,039. The annual establishment of an appropriations limitation excludes federal grant funds from the calculation.

The previous limit approved by the Board of Directors was \$1,180,898,399. Resolution No. 18-070 adjusts the limit to \$1,235,868,039. The increase from the prior year is due to a 3.67% increase in per capita personal income and .95% increase in population in the County over the prior year.

Financial Impact:

This item imposes no financial impact. The Fiscal Year 2018/2019 adopted budget is well below the proposed appropriations limit.

Reviewed By:

This item has not received prior policy committee or technical advisory committee review. This item is being presented directly to the Board of Directors at its June 6, 2018 meeting, in conjunction with the adoption of the Fiscal Year 2018/2019 budget. SBCTA General Counsel has reviewed this item and the draft resolution.

Responsible Staff:

Hilda Flores, Chief Financial Officer

Approved
Board of Directors
Date: June 6, 2018

Witnessed By:

Entity: San Bernardino County Transportation Authority

RESOLUTION NO. 18-070

RESOLUTION OF THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY ESTABLISHING APPROPRIATIONS LIMIT FOR FISCAL YEAR 2018/2019

WHEREAS, Article XIII B of the California Constitution and Sections 7900 through 7913 of the California Government Code require the governing body of each local government to annually determine and establish, by resolution, an appropriations limit; and

WHEREAS, the appropriations limit is applicable to the proceeds of taxes levied by or for a local government entity and interest earned on such proceeds, and from the proceeds of state subventions to that local government entity.

NOW, THEREFORE, BE IT RESOLVED, by the San Bernardino County Transportation Authority (Authority):

Section 1. Pursuant to Section 7902(b) of the California Government Code and California Constitution art. XIII B, the appropriations limit for San Bernardino County Transportation Authority for Fiscal Year 2018/2019 is hereby determined to be and is established as \$1,235,868,039.

Section 2. This resolution is effective upon the date adopted.

PASSED AND ADOPTED at a meeting of the San Bernardino County Transportation Authority held on June 6, 2018.

Alan D. Wapner, President

Vicki Watson, Clerk of the Authority

Attachment: Resolution 18-070 [Revision 1] (4246 : Appropriations Limitation for Fiscal Year 2018/2019)



**DEPARTMENT OF
FINANCE**
OFFICE OF THE DIRECTOR

EDMUND G. BROWN JR. ■ GOVERNOR
STATE CAPITOL ■ ROOM 1145 ■ SACRAMENTO CA ■ 95814-4998 ■ WWW.DOF.CA.GOV

May 2018

Dear Fiscal Officer:

Subject: Price Factor and Population Information

Appropriations Limit

California Revenue and Taxation Code section 2227 requires the Department of Finance to transmit an estimate of the percentage change in population to local governments. Each local jurisdiction must use their percentage change in population factor for January 1, 2018, in conjunction with a change in the cost of living, or price factor, to calculate their appropriations limit for fiscal year 2018-19. Attachment A provides the change in California's per capita personal income and an example for utilizing the price factor and population percentage change factor to calculate the 2018-19 appropriations limit. Attachment B provides the city and unincorporated county population percentage change. Attachment C provides the population percentage change for counties and their summed incorporated areas. The population percentage change data excludes federal and state institutionalized populations and military populations.

Population Percent Change for Special Districts

Some special districts must establish an annual appropriations limit. California Revenue and Taxation Code section 2228 provides additional information regarding the appropriations limit. Article XIII B, section 9(C) of the California Constitution exempts certain special districts from the appropriations limit calculation mandate. The code section and the California Constitution can be accessed at the following website: <http://leginfo.legislature.ca.gov/faces/codes.xhtml>.

Special districts required by law to calculate their appropriations limit must present the calculation as part of their annual audit. Any questions special districts have on this requirement should be directed to their county, district legal counsel, or the law itself. No state agency reviews the local appropriations limits.

Population Certification

The population certification program applies only to cities and counties. California Revenue and Taxation Code section 11005.6 mandates Finance to automatically certify any population estimate that exceeds the current certified population with the State Controller's Office. **Finance will certify the higher estimate to the State Controller by June 1, 2018.**

Please Note: The prior year's city population estimates may be revised.

If you have any questions regarding this data, please contact the Demographic Research Unit at (916) 323-4086.

MICHAEL COHEN
Director
By:

AMY M. COSTA
Chief Deputy Director

Attachment

Attachment: Gann Limit (4246 : Appropriations Limitation for Fiscal Year 2018/2019)

May 2018

Attachment A

- A. **Price Factor:** Article XIII B specifies that local jurisdictions select their cost of living factor to compute their appropriation limit by a vote of their governing body. The cost of living factor provided here is per capita personal income. If the percentage change in per capita personal income is selected, the percentage change to be used in setting the fiscal year 2018-19 appropriation limit is:

Per Capita Personal Income

Fiscal Year (FY)	Percentage change over prior year
2018-19	3.67

- B. Following is an example using sample population change and the change in California per capita personal income as growth factors in computing a 2018-19 appropriation limit.

2018-19:

Per Capita Cost of Living Change = 3.67 percent
Population Change = 0.78 percent

Per Capita Cost of Living converted to a ratio: $\frac{3.67 + 100}{100} = 1.0367$

Population converted to a ratio: $\frac{0.78 + 100}{100} = 1.0078$

Calculation of factor for FY 2018-19: $1.0367 \times 1.0078 = 1.0448$

Fiscal Year 2018-19

Attachment B
Annual Percent Change in Population Minus Exclusions*
January 1, 2017 to January 1, 2018 and Total Population, January 1, 2018

County City	<u>Percent Change</u>	<u>--- Population Minus Exclusions ---</u>		<u>Total Population</u>
	2017-2018	1-1-17	1-1-18	1-1-2018
San Bernardino				
Adelanto	-0.02	34,603	34,597	35,293
Apple Valley	0.87	73,349	73,984	73,984
Barstow	0.54	23,888	24,018	24,411
Big Bear Lake	2.00	5,404	5,512	5,512
Chino	1.03	80,677	81,511	86,757
Chino Hills	4.61	79,498	83,159	83,159
Colton	0.45	53,482	53,724	53,724
Fontana	0.92	210,071	212,000	212,000
Grand Terrace	0.26	12,492	12,524	12,524
Hesperia	1.32	93,590	94,829	94,829
Highland	1.10	54,167	54,761	54,761
Loma Linda	0.16	23,824	23,862	23,946
Montclair	0.80	39,012	39,326	39,326
Needles	-0.12	5,183	5,177	5,177
Ontario	1.39	175,157	177,589	177,589
Rancho Cucamonga	0.79	175,282	176,671	176,671
Redlands	0.49	70,851	71,196	71,196
Rialto	0.55	106,455	107,041	107,041
San Bernardino	0.49	218,521	219,590	221,130
Twentynine Palms	3.52	17,679	18,301	27,046
Upland	0.10	76,937	77,017	77,017
Victorville	0.01	119,958	119,971	123,701
Yucaipa	0.61	54,317	54,651	54,651
Yucca Valley	0.38	21,752	21,834	21,834
Unincorporated	1.14	300,371	303,791	311,659
County Total	0.95	2,126,520	2,146,636	2,174,938

*Exclusions include residents on federal military installations and group quarters residents in state mental institutions, state and federal correctional institutions and veteran homes.

Attachment: Gann Limit (4246 : Appropriations Limitation for Fiscal Year 2018/2019)

Minute Action

AGENDA ITEM: 27

Date: June 6, 2018

Subject:

Insurance Premium Update

Recommendation:

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

A. Approve the Fiscal Year 2018/2019 recommended renewals, coverage amounts and not-to-exceed premiums for the general liability, excess liability, public officials, crime, excess crime, automotive, property, and workers compensation insurance policies; and

B. Authorize the Chief Financial Officer to execute the insurance renewal documentation.

Background:

Keenan provides consulting advice and recommendations to San Bernardino County Transportation Authority (SBCTA) on the appropriate insurance coverage. Keenan markets SBCTA's insurance requirements and negotiates with a number of carriers. SBCTA's risk management program includes a number of insurance policies that are renewed annually in July. SBCTA staff provided not-to-exceed premiums based on preliminary quotes from current carriers at the General Policy Committee on May 9, 2018. The final premiums are lower than the initial estimates.

Listed below is the current insurance coverage for SBCTA.

Current Carrier	Coverage	Not to Exceed from 7/1/18 to 6/30/19	Previous Year
Municipal Insurance Cooperative	General Liability	\$ { 237,364	{ \$ 226,418
Municipal Insurance Cooperative	Excess Liability		
Municipal Insurance Cooperative	Public Officials Liability		
State Farm	Automotive	4,000	2,528
		-	
National Union Fire Insurance	Crime	3,555	3,555
		3,287	
Great American	Excess Crime	12,257	12,257
Beazley Breach Response	Cyber	16,694	15,457
		15,813	
Chubb	Property	41,315	31,434
		38,743	
Berkshire Hathaway	Workers Compensation	66,511	
		57,509	52,598
	Total	\$ 364,973	\$ 344,247

The premium cost represents a \$20,726 or 6% increase from the previous year mainly due to \$10,946 or 5% increase premium for the Municipal Insurance Cooperative (MIC) and \$4,911 or 9.3% premium increase for worker's compensation. The general liability, excess liability and public officials liability policies are covered through the MIC. Workers compensation policies

Entity: San Bernardino County Transportation Authority

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are based on estimated annual payroll which has increased over the last few years. The previous carrier dropped the automobile liability coverage since SBCTA only has one vehicle. The general liability under the MIC covers the vehicle, with a \$50,000 self-insured retention.

Financial Impact:

This item is consistent with the proposed Fiscal Year 2018/2019 Budget, Task 0400, Indirect General and Project Management Funds.

Reviewed By:

This item has not been reviewed by any policy committee or technical advisory committee. The estimated premium amounts were reviewed by the General Policy Committee on May 9, 2018. SBCTA General Counsel has reviewed this item.

Responsible Staff:

Hilda Flores, Chief Financial Officer

Approved
Board of Directors
Date: June 6, 2018

Witnessed By:

Minute Action

AGENDA ITEM: 28

Date: June 6, 2018

Subject:

Hearings to Consider Adoption of Resolutions of Necessity for Parcels for the Redlands Passenger Rail Project

Recommendation:

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

- A. Conduct a public hearing to consider condemnation of real property required for the Redlands Passenger Rail Project in the City of San Bernardino and Redlands.
- B. Upon completion of a public hearing, adopt the Resolution of Necessity No. 18-036 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring necessary right-of-way and real property interests from: Ford Wholesale Company, Inc. of San Bernardino, a California Corporation (Project No. RPRP-266L-048 and Project No. RPRP-268L-048; Assessor's Parcel Number [APN] 0281-041-29). The Resolution must be approved by at least a two-thirds majority; and
- C. Upon completion of a public hearing, adopt the Resolution of Necessity No. 18-066 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring necessary right-of-way and real property interests from: Spirit Master Funding X, LLC, a Delaware limited liability company (Project No. RPRP-505R-075; Assessor's Parcel Number [APN] 0169-281-45). The Resolution must be approved by at least a two-thirds majority; and
- D. Upon completion of a public hearing, adopt the Resolution of Necessity No. 18-067 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring necessary right-of-way and real property interests from: Orange Street Plaza, LLC, a California limited liability company (Project No. RPRP-522L-080; Assessor's Parcel Number [APN] 0169-212-27). The Resolution must be approved by at least a two-thirds majority; and
- E. Upon completion of a public hearing, adopt the Resolution of Necessity No. 18-068 authorizing and directing General Counsel, or her designees, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring necessary right-of-way and real property interests from: James F. Ver Steeg, Sr. (Project No. RPRP-526L-085; Assessor's Parcel Number [APN] 0169-236-07). The Resolution must be approved by at least a two-thirds majority.

Background:

Steady progress has been made towards the start of construction on the Redlands Passenger Rail Project (RPRP or Project). One of the remaining critical path items is right-of-way acquisition. The San Bernardino County Transportation Authority (SBCTA) Board authorized the acquisition of property necessary for the Project in November 2016. Some parcels are being acquired through negotiated sale. The purpose of this agenda item is to present information regarding the Hearings for Resolutions of Necessity for four (4) acquisitions needed for construction of the Project which have not reached settlement. SBCTA's right-of-way agent, HDR, Inc. (HDR) presented offers to each property owner. The property owners are:

Entity: San Bernardino County Transportation Authority

- B. Ford Wholesale Company, Inc. of San Bernardino, a California corporation;
- C. Spirit Master Funding X, LLC, a Delaware limited liability company;
- D. Orange Street Plaza, LLC, a California limited liability company; and
- E. James F. Ver Steeg, Sr.

Although negotiations are ongoing, dialogue with the property owners for the parcels listed have not yet resulted in settlements and these parcels need to be acquired through eminent domain, which requires compliance with a statutorily-prescribed process. During the eminent domain process, SBCTA, through its right-of-way agent and/or counsel, will continue to negotiate with the property owners and attempt to achieve negotiated sales for the necessary property interests.

SBCTA is authorized to acquire property by eminent domain pursuant to the California Public Utilities Code (CPUC) Sections 130220.5 and 130809(b). Eminent domain will allow SBCTA to obtain legal rights to the properties needed for the Project if a negotiated sale cannot be reached. Since the process takes several months, it is necessary to start this process now to ensure that the property interests are obtained to meet the scheduled start of the mainline construction in 2019.

In order to adopt the Resolutions of Necessity, SBCTA must make the four (4) findings discussed below for each of the parcels. The issue of the amount of just compensation for these property interests is not addressed by these Resolutions of Necessity and is not to be considered at the hearings. The four (4) necessary findings are:

1. The public interest and necessity require the Project.

The Project is located in/near the Cities of Loma Linda, Redlands, and San Bernardino, where if improvements are not made to implement the new passenger rail service, existing and future traffic congestion will not be mitigated. The proposed improvements are necessary to reduce existing and future traffic congestion. Congestion is reduced by increasing public transportation options.

The Project includes the following improvements:

- Adding rail service from San Bernardino Transit Center to the University of Redlands with 30 minute peak and 60 minute off-peak headways
- Safety enhancements at the Project's 26 grade crossings
- Five (5) passenger rail stations
- Replacement of four (4) bridges
- Removal and replacement of existing track structures

2. The Project is planned and located in the manner that will be most compatible with the greatest public good and least private injury.

During the environmental phase of the Project alternatives analysis, multiple transit modes and supporting transit infrastructure were considered. These transit modes included diesel and battery powered locomotives, Bus Rapid Transit (BRT), Light Rail Transit (LRT), and Diesel Multiple Units (DMU). Through the environmental screening process, the use of diesel powered locomotives, or DMUs, were determined to be vehicle options that would satisfy the requirement to operate on the rehabilitated track infrastructure.

The proposed design minimizes the property required for the Project, but still requires partial acquisitions, permanent utility easements, permanent maintenance easements, and the relinquishment of access rights in some areas. HDR has had numerous communications with the property owners about their needs in order to design the Project in a manner that causes the least private injury while accomplishing the greatest public good through construction of the Project.

3. The properties sought to be acquired are necessary for the Project.

While some of the Project is being constructed within existing right-of-way, some acquisition from the subject properties is needed. For the subject properties, the following right-of-way interests are required:

B. Ford Wholesale Company: A fee acquisition area is required for the passenger drop-off area, sidewalk improvements, and drainage improvements adjacent to the Tippecanoe Station. A Temporary Construction Easement (TCE) is required for construction of above improvements. A permanent easement is required to accommodate the passenger drop-off zone proposed by SBCTA to serve the station.

C. Spirit Master Funding X: A permanent easement is required to accommodate pedestrian safety enhancements at the grade crossing. A TCE is required for construction of the above improvements.

D. Orange Street Plaza: A permanent easement is required to accommodate pedestrian safety enhancements at the grade crossing. A TCE is required for construction of the above improvements.

E. James F. Ver Steeg, Sr.: A permanent easement is required to accommodate pedestrian safety enhancements at the grade crossing. A TCE is required for construction of the above improvements.

4. Offers required by Section 7267.2 of the Government Code have been made to the owner or owners of record.

The subject properties were appraised and offers for the full amount of the appraisals were made to the owner or owners of record in accordance with Section 7267.2 of the Government Code.

B. The offer for the Ford Wholesale Company acquisition was presented on 12/26/17.

C. The offer for the Spirit Master Funding X acquisition was presented on 12/7/17.

D. The offer for the Orange Street Plaza acquisition was presented on 10/16/17.

E. The offer for the James F. Ver Steeg, Sr. acquisition was presented on 10/27/17.

Upon completion of the Project, SBCTA will retain and transfer properties acquired for this Project to the appropriate City for those real property interests that will be incorporated into a City facility.

Financial Impact:

This item is consistent with the SBCTA Fiscal Year 2017/2018 adopted budget.

Reviewed By:

This item was reviewed and recommended to proceed to hearings of Resolutions of Necessities by the Board of Directors at the Transit Committee on May 10, 2018. SBCTA General Counsel has reviewed this item and the Resolutions.

Responsible Staff:

Carrie Schindler, Director of Transit and Rail Programs

Board of Directors Agenda Item
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Page 4

Approved
Board of Directors
Date: June 6, 2018

Witnessed By:

San Bernardino County Transportation Authority

Attachment A

PowerPoint Presentation

and

Letters Submitted for the Public Hearing

REDLANDS PASSENGER RAIL PROJECT (RPRP)

RESOLUTION OF NECESSITY FOR PROJECT RIGHT OF WAY

Presented by: Carrie Schindler, Director of Transit & Rail



**Board of Directors
June 6, 2018**

SBCTA REQUEST

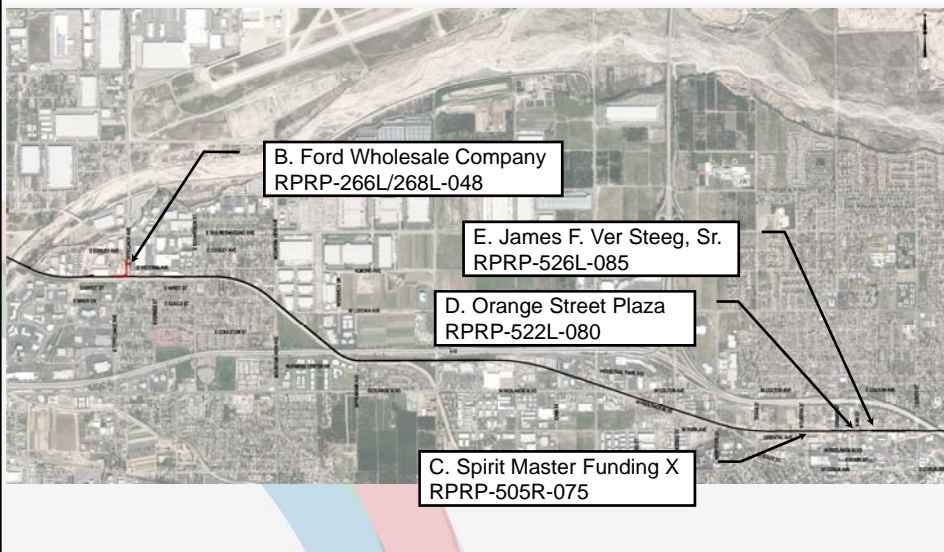
SBCTA IS REQUESTED TO MAKE THE FOLLOWING FINDINGS:

1. The public interest and necessity require the proposed project
2. The project is planned or located in a manner that will be most compatible with the greatest public good and the least private injury
3. The real property to be acquired is necessary for the project
4. The offer of just compensation has been made to the property owner

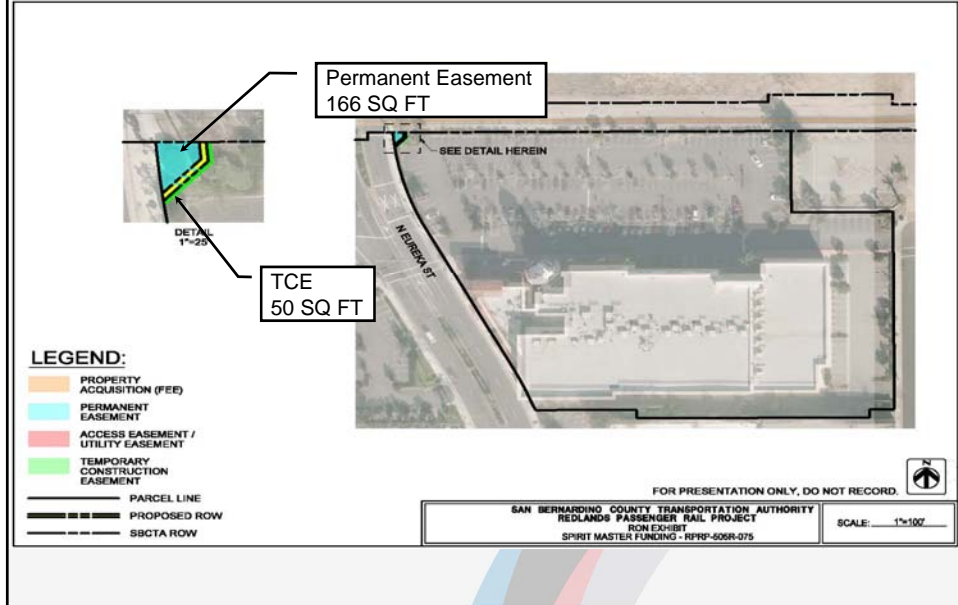
PROJECT IMPROVEMENTS



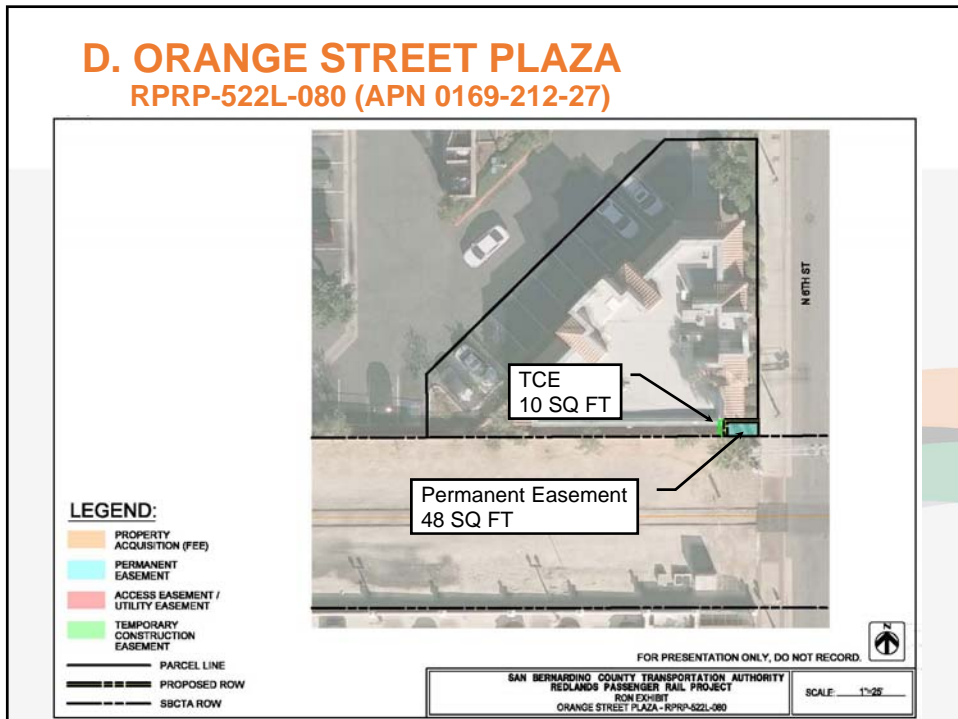
ACQUISITION LOCATIONS



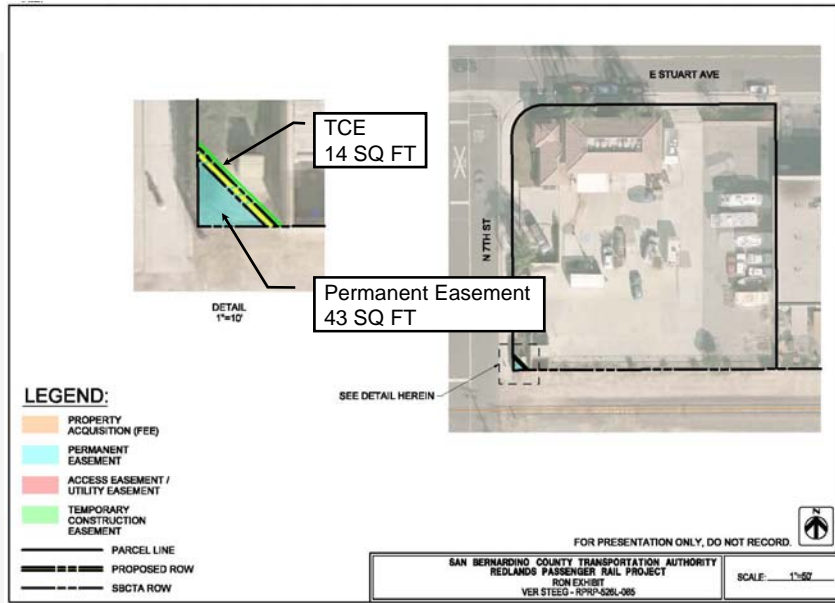
C. SPIRIT MASTER FUNDING X RPRP-505R-075 (APN 0169-281-45)



D. ORANGE STREET PLAZA RPRP-522L-080 (APN 0169-212-27)



E. JAMES F. VER STEEG, SR. RPRP-526L-085 (APN 0169-236-07)



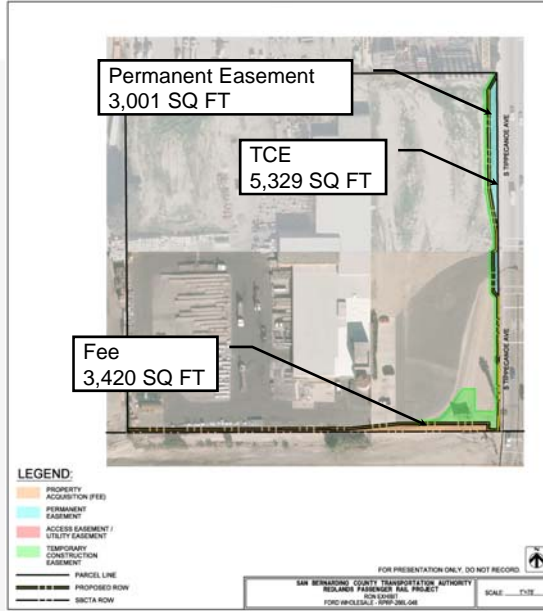
OFFERS OF JUST COMPENSATION

No.	Ownership Acquisition Number	Offer Date
C	Spirit Master Funding X RPRP-505R-075	12/7/17
D	Orange Street Plaza RPRP-522L-080	10/16/17
E	James F. Ver Steeg, Sr. RPRP-526L-085	10/27/17

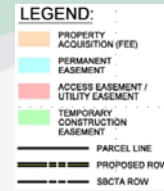
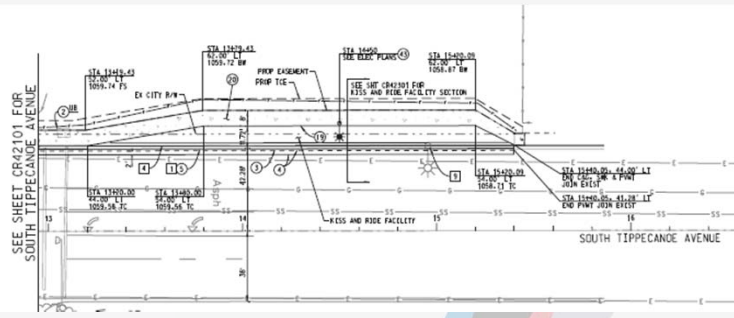
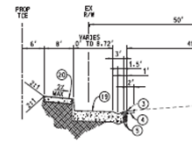
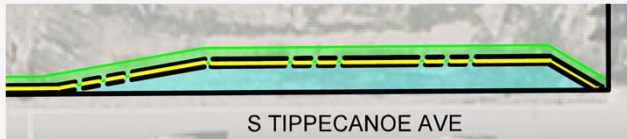
COMMUNICATION SUMMARY

No.	Ownership	First Contact Date	In Person Meetings	Mailings	Phone Contacts	E-Mails	Total
C	Spirit Master Funding X RPRP-505R-075	12/7/17		3	16	13	32
D	Orange Street Plaza RPRP-522L-080	10/16/17		2	2	10	14
E	James F. Ver Steeg, Sr. RPRP-526L-085	10/27/17	3	3	12		18

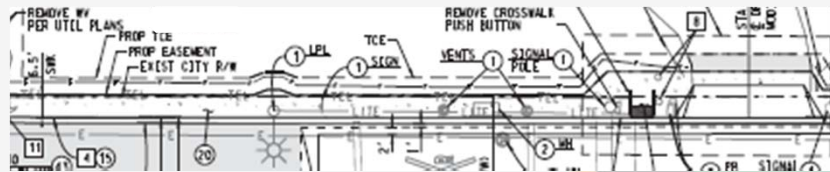
B. FORD WHOLESAL COMPANY
RPRP-266L/268L-048 (APN 0281-041-29)



B. FORD WHOLESAL COMPANY
KISS AND RIDE IMPROVEMENTS



B. FORD WHOLESALE COMPANY DRIVEWAY AND SIDEWALK IMPROVEMENTS



LEGEND:

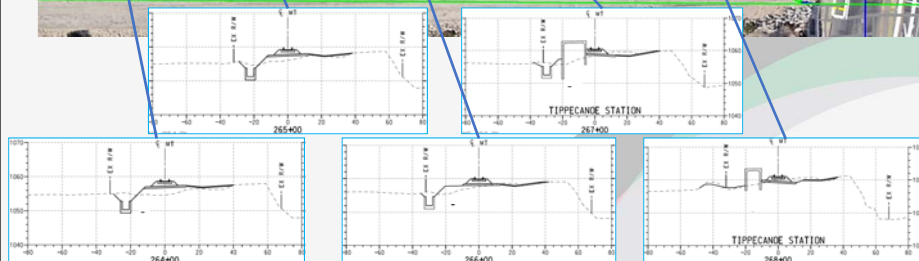
	PROPERTY ACQUISITION (FEE)
	PERMANENT EASEMENT
	ACCESS EASEMENT / UTILITY EASEMENT
	TEMPORARY CONSTRUCTION EASEMENT
	PARCEL LINE
	PROPOSED ROW
	SBCTA ROW

11

B. FORD WHOLESALE COMPANY SOUTH PROPERTY IMPROVEMENTS

LEGEND

	Existing Fence
	Proposed ROW Limit
	TCE Limit
	Existing ROW Limit
	Misc. Improvements
	Concrete Swale
	Drainage Pipe



B. FORD WHOLESALE COMPANY TIMELINE

- Offer of Just Compensation 12/26/2017
- Communication Summary Prior to April 4, 2018 BOD Meeting

First Contact Date	In Person Meetings	Mailings	Phone Contacts	E-Mails	Total
9/28/17	1	3	3	5	12

Significant Communication Events:

SBCTA Contacted by Property Owner's Legal Counsel	01/17/2018
On-Site Meeting	03/27/2018
Drawings Sent & Follow up meeting requested	03/30/2018

B. FORD WHOLESALE COMPANY TIMELINE

Communication Summary After April 4, 2018 BOD Meeting

- Meeting Requests by Counsel
 - 4/17/18
 - 4/24/18 - provided 9 potential meeting times
 - 4/27/18 - provided 8 potential meeting times & written response to questions re: center line, acquisition across street, Flood Control District
 - 5/4/18 - advised center line staking was completed 4/30/18 and provided 6 potential meeting times
 - 5/4/18 - called attorney to discuss our desire to meet and address his client's questions and concerns
 - 5/22/18 - provided 4 potential meeting times
- 5/23/18 – received attorney's letter; first request to contact owner directly

B. FORD WHOLESALE COMPANY

APRIL 4, 2018 BOD NOTES

- Staking of Improvements
- Impacts to the Entrance Gate
- Improvements to Property Across the Street
- Designed Drainage Improvements



B. FORD WHOLESALE COMPANY

STAKING OF IMPROVEMENTS

Completed 4/30/2018



B. FORD WHOLESALE COMPANY IMPACTS TO ENTRANCE GATE

LEGEND

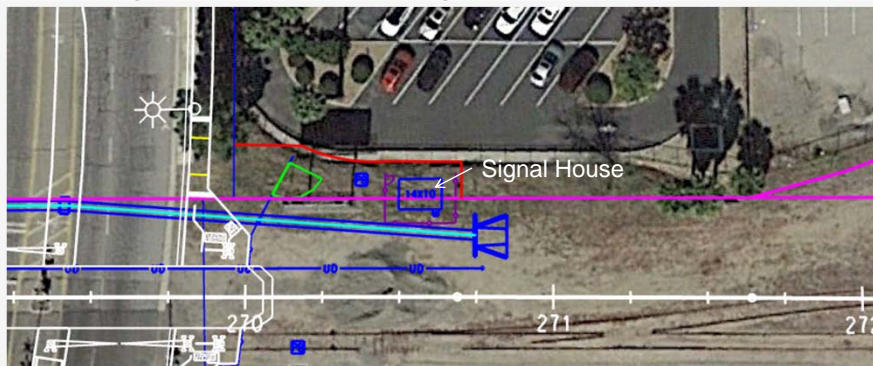
- Existing Fence
- Proposed ROW Limit
- TCE Limit
- Existing ROW Limit
- New Fence

No impacts to the Entrance Gate



B. FORD WHOLESALE COMPANY IMPROVEMENTS TO PROPERTY ACROSS THE STREET

Drainage Channel and Signal Improvements



LEGEND

- Existing Fence
- Proposed ROW Limit
- TCE Limit
- Existing ROW Limit
- Drainage Improvements
- Drainage Pipe

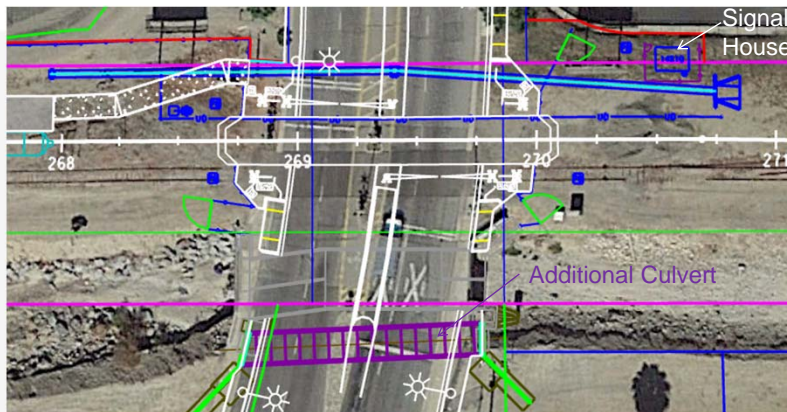


B. FORD WHOLESALE COMPANY DESIGNED DRAINAGE IMPROVEMENTS

- South Property Improvements to Include Drainage Channel
- Expanded Culvert Capacity at Tippecanoe
- Walls and Drainage Inlet at Gage Canal



B. FORD WHOLESALE COMPANY EXPANDED CULVERT CAPACITY AT TIPPECANOE



LEGEND

- Existing Fence
- Proposed ROW Limit
- TCE Limit
- Existing ROW Limit
- Misc. Drainage Improvements
- Drainage Pipe



B. FORD WHOLESALE COMPANY DOWNSTREAM CONNECTION



LEGEND

- Existing Fence
- Proposed ROW Limit
- TCE Limit
- Existing ROW Limit
- Drainage Improvements



WATER SURFACE ELEVATION COMPARISON EXISTING VS PROPOSED



STAFF RECOMMENDATION

SBCTA ADOPT A RESOLUTION OF NECESSITY BASED ON THE FOLLOWING FINDINGS:

1. The public interest and necessity require the proposed project
2. The project is planned or located in a manner that will be most compatible with the greatest public good and the least private injury
3. The real property to be acquired is necessary for the project
4. The offer of just compensation has been made to the property owner



THANK YOU

Questions/Comments



RECEIVED

MAY 18 2018

San Bernardino County
Transportation Authority

28.a

May 15, 2018

San Bernardino County Transportation Authority

Clerk of the Board

Santa Fe Depot – SBCTA, 2nd Floor

1170 West 3rd Street

San Bernardino, CA. 92410

Attention: SBCTA Board of Directors

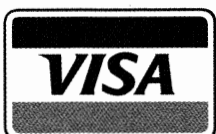
This letter shall serve as our “timely written request to appear” before the SBCTA Board of Directors at the scheduled meeting on June 6, 2018, 10:00AM, at the Santa Fe Depot – SBCTA Lobby 1st Floor, 1170 West 3rd Street, San Bernardino, California 92410.

Ford Wholesale Co., Inc. would request speaking time on our behalf and that of our Law Firm, Borton Petrini.

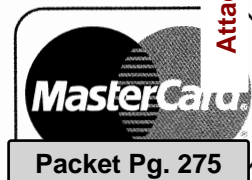
We still believe that there are Important and UN-ANSWERED Issues to bring before the Board.

Thank you.

Mitchell Thomas



www.fordroofsupply.com
P.O. BOX 5888 • EL MONTE, CA 91734-1888
(626) 443-3384



Packet Pg. 275

Attachment: Attachment A - Presentation and Letters Submitted for Public Hearing [Revision 2] (4791 : Hearings to Consider Adoption of

LAW OFFICES OF

BORTON PETRINI, LLP

REGIONAL OFFICES

BAKERSFIELD
TELEPHONE (661) 322-3051
FAX (661) 322-4628

FRESNO
TELEPHONE (559) 268-0117
FAX (559) 237-7995

LOS ANGELES
TELEPHONE (213) 624-2869
FAX (213) 489-3930

MODESTO
TELEPHONE (209) 576-1701
FAX (209) 527-9753

ORANGE COUNTY
TELEPHONE (562) 596-2300
FAX (562) 596-2322

1461 FORD STREET, SUITE 205
REDLANDS, CALIFORNIA 92373
(909) 381-0527

FAX: (909) 381-0658

EMAIL: BPSBDO@BORTONPETRINI.COM

WEB SITE: WWW.BORTONPETRINI.COM

F.E. BORTON (1877-1948)
JAMES PETRINI (1897-1978)
HARRY M. CONRON (1907-1971)
RICHARD E. HITCHCOCK (1925-2001)
JOHN F. PETRINI (1944-2008)

REGIONAL OFFICES

SACRAMENTO
TELEPHONE (916) 858-1212
FAX (916) 858-1252

SAN DIEGO
TELEPHONE (619) 232-2424
FAX (619) 531-0794

SAN FRANCISCO
TELEPHONE (415) 677-0730
FAX (415) 677-0737

SAN JOSE
TELEPHONE (408) 535-0870
FAX (408) 535-0878

IN REPLY REFER
TO OUR FILE NO.

San Bernardino
053101/065218

RECEIVED

MAY 25 2018

San Bernardino County
Planning and Development Department

May 25, 2018

Clerk of the Board
SBCTA
Santa Fe Depot – SBCTA, 2nd Floor
1170 W. 3rd Street
San Bernardino, CA 92410

Re: Portions of the Property Located at 1470 S. Tippecanoe Avenue, San Bernardino, California (APN: 0281-041-29)

Dear SBCTA Clerk:

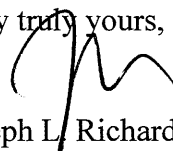
Please allow this correspondence to serve as our timely written response to appear before the SBCTA Board, pursuant to your letter dated May 11, 2018, regarding the above referenced property. By this letter we are formally requesting the opportunity to orally address the SBCTA Board on June 6, 2018, at or after 10:00 a.m., at the Santa Fe Depot - SBCTA, 2nd Floor, 1170 W. 3rd Street, San Bernardino, CA 92410.

A representative from our office will be appearing with the owner of the subject property to address the Resolution of Necessity considerations pursuant to California Code of Civil Procedure Section 1240.030.

We believe there are significant issues to present to the SBCTA Board related to the subject property which the County may fail to address or will inadequately address at the hearing. (They are mentioned in attached addendum letter.) Therefore, speaking time will be necessary at the above referenced hearing.

Should you have any questions or concerns, please feel free to contact our office.

Very truly yours,



Joseph L. Richardson
jrichardson@bortonpetrini.com

JLR:kpm

Resolution of Necessity No. 18-036
Ford Wholesale Company, Inc.
(APN 0281-041-29)

RESOLUTION NO. 18-036

A RESOLUTION OF THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY FINDING AND DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE ACQUISITION BY EMINENT DOMAIN OF CERTAIN INTERESTS IN REAL PROPERTY FOR PUBLIC USE AND AUTHORIZING AND DIRECTING CONDEMNATION OF PORTIONS OF ASSESSOR PARCEL NUMBER 0281-041-29.

WHEREAS, the San Bernardino County Transportation Authority (“SBCTA”) is undertaking the Redlands Passenger Rail Project (the “Project”), which requires SBCTA to acquire by eminent domain certain interests in the property located at 1470 S. Tippecanoe Avenue, in the City of San Bernardino; and

WHEREAS, the Project involves the extension of passenger rail service along an approximately nine-mile corridor extending east from the San Bernardino Transit Center in the City of San Bernardino to the University of Redlands in the City of Redlands, in the County of San Bernardino, California to improve public safety and alleviate traffic congestion; and

WHEREAS, the Project requires the acquisition of property interests from private parties; and

WHEREAS, the Project will be a transportation improvement project serving the public interest; and

WHEREAS, California Public Utilities Code section 130809(b)(4) authorizes SBCTA to exercise the power of eminent domain to acquire these property interests for public use by condemnation; and

WHEREAS, the real property to be acquired for the Project includes a parcel that has been designated as RPRP 266L-048.3-FEE, which consists of a 3,420 square foot fee acquisition in portions of the real property bearing San Bernardino County Assessor’s Parcel Number 0281-041-29, as described and depicted more specifically in Attachment “1” attached hereto and incorporated herein, for the purposes of installing wrought iron fencing, high pipe posts and a drainage berm; and

WHEREAS, the real property to be acquired for the Project also includes a parcel that has been designated as RPRP 268L-048.2-EAS, which consists of a 3,001 square foot permanent easement in portions of real property bearing San Bernardino County Assessor’s Parcel Number 0281-041-29, as described and depicted more specifically in Attachment “2” attached hereto and

incorporated herein, for the purposes of constructing and maintaining a public sidewalk and, train passenger drop off, and reconstruction of the existing driveway; and

WHEREAS, the real property to be acquired for the Project also includes a parcel that has been designated as RPRP 266L-048.1-TCE, which consists of a 5,329 square foot temporary construction easement in portions of real property bearing San Bernardino County Assessor's Parcel Number 0281-041-29, as described and depicted more specifically in Attachment "3" attached hereto and incorporated herein, for the purposes of all necessary and convenient activities associated with the Project ("TCE"). The TCE shall be valid for a period of not more than twenty-four (24) months. It shall commence seven (7) days from the date upon which SBCTA or its authorized representative provides the owner with written notice of its intent to commence construction utilizing the TCE, and it shall terminate on the earliest of (a) the date upon which SBCTA notifies the applicable owner that it no longer needs the TCE, (b) twenty-four (24) months from the commencement date of the TCE, or (c) December 31, 2021. SBCTA shall either protect in place or replace in kind any improvements located within the TCE area. At the expiration of the TCE, SBCTA or its agents shall restore the TCE area to a condition near as practicable to the condition that existed immediately prior to the commencement of the construction; and

WHEREAS, in accordance with section 1245.235 of the California Code of Civil Procedure, on May 11, 2018, there was mailed a Notice of Hearing on the Intent of SBCTA to consider adoption of a Resolution of Necessity for acquisition by eminent domain of the real property as described and depicted more specifically in Attachments "1", "2" and "3" herein (the "Property"). The Notice of Hearing was mailed to the listed address of all persons whose names appear on the last equalized county assessment roll as the owner or owners of the Property, i.e., Ford Wholesale Company, Inc. of San Bernardino, Attention: M.L. Thomas; and

WHEREAS, SBCTA provided written notice to the City of San Bernardino as required by subsection (c) of California Public Utilities Code section 130220.5; and

WHEREAS, the Project, including all amendments thereto, together with the staff reports, environmental documents and all other evidence presented to SBCTA at the times the Project and the amendments thereto were adopted, are incorporated herein by this reference and made a part hereof as though fully set forth herein; and

WHEREAS, pursuant to California Code of Civil Procedure section 1245.235 and Public Utilities Code section 130220.5(c), SBCTA scheduled a hearing for June 6, 2018 at 10:00 am at Santa Fe Depot---SBCTA Lobby 1st Floor, 1170 W. 3rd Street, San Bernardino, California, and gave to each owner or owners whose property is to be acquired and the City of San Bernardino notice and a reasonable opportunity to appear at said hearing and to be heard on the matters referred to in section 1240.030 of the California Code of Civil Procedure; and

WHEREAS, said hearing has been held by SBCTA and each owner or owners whose property is to be acquired by eminent domain and the City of San Bernardino were afforded an opportunity to be heard on those matters specified in SBCTA's Notice of Hearing on the Intent to consider adoption of a Resolution of Necessity as referred to in section 1240.030 of the California Code of Civil Procedure; and

WHEREAS, SBCTA may adopt a Resolution of Necessity pursuant to section 1240.040 of the California Code of Civil Procedure.

NOW, THEREFORE, by a vote of two-thirds or more of its members, the San Bernardino County Transportation Authority does hereby find, determine, resolve and order as follows:

Section 1. Incorporation of Findings and Recitals. The above findings and recitals are true and correct and are incorporated herein in full by this reference.

Section 2. Compliance with California Code of Civil Procedure and Public Utilities Code. SBCTA has complied with the requirements of California Code of Civil Procedure section 1245.235 and Public Utilities Code section 130220.5(c) regarding notice and hearing.

Section 3. Public Use. The public use for which the Property is to be acquired is for the construction and future maintenance of the Project, a public transportation improvement, as more fully described hereinabove. California Public Utilities Code section 130809(b)(4) authorizes SBCTA to acquire by eminent domain property and interests in property necessary for such purpose and for all uses incidental or convenient thereto.

Section 4. Necessity.

(a) The Project is necessary to improve public safety and alleviate traffic congestion; and

(b) The public interest and necessity require the acquisition by eminent domain proceedings of the real property interests as described and depicted more specifically in Attachments "1", "2" and "3" attached to this Resolution of Necessity.

Section 5. Description of Property Interest. The property interests to be acquired are described and depicted more specifically in Attachments "1", "2" and "3" attached hereto and incorporated herein by reference.

Section 6. Findings. SBCTA hereby finds, determines and declares each of the following:

- (a) The public interest and necessity require the proposed Project;
- (b) The Project is planned or located in the manner that will be most compatible with the greatest public good and least private injury;
- (c) The above-described property interests, as described and depicted more specifically in Attachments “1”, “2” and “3”, are necessary for the proposed Project; and
- (d) The offer required by section 7267.2 of the California Government Code has been made to the owner or owners of record.

Section 7. Existing Public Use(s). Pursuant to sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that any of the real property to be acquired is already devoted to a public use, the use proposed by this Project is a more necessary public use than the use to which the real property, or any portion thereof, is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the real property, or any portion thereof, is already devoted.

Section 8. Authority to Exercise Eminent Domain. SBCTA is hereby authorized and empowered to acquire the real property interests as described and depicted more specifically in Attachments “1”, “2” and “3”, including the improvements thereon, if any, by eminent domain for the Project.

Section 9. Further Activities. Legal Counsel for SBCTA (“Counsel”) is hereby authorized and empowered to acquire the hereinabove described interests in real property in the name of and on behalf of SBCTA by eminent domain, and is authorized to institute and prosecute such legal proceedings as may be required in connection therewith. Counsel is further authorized to take such steps as may be authorized and required by law, and to make such deposits as may be required by order of court, and to permit SBCTA to take possession of and use real property at the earliest possible time.

Section 10. Effective Date. This Resolution shall take effect upon adoption.

Adopted by the San Bernardino County Transportation Authority on June 6, 2018, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

Alan D. Wapner, Board President
San Bernardino County Transportation Authority

ATTEST:

Vicki Watson, Clerk of the Board
San Bernardino County Transportation Authority

ATTACHMENT 1

EXHIBIT "A"
LEGAL DESCRIPTION
APN 0281-041-29

RIGHT OF WAY TAKE - RPRP 266L-048.3-FEE

That portion of Parcel 2 of Parcel Map No. 2927, in the City San Bernardino, County of San Bernardino, State of California, as per Map recorded in Book 26, Page 39 of Parcel Maps, filed in the office of the County Recorder of said County, more particularly described as follows:

Commencing at the intersection of the Northerly right-of-way line of the SBCTA (formerly SANBAG) Railway as shown on Record of Survey Map 148/73-92 Recorded March 7, 2012 with the Westerly right-of-way line of Tippecanoe Avenue as shown on said Parcel Map 2927 said point also being the Southeasterly corner of said Parcel 2; Thence along the said Northerly Right-of-way line and Southerly line of said Parcel 2 South 89°47'24" West 33.80 feet to the **True Point of Beginning**; Thence continuing along said Northerly Right-of-way line South 89°47'24" West 500.54 feet to the intersection with the West line of said Parcel 2; Thence leaving said Right-of way line and along the Westerly line of said Parcel 2 North 00°25'00" West 4.50 feet; Thence leaving said Westerly line North 89°46'44" East 320.13 feet; Thence North 84°17'02" East 69.64 feet; Thence North 89°47'24" East 129.05 feet; Thence South 01°25'56" West 9.08 feet; Thence South 14°30'46" West 0.51 feet; Thence North 87°04'03" West 10.11 feet; Thence South 73°08'45" West 7.78 feet to the **Point of Terminus**.

Said parcel contains 3,420 square feet more or less.

Distances shown hereon are grid distances in U.S. Survey feet. To obtain ground level distances, multiply distance by 1/0.99993920. All bearings shown hereon are grid based upon the California Coordinate System, Zone 5, CCS83, (Epoch NSRS-2007). Bearings from reference deeds/maps may or may not be in terms of said system.

David W. Ambler 10-04-2017
 DAVID W. AMBLER
 L.S. 7322



LEGEND

P.O.C. INDICATES POINT
OF COMENCEMENT

T.P.O.B. INDICATES TRUE POINT
OF BEGINNING

 INDICATES RIGHT-OF-WAY TAKE

EXHIBIT B

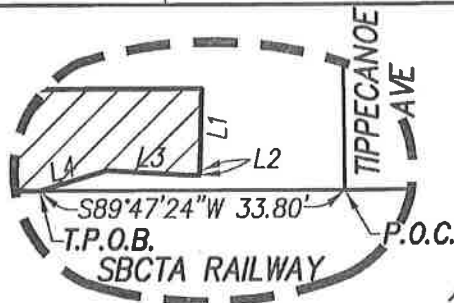
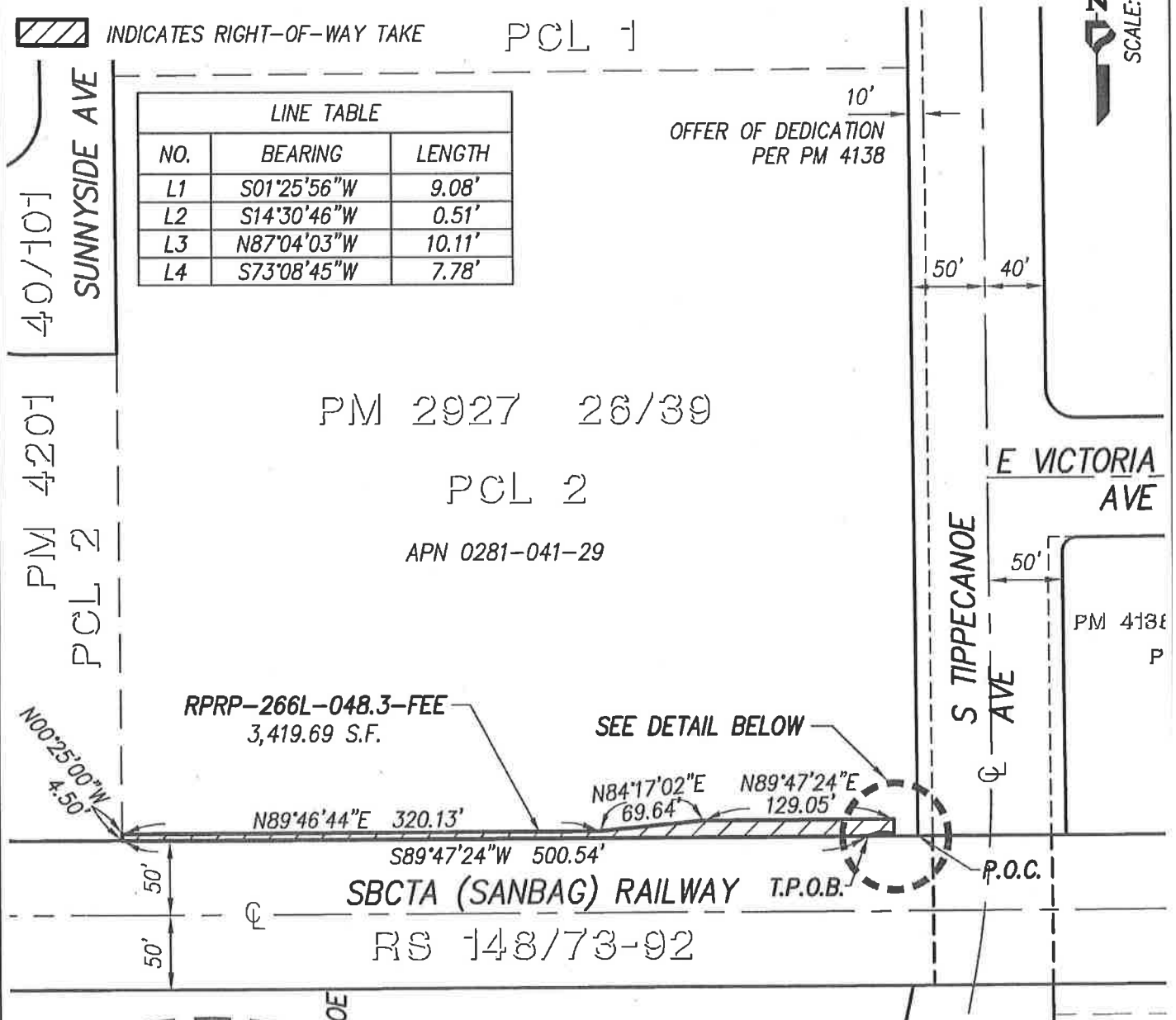
RPRP-266L-048

APN 0281-041-29

City of San Bernardino, CA

SHEET 1 OF 1

SCALE: 1"=100'



DAVID W. AMBLER, L.S. 7322

DATE



PROJECT DESIGN CONSULTANTS
Planning | Landscape Architecture | Engineering | Survey

701 B Street, Suite 800
San Diego, CA 92101
619.236.0471 Tel
619.231.0340 Fax

P:\3833\SURVEY_BNDRY\3833.55-RPRP-BACK9-FINALDESIGN-NOV2015\3833.55-RPRP-NEWRJAN2017-ACQUISITIONS\RPRP-266L-048\3833-RPRP-266L-048.3-FEE.DWG

Attachment: RES 18-036 - FORD WHOLESALE [Revision 1] (4791 : Hearings to Consider Adoption of Resolutions of Necessity for Parcels for

ATTACHMENT 2

EXHIBIT "A"
LEGAL DESCRIPTION
APN 0281-041-29

PERMANENT EASEMENT - RPRP 268L-048.2-EAS

That portion of Parcel 2 of Parcel Map No. 2927, in the City of San Bernardino, County of San Bernardino, State of California, as per map recorded in Book 26, Page 39 of Parcel Maps, in the office of the County Recorder of said County, more particularly described as follows:

Beginning at the intersection of the Northerly right-of-way line of the SBCTA (formerly SANBAG) Railway as shown on Record of Survey Map 148/73-92 Recorded March 7, 2012 with the Westerly right-of-way line of Tippecanoe Avenue as shown on said Parcel Map 2927 being 50.00 feet in width from the centerline thereof; thence along said Westerly right-of-way line, North 00°25'00" West, 509.77 feet; thence leaving said right-of-way line, North 89°44'36" West, 0.53 feet; thence South 30°10'12" West, 23.30 feet; thence South 00°30'20" East, 140.66 feet; thence South 09°58'04" East, 60.83 feet; thence South 00°30'20" East 27.96 feet; thence South 58°50'52" West 6.09 feet; thence South 00°25'00" East, 59.39 feet; thence South 44°53'37" East, 9.65 feet; thence South 00°25'00" East, 59.39 feet; thence South 44°53'37" East, 9.65 feet; thence South 00°25'00" East, 83.93 feet; thence South 20°08'22" East, 4.27 feet; thence South 00°25'00" East, 4.00 feet; thence South 20°58'22" East, 4.27 feet; thence South 00°25'00" East, 54.04 feet; thence South 01°14'15" West, 40.38 feet; thence North 87°04'03" West, 14.47 feet; thence South 14°30'46" West, 0.51 feet; thence North 87°04'03" West 10.11 feet; thence South 73°08'45" West, 7.78 feet to a point on the Northerly right-of-way line of said SBCTA Railway; thence along said Northerly right-of-way line, North 89°47'24" East, 33.80 feet to the **Point of Beginning**.

Said parcel contains 3,001 square feet more or less.

Distances shown hereon are grid distances in U.S. Survey feet. To obtain ground level distances, multiply distance by 1/0.99993920. All bearings shown hereon are grid based upon the California Coordinate System, Zone 5, CCS83, (Epoch NSRS-2007). Bearings from reference deeds/maps may or may not be in terms of said system.

David W. Ambler 10.04.2017
 DAVID W. AMBLER
 L.S. 7322



PAGE 1 OF 1

EXHIBIT B

City of San Bernardino, CA



DAVID W. AMBLER, L.S. 7322 DATE 10-04-2017



PROJECT DESIGN CONSULTANTS
Planning | Landscape Architecture | Engineering | Survey

701 B Street, Suite 600
San Diego, CA 92101
619.235.6471 Tel
619.234.0349 Fax

ATTACHMENT 3

EXHIBIT "A"
LEGAL DESCRIPTION
APN 0281-041-29

TEMPORARY CONSTRUCTION EASEMENT - RPRP 266L-048.1-TCE

That portion of Parcel 2 of Parcel Map No. 2927, in the City of San Bernardino, County of San Bernardino, State of California, as per map recorded in Book 26, Page 39 of Parcel Maps, in the office of the County Recorder of said County, more particularly described as follows:

Beginning at the Northeast corner of said Parcel 2, said point bears North 00°25'00" West, 514.00 feet from the intersection of the Northerly right-of-way line of the SBCTA (formerly SANBAG) Railway as shown on Record of Survey Map 148/73-92 Recorded March 7, 2012 with the Westerly right-of-way line of Tippecanoe Avenue as shown on said Parcel Map 2927 being 50.00 feet in width from the centerline thereof; thence retracing along said Westerly right-of-way line, South 00°25'00" East, 4.23 feet; thence leaving said Westerly right-of-way line, North 89°44'36" West 0.53 feet; thence South 30°10'12" West 23.30 feet; thence South 00°30'20" East 140.66 feet; thence South 09°58'04" East 60.83 feet; thence South 00°30'20" East 27.96 feet; thence South 58°50'52" West 6.09 feet; thence South 00°25'00" East 59.39 feet; thence South 44°53'37" East 9.65 feet; thence South 00°25'00" East 83.93 feet; thence South 20°08'22" West 4.27 feet; thence South 00°25'00" East 4.00 feet; thence South 20°58'22" East 4.27 feet; thence South 00°25'00" East 54.04 feet; thence South 01°14'15" West 40.38 feet; thence North 87°04'03" West 14.47 feet; thence North 01°25'56" East 9.08 feet; thence South 89°47'24" West 128.39 feet; thence North 83°40'01" East 52.25 feet; thence South 89°07'44" East 6.84 feet; thence North 37°19'52" East 54.53 feet; thence North 90°00'00" East 17.20 feet; thence South 00°00'00" East 31.01 feet; thence North 90°00'00" East 29.42 feet; thence North 00°07'07" East 12.98 feet; thence North 00°25'00" West 53.13 feet; thence North 20°58'22" West 4.27 feet; thence North 00°25'00" West 5.81 feet; thence North 20°08'22" East 4.27 feet; thence North 00°25'00" West 80.98 feet; thence North 44°53'37" West 9.65 feet; thence North 00°25'00" West 64.27 feet; thence North 58°50'52" East 6.08 feet; thence North 00°30'20" West 18.62 feet; thence North 09°58'04" West 66.91 feet; thence North 00°30'20" West 140.84 feet; thence North 30°10'12" East 28.61 feet to a point on the Northerly line of said Parcel 2; thence along said Northerly line, North 89°47'24" East, 3.83 feet to the **Point of Beginning**.

Said parcel contains 5,329 square feet more or less.

Distances shown hereon are grid distances in U.S. Survey feet. To obtain ground level distances, multiply distance by 1/0.99993920. All bearings shown hereon are grid based

PAGE 1 OF 2

upon the California Coordinate System, Zone 5, CCS83, (Epoch NSRS-2007). Bearings from reference deeds/maps may or may not be in terms of said system.

David W. Ambler 9-20-2017
DAVID W. AMBLER
L.S. 7322

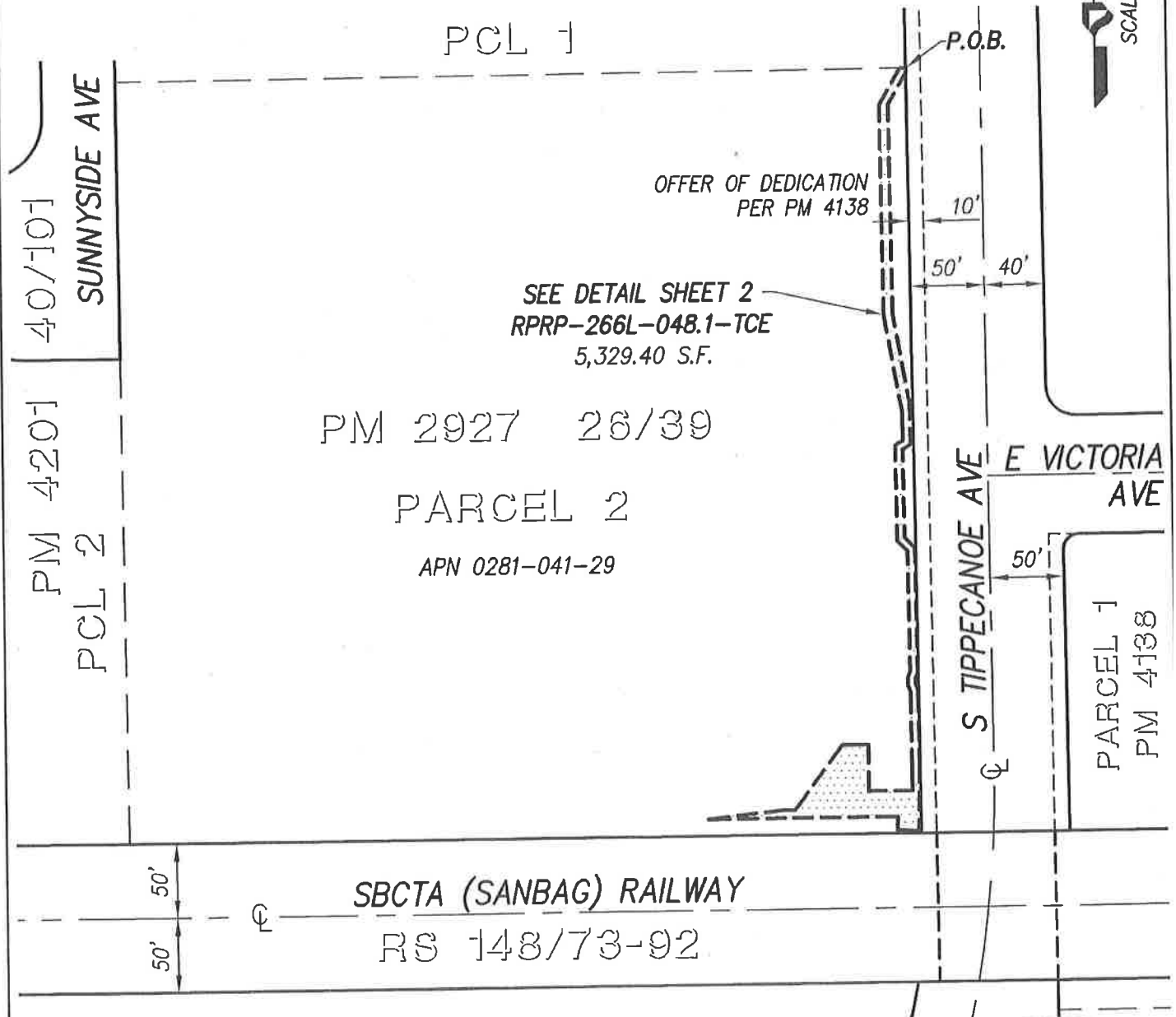


EXHIBIT B

RPRP-266L-048
APN 0281-041-29

 INDICATES TEMPORARY
CONSTRUCTION EASEMENT

SCALE: 1"=100'



DAVID W. AMBLER, L.S. 7322

DATE _____



PROJECT DESIGN CONSULTANTS
Planning | Landscape Architecture | Engineering | Survey

701 B Street, Suite 800
San Diego, CA 92101
019.235.0471 Tel
019.234.0349 Fax

LEGEND

INDICATES TEMPORARY
CONSTRUCTION EASEMENT

EXHIBIT B

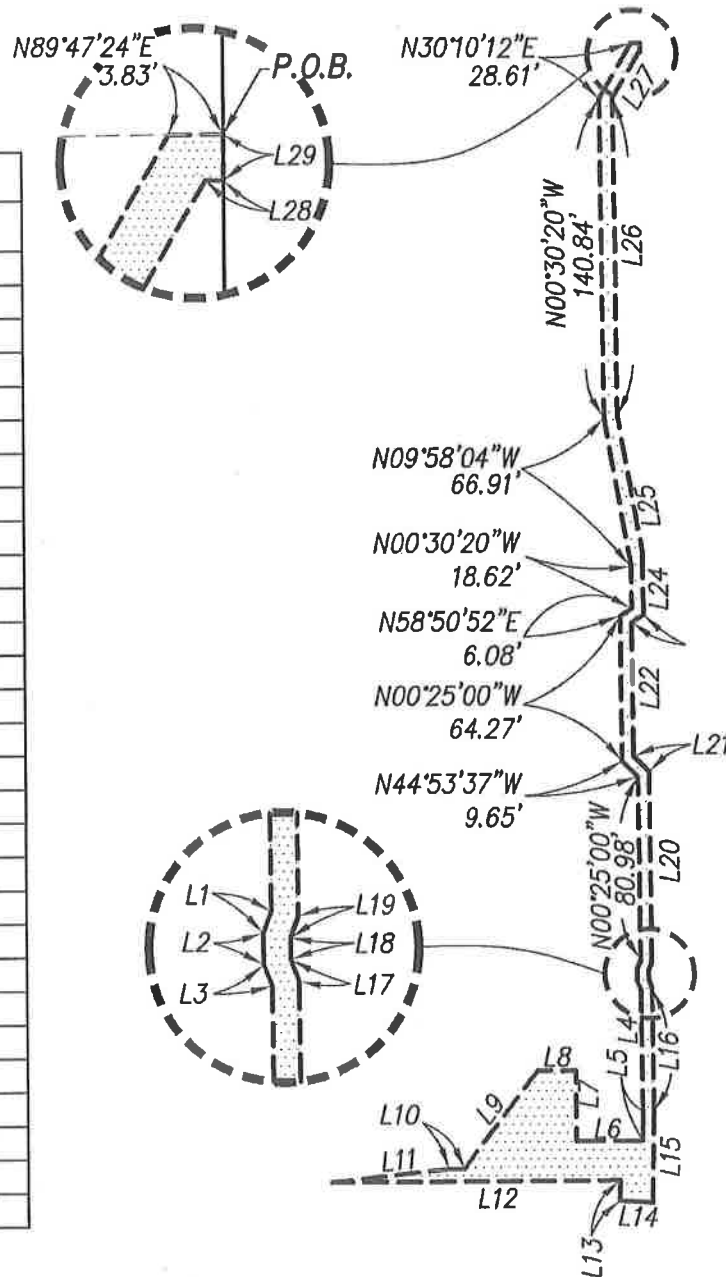
RPRP-266L-048

APN 0281-041-29

City of San Bernardino, CA



LINE TABLE		
NO.	BEARING	LENGTH
L1	N20°08'22"E	4.27'
L2	N00°25'00"W	5.81'
L3	N20°58'22"W	4.27'
L4	N00°25'00"W	53.13'
L5	N00°07'07"E	12.98'
L6	S90°00'00"W	29.42'
L7	S00°00'00"W	31.01'
L8	S90°00'00"W	17.20'
L9	N37°19'52"E	54.53'
L10	S89°07'44"E	6.84'
L11	N83°40'01"E	52.25'
L12	S89°47'24"W	128.39'
L13	N01°25'56"E	9.08'
L14	N87°04'03"W	14.47'
L15	S01°14'15"W	40.38'
L16	S00°25'00"E	54.04'
L17	S20°58'22"E	4.27'
L18	S00°25'00"E	4.00'
L19	S20°08'22"W	4.27'
L20	S00°25'00"E	83.93'
L21	S44°53'37"E	9.65'
L22	S00°25'00"E	59.39'
L23	S58°50'52"W	6.09'
L24	S00°30'20"E	27.96'
L25	S09°58'04"E	60.83'
L26	S00°30'20"E	140.66'
L27	S30°10'12"W	23.30'
L28	N89°44'36"W	0.53'
L29	S00°30'20"E	4.23'



RPRP-266L-048.1-TCE

**PROJECT DESIGN CONSULTANTS**

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P:\3833\SURVEY_DAIRY\3833.55-RPRP-BACK9-FINALDESIGN-NOV2015\3833.55-RPRP-NEWIRVAN2017-ACQUISITIONS\RPRP-266L-048\3833-RPRP-266L-048.1-TCE.DWG

Resolution of Necessity No. 18-066
Spirit Master Funding X, LLC
(APN 0169-281-45)

RESOLUTION NO. 18-066

A RESOLUTION OF THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY FINDING AND DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE ACQUISITION BY EMINENT DOMAIN OF CERTAIN INTERESTS IN REAL PROPERTY FOR PUBLIC USE AND AUTHORIZING AND DIRECTING CONDEMNATION OF PORTIONS OF ASSESSOR PARCEL NUMBER 0169-281-45.

WHEREAS, the San Bernardino County Transportation Authority (“SBCTA”) is undertaking the Redlands Passenger Rail Project (the “Project”) that requires SBCTA to acquire by eminent domain an interest in the property located at 340 Eureka Street, City of Redlands; and

WHEREAS, the Project involves the extension of passenger rail service along an approximately nine-mile corridor extending east from the San Bernardino Transit Center in the City of San Bernardino to the University of Redlands in the City of Redlands, in the County of San Bernardino, California to improve public safety and alleviate traffic congestion; and

WHEREAS, the Project requires the acquisition of property interests from private parties; and

WHEREAS, the Project will be a transportation improvement project serving the public interest; and

WHEREAS, California Public Utilities Code section 130809(b)(4) authorizes SBCTA to exercise the power of eminent domain to acquire these property interests for public use by condemnation; and

WHEREAS, the real property to be acquired for the Project includes a parcel that has been designated as RPRP 505R-075.1-EAS, which consists of a 166 square foot permanent easement in portions of the real property bearing San Bernardino County Assessor’s Parcel Number 0169-281-45, as described and depicted more specifically in Attachment “1” attached hereto and incorporated herein, for the purposes of building and maintaining an ADA-compliant sidewalk and approach. The existing improvements within the permanent easement include thirteen linear feet of chain link fencing, six medium to large sized shrubs, one tree light and irrigation; and

WHEREAS, the real property to be acquired for the Project also includes a parcel that has been designated as RPRP 505R-075.2-TCE, which consists of a 50 square foot temporary construction easement in portions of the real property bearing San Bernardino County Assessor’s

Parcel Number 0169-281-45, as described and depicted more specifically in Attachment “2” attached hereto and incorporated herein, for the purposes of all necessary and convenient activities associated with the Project (the “TCE”). The TCE shall be valid for a period of not more than twenty-four (24) months. It shall commence seven (7) days from the date upon which SBCTA or its authorized representative provides the owner with written notice of its intent to commence construction utilizing the TCE, and it shall terminate on the earliest of (a) the date upon which SBCTA notifies the applicable owner that it no longer needs the TCE, (b) twenty-four (24) months from the commencement date of the TCE, or (c) December 31, 2021. The existing improvements within the TCE include one light standard, medium sized shrubs, and irrigation. SBCTA shall either protect in place or replace in kind improvements located within the TCE area. At the expiration of the TCE, SBCTA or its agents shall restore the TCE area to a condition near as practicable to the condition that existed immediately prior to the commencement of the construction; and

WHEREAS, in accordance with section 1245.235 of the California Code of Civil Procedure, on May 11, 2018, there was mailed a Notice of Hearing on the Intent of SBCTA to consider adoption of a Resolution of Necessity for acquisition by eminent domain of the real property as described and depicted more specifically in Attachments “1” and “2” herein (the “Property”). The Notice of Hearing was mailed to the listed address of all persons whose names appear on the last equalized county assessment roll as the owner or owners of the Property, i.e., Spirit Master Funding X, LLC, a Delaware limited liability company; and

WHEREAS, SBCTA provided written notice to the City of Redlands as required by subsection (c) of California Public Utilities Code section 130220.5; and

WHEREAS, the Project, including all amendments thereto, together with the staff reports, environmental documents and all other evidence presented to SBCTA at the times the Project and the amendments thereto were adopted, are incorporated herein by this reference and made a part hereof as though fully set forth herein; and

WHEREAS, pursuant to California Code of Civil Procedure section 1245.235 and Public Utilities Code section 130220.5(c), SBCTA scheduled a hearing for June 6, 2018 at 10:00 am at Santa Fe Depot---SBCTA Lobby 1st Floor, 1170 W. 3rd Street, San Bernardino, California, and gave to each owner or owners whose property is to be acquired and the City of Redlands notice and a reasonable opportunity to appear at said hearing and to be heard on the matters referred to in section 1240.030 of the California Code of Civil Procedure; and

WHEREAS, said hearing has been held by SBCTA and each owner or owners whose property is to be acquired by eminent domain and the City of Redlands were afforded an opportunity to be heard on those matters specified in SBCTA’s Notice of Hearing on the Intent to consider adoption of a Resolution of Necessity as referred to in section 1240.030 of the California Code of Civil Procedure; and

WHEREAS, SBCTA may adopt a Resolution of Necessity pursuant to section 1240.040 of the California Code of Civil Procedure.

NOW, THEREFORE, by a vote of two-thirds or more of its members, the San Bernardino County Transportation Authority does hereby find, determine, resolve and order as follows:

Section 1. Incorporation of Findings and Recitals. The above findings and recitals are true and correct and are incorporated herein in full by this reference.

Section 2. Compliance with California Code of Civil Procedure and Public Utilities Code. SBCTA has complied with the requirements of California Code of Civil Procedure section 1245.235 and Public Utilities Code section 130220.5(c) regarding notice and hearing.

Section 3. Public Use. The public use for which the Property is to be acquired is for the construction and future maintenance of the Project, a public transportation improvement, as more fully described hereinabove. California Public Utilities Code section 130809(b)(4) authorizes SBCTA to acquire by eminent domain property and interests in property necessary for such purpose and for all uses incidental or convenient thereto.

Section 4. Necessity.

(a) The Project is necessary to improve public safety and alleviate traffic congestion; and

(b) The public interest and necessity require the acquisition by eminent domain proceedings of the real property interests as described and depicted more specifically in Attachments “1” and “2” attached to this Resolution of Necessity.

Section 5. Description of Property Interest. The property interests to be acquired are described and depicted more specifically in Attachments “1” and “2” attached hereto and incorporated herein by reference.

Section 6. Findings. SBCTA hereby finds, determines and declares each of the following:

(a) The public interest and necessity require the proposed Project;

(b) The Project is planned or located in the manner that will be most compatible with the greatest public good and least private injury;

(c) The above-described property interests, as described and depicted more specifically in Attachments “1” and “2”, are necessary for the proposed Project; and

(d) The offer required by section 7267.2 of the California Government Code has been made to the owner or owners of record.

Section 7. Existing Public Use(s). Pursuant to sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that any of the real property to be acquired is already devoted to a public use, the use proposed by this Project is a more necessary public use than the use to which the real property, or any portion thereof, is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the real property, or any portion thereof, is already devoted.

Section 8. Authority to Exercise Eminent Domain. SBCTA is hereby authorized and empowered to acquire the real property interests as described and depicted more specifically in Attachments “1” and “2”, including the improvements thereon, if any, by eminent domain for the Project.

Section 9. Further Activities. Legal Counsel for SBCTA (“Counsel”) is hereby authorized and empowered to acquire the hereinabove described interest in real property in the name of and on behalf of SBCTA by eminent domain, and is authorized to institute and prosecute such legal proceedings as may be required in connection therewith. Counsel is further authorized to take such steps as may be authorized and required by law, and to make such security deposits as may be required by order of court and to permit SBCTA to take possession of and use real property at the earliest possible time.

Section 10. Effective Date. This Resolution shall take effect upon adoption.

Adopted by the San Bernardino County Transportation Authority on June 6, 2018, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

Alan D. Wapner, Board President
San Bernardino County Transportation Authority

ATTEST:

Vicki Watson, Clerk of the Board
San Bernardino County Transportation Authority

ATTACHMENT 1

EXHIBIT A
LEGAL DESCRIPTION
APN 0169-281-45

PERMANENT EASEMENT - RPRP 505R-075.1-EAS

That portion of Parcel 2 of Parcel Map No. 14891, in the City of Redlands, County of San Bernardino, State of California, as shown by on file in Book 181, Pages 86, 87 and 88 of Parcel Maps, in the office of the County Recorder of said County, more particularly described as follows:

Beginning at the intersection of the Southerly Right-of-way line of SBCTA (formerly SANBAG) Railway as shown on Record of Survey Map 148/73-92, recorded March 7, 2012, with the Easterly Right-of-way line of Eureka Street as shown on said Parcel Map, said point also being the Northwest corner of said Parcel 2; thence along said Southerly Right-of-way line, North 89°44'56" East, 13.03 feet; thence leaving said Right-of-way line, South 05°02'12" East, 6.31 feet; thence South 42°11'40" West, 17.30 feet to a point on the Easterly Right-of-way line of said Eureka Street, said point also being point the beginning of a non-tangent curve concave Easterly having a radius of 360.00 feet, a radial line to said point bears South 82°34'39" West; thence Northerly along said Easterly right-of-way and the arc of said curve through a central angle of 03°02'51" a distance of 19.15 feet to the **Point of Beginning**.

Said parcel contains 166 square feet, more or less.

Attached hereto is a plat labeled Exhibit B and by this reference made a part thereof. Distances shown hereon are grid distances in U.S. Survey feet. To obtain ground level distances, multiply distance by 1/0.99993920. All bearings shown hereon are grid based upon the California Coordinate System, Zone 5, CCS83, (Epoch NSRS-2007). Bearings from reference deeds/maps may or may not be in terms of said system.

David W. Ambler 10/12/2017
 DAVID W. AMBLER
 L.S. 7322



PAGE 1 OF 1

LEGEND

P.O.C. INDICATES POINT
OF BEGINNING

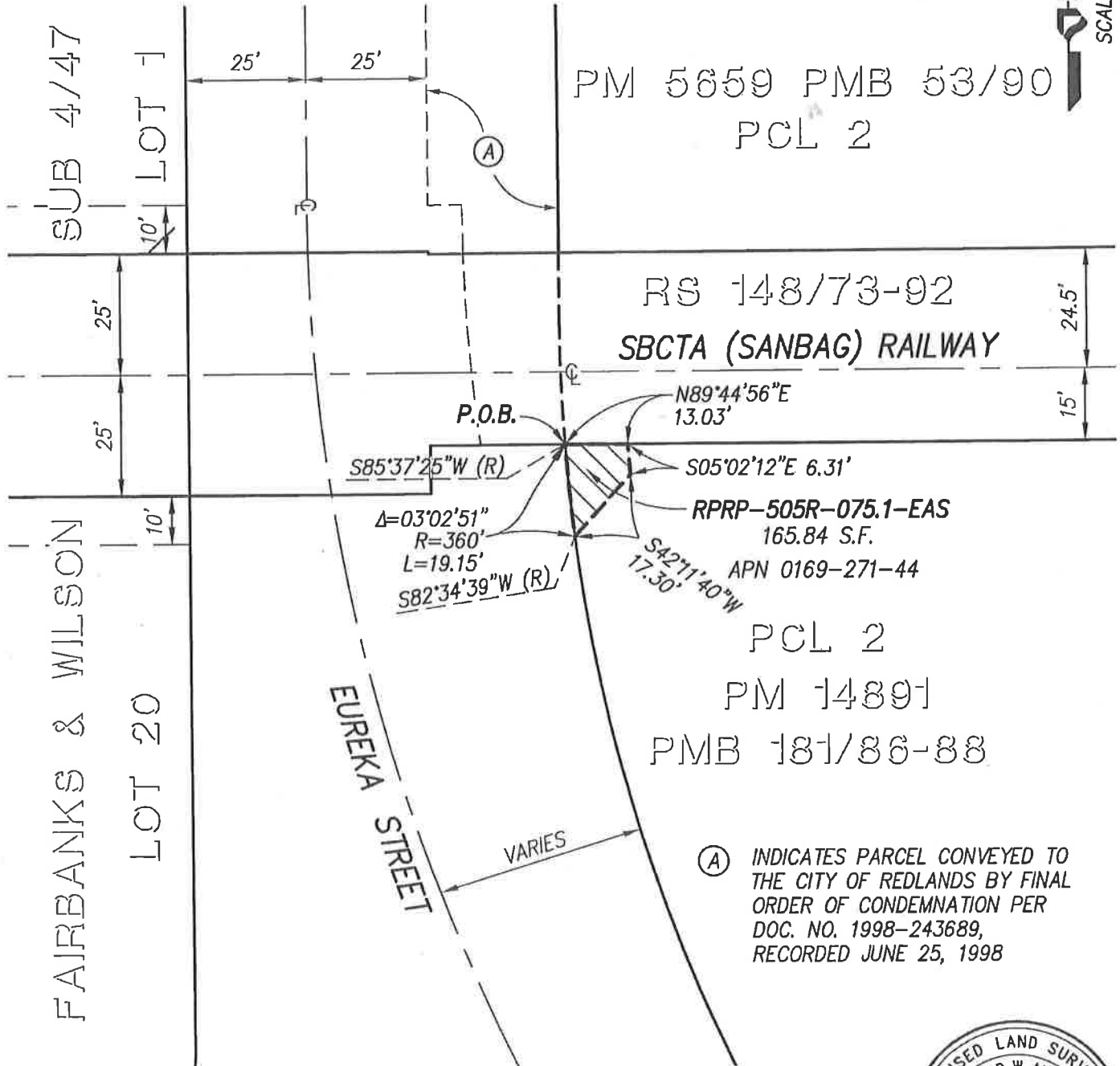


INDICATES PERMANENT
EASEMENT

EXHIBIT B

RPRP-505R-075
APN 0169-281-45
CITY OF REDLANDS, CA

SHEET 1 OF 1



David W. Ambler 10/12/2017
DAVID W. AMBLER, L.S. 7322 DATE



PROJECT DESIGN CONSULTANTS
Planning | Landscape Architecture | Engineering | Survey

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619.234.0349 Fax

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ATTACHMENT 2

EXHIBIT A
LEGAL DESCRIPTION
APN 0169-281-45

TEMPORARY CONSTRUCTION EASEMENT - RPRP 505R-075.2-TCE

That portion of Parcel 2 of Parcel Map No. 14891, in the City of Redlands, County of San Bernardino, State of California, as shown by on file in Book 181, Pages 86, 87 and 88 of Parcel Maps, in the office of the County Recorder of said County, more particularly described as follows:

Commencing at the intersection of the Southerly Right-of-way line of SBCTA (formerly SANBAG) Railway as shown on Record of Survey Map 148/73-92, Recorded March 7, 2012, with the Easterly Right-of-way line of Eureka Street as shown on said Parcel Map, said point also being the Northwest corner of said Parcel 2; thence along said Southerly Right-of-way line North 89°44'56" East, 13.03 feet to the **True Point of Beginning**; thence continuing along said Right-of-way line North 89°44'56" East, 2.01 feet; thence leaving said right-of-way line South 05°02'12" East, 7.01 feet; thence South 42°11'40" West, 19.86 feet to a point on the Easterly right-of-way line of said Eureka Street and the beginning of a non-tangent curve concave Easterly having a radius of 360.00 feet, a radial line to said point bears South 82°09'40" West; thence Northerly along said Easterly right-of-way line and the arc of said curve through a central angle of 00°24'59" a distance of 2.62 feet, thence leaving said Easterly right-of-way line, North 42°11'40" East, 17.30 feet; thence North 05°02'12" West, 6.31 feet to the **True Point of Beginning**.

Said parcel contains 50 square feet, more or less.

Attached hereto is a plat labeled Exhibit B and by this reference made a part thereof. Distances shown hereon are grid distances in U.S. Survey feet. To obtain ground level distances, multiply distance by 1/0.99993920. All bearings shown hereon are grid based upon the California Coordinate System, Zone 5, CCS83, (Epoch NSRS-2007). Bearings from reference deeds/maps may or may not be in terms of said system.

David W. Ambler 10/12/2017
 DAVID W. AMBLER
 L.S. 7322



LEGEND

P.O.C. INDICATES POINT
OF COMMENCEMENT

T.P.O.B. INDICATES TRUE POINT
OF BEGINNING

 INDICATES TEMPORARY
CONSTRUCTION EASEMENT

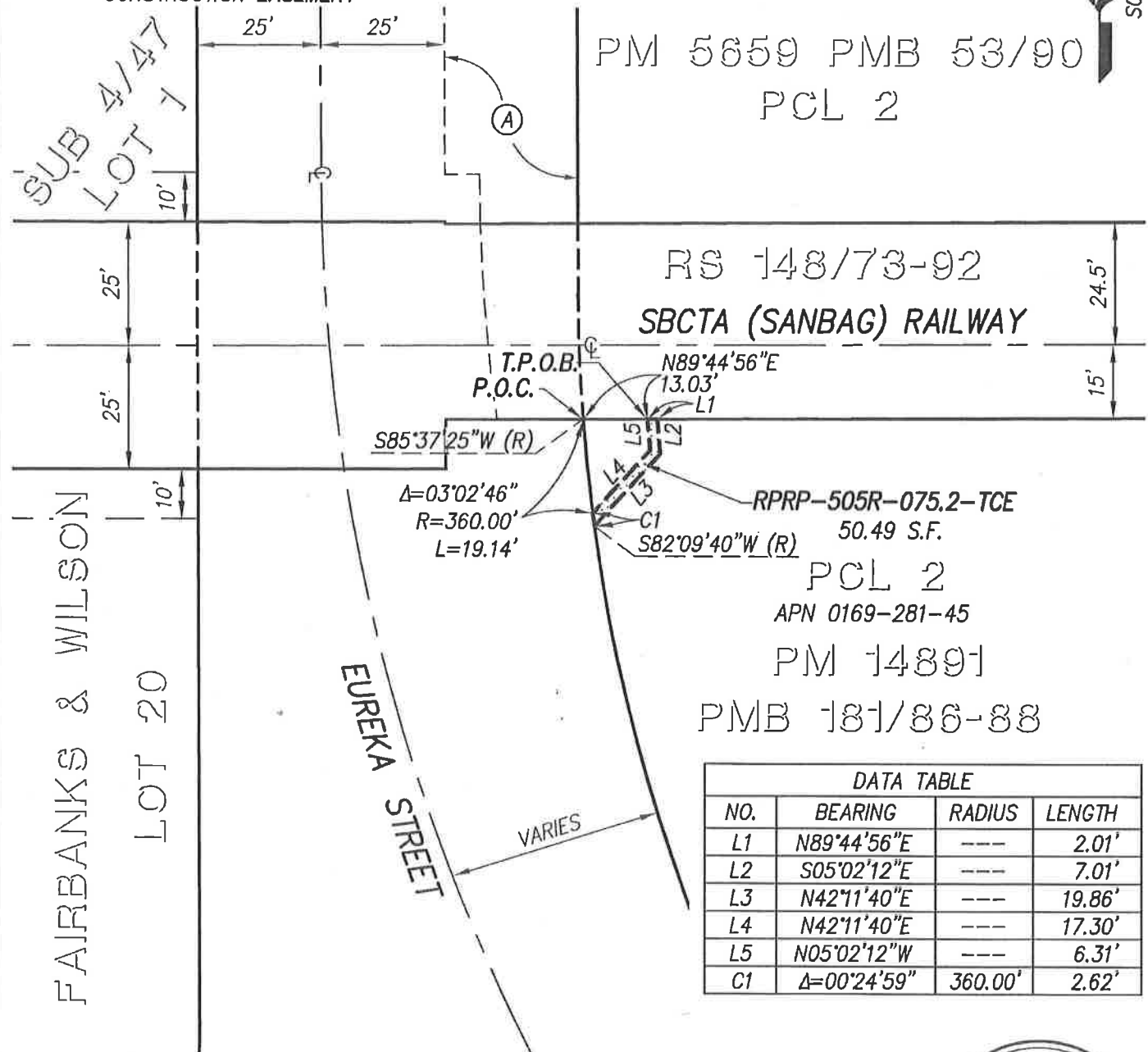
EXHIBIT B

RPRP-505R-075
APN 0169-281-45
CITY OF REDLANDS, CA

(A) INDICATES PARCEL
CONVEYED TO THE CITY OF
REDLANDS BY FINAL ORDER
OF CONDEMNATION PER
DOC. NO. 1998-243689,
RECORDED JUNE 25, 1998

SHEET 1 OF 1

SCALE: 1"=30'



DAVID W. AMBLER, L.S. 7322 DATE



PROJECT DESIGN CONSULTANTS
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P:\3833\SURVEY_BNDRY\3833.55-RPRP-BACK9-FINALDESIGN-NOV2015\3833.55-RPRP-NEVRWJAN2017-ACQUISITIONS\RPRP-505R-075\3833-RPRP-505R-075.2-TCE.DWG

Resolution of Necessity No. 18-067
Orange Street Plaza, LLC
(APN 0169-212-27)

RESOLUTION NO. 18-067

A RESOLUTION OF THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY FINDING AND DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE ACQUISITION BY EMINENT DOMAIN OF CERTAIN INTERESTS IN REAL PROPERTY FOR PUBLIC USE AND AUTHORIZING AND DIRECTING CONDEMNATION OF PORTIONS OF ASSESSOR PARCEL NUMBER 0169-212-27.

WHEREAS, the San Bernardino County Transportation Authority (“SBCTA”) is undertaking the Redlands Passenger Rail Project (the “Project”) that requires SBCTA to acquire by eminent domain an interest in the property located at 411 North 6th Street, City of Redlands; and

WHEREAS, the Project involves the extension of passenger rail service along an approximately nine-mile corridor extending east from the San Bernardino Transit Center in the City of San Bernardino to the University of Redlands in the City of Redlands, in the County of San Bernardino, California to improve public safety and alleviate traffic congestion; and

WHEREAS, the Project requires the acquisition of property interests from private parties; and

WHEREAS, the Project will be a transportation improvement project serving the public interest; and

WHEREAS, California Public Utilities Code section 130809(b)(4) authorizes SBCTA to exercise the power of eminent domain to acquire these property interests for public use by condemnation; and

WHEREAS, the real property to be acquired for the Project includes a parcel that has been designated as RPRP 522L-080.1-EAS, which consists of a 48 square foot permanent easement in portions of the real property bearing San Bernardino County Assessor’s Parcel Number 0169-212-27, as described and depicted more specifically in Attachment “1” attached hereto and incorporated herein, for the purposes of constructing and maintaining public street improvements, including safety grade crossing gate, public sidewalk and pedestrian purposes; and

WHEREAS, the real property to be acquired for the Project also includes a parcel that has been designated as RPRP 522L-080.2-TCE, which consists of a 10 square foot temporary construction easement and right of way in portions of the real property bearing San Bernardino County Assessor’s Parcel Number 0169-212-27, as described and depicted more specifically in

Attachment “2” attached hereto and incorporated herein, for the purposes of all necessary and convenient activities associated with the Project including over, above, on, under, in, across, along and through the property (the “TCE”). The TCE shall be valid for a period of not more than twenty-four (24) months. It shall commence seven (7) days from the date upon which SBCTA or its authorized representative provides the owner with written notice of its intent to commence construction utilizing the TCE, and it shall terminate on the earliest of (a) the date upon which SBCTA notifies the applicable owner that it no longer needs the TCE, (b) twenty-four (24) months from the commencement date of the TCE, or (c) December 31, 2021. The existing improvements within the TCE include landscaping. SBCTA shall either protect in place or replace in kind improvements located within the TCE area. At the expiration of the TCE, SBCTA or its agents shall restore the TCE area to a condition near as practicable to the condition that existed immediately prior to the commencement of the construction; and

WHEREAS, in accordance with section 1245.235 of the California Code of Civil Procedure, on May 11, 2018, there was mailed a Notice of Hearing on the Intent of SBCTA to consider adoption of a Resolution of Necessity for acquisition by eminent domain of the real property interests as described and depicted more specifically in Attachments “1” and “2” herein (the “Property”). The Notice of Hearing was mailed to the listed address of all persons whose names appear on the last equalized county assessment roll as the owner or owners of the Property, i.e., Orange Street Plaza, LLC, a California limited liability company; and

WHEREAS, SBCTA provided written notice to the City of Redlands as required by subsection (c) of California Public Utilities Code section 130220.5; and

WHEREAS, the Project, including all amendments thereto, together with the staff reports, environmental documents and all other evidence presented to SBCTA at the times the Project and the amendments thereto were adopted, are incorporated herein by this reference and made a part hereof as though fully set forth herein; and

WHEREAS, pursuant to California Code of Civil Procedure section 1245.235 and Public Utilities Code section 130220.5(c), SBCTA scheduled a hearing for June 6, 2018 at 10:00 am at Santa Fe Depot---SBCTA Lobby 1st Floor, 1170 W. 3rd Street, San Bernardino, California, and gave to each owner or owners whose property is to be acquired and the City of Redlands notice and a reasonable opportunity to appear at said hearing and to be heard on the matters referred to in section 1240.030 of the California Code of Civil Procedure; and

WHEREAS, said hearing has been held by SBCTA and each owner or owners whose property is to be acquired by eminent domain and the City of Redlands were afforded an opportunity to be heard on those matters specified in SBCTA’s Notice of Hearing on the Intent to consider adoption of a Resolution of Necessity as referred to in section 1240.030 of the California Code of Civil Procedure; and

WHEREAS, SBCTA may adopt a Resolution of Necessity pursuant to section 1240.040 of the California Code of Civil Procedure.

NOW, THEREFORE, by a vote of two-thirds or more of its members, the San Bernardino County Transportation Authority does hereby find, determine, resolve and order as follows:

Section 1. Incorporation of Findings and Recitals. The above findings and recitals are true and correct and are incorporated herein in full by this reference.

Section 2. Compliance with California Code of Civil Procedure and Public Utilities Code. SBCTA has complied with the requirements of California Code of Civil Procedure section 1245.235 and Public Utilities Code section 130220.5(c) regarding notice and hearing.

Section 3. Public Use. The public use for which the Property is to be acquired is for the construction and future maintenance of the Project, a public transportation improvement, as more fully described hereinabove. California Public Utilities Code section 130809(b)(4) authorizes SBCTA to acquire by eminent domain property and interests in property necessary for such purpose and for all uses incidental or convenient thereto.

Section 4. Necessity.

(a) The Project is necessary to improve public safety and alleviate traffic congestion; and

(b) The public interest and necessity require the acquisition by eminent domain proceedings of the real property interests described and depicted more specifically in Attachments “1” and “2” attached to this Resolution of Necessity.

Section 5. Description of Property Interest. The property interests to be acquired are described and depicted more specifically in Attachments “1” and “2” attached hereto and incorporated herein by reference.

Section 6. Findings. SBCTA hereby finds, determines and declares each of the following:

(a) The public interest and necessity require the proposed Project;

(b) The Project is planned or located in the manner that will be most compatible with the greatest public good and least private injury;

(c) The above-described property interests, as described and depicted more specifically in Attachments “1” and “2”, are necessary for the proposed Project; and

(d) The offer required by section 7267.2 of the California Government Code has been made to the owner or owners of record.

Section 7. Existing Public Use(s). Pursuant to sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that any of the real property to be acquired is already devoted to a public use, the use proposed by this Project is a more necessary public use than the use to which the real property, or any portion thereof, is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the real property, or any portion thereof, is already devoted.

Section 8. Authority to Exercise Eminent Domain. SBCTA is hereby authorized and empowered to acquire the real property as described and depicted more specifically in Attachments “1” and “2” including the improvements thereon, if any, by eminent domain for the Project.

Section 9. Further Activities. Legal Counsel for SBCTA (“Counsel”) is hereby authorized and empowered to acquire the hereinabove described interest in real property in the name of and on behalf of SBCTA by eminent domain, and is authorized to institute and prosecute such legal proceedings as may be required in connection therewith. Counsel is further authorized to take such steps as may be authorized and required by law, and to make such security deposits as may be required by order of court and to permit SBCTA to take possession of and use real property at the earliest possible time.

Section 10. Effective Date. This Resolution shall take effect upon adoption.

Adopted by the San Bernardino County Transportation Authority on June 6, 2018, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

Alan D. Wapner, Board President
San Bernardino County Transportation Authority

ATTEST:

Vicki Watson, Clerk of the Board
San Bernardino County Transportation Authority

ATTACHMENT 1

EXHIBIT "A"
LEGAL DESCRIPTION
APN 0169-212-27

PERMANENT EASEMENT - RPRP 522L-080.1-EAS

That portion of Parcel 11 of Parcel Map No. 12022, in the City of Redlands, County of San Bernardino, State of California as per plat recorded in Book 143, Pages 30-32 inclusive of Parcel Maps, records of said County, more particularly described as follows:

Beginning at the intersection of the Northerly right-of-way line of the SBCTA (formerly SANBAG) Railway as shown on Record of Survey Map 148/73-92 Recorded March 7, 2012 with the Westerly right-of-way line of Sixth Street being 40.00 feet from the centerline of said Sixth Avenue as shown on said Parcel Map No. 12022; thence along said Northerly right-of-way line South 89°44'56" West 10.00 feet; thence leaving said Northerly right-of-way line North 00°17'35" West 4.80 feet; thence North 89°44'56" East 10.00 feet to a point on the Westerly right-of-way line of said Sixth Street; thence along said Westerly right-of-way line South 00°17'35" East 4.80 feet to the **Point of Beginning**.

Said parcel contains 48 square feet, more or less.

Distances shown hereon are grid distances in U.S. Survey feet. To obtain ground level distances, multiply distance by 1/0.99993920. All bearings shown hereon are grid based upon the California Coordinate System, Zone 5, CCS83, (Epoch NSRS-2007). Bearings from reference deeds/maps may or may not be in terms of said system.

David W. Ambler 7-25-17
 DAVID W. AMBLER
 L.S. 7322



LEGEND

P.O.B. INDICATES POINT
OF BEGINNING

 INDICATES PERMANENT
EASEMENT

EXHIBIT B

RPRP-522L-080
APN 0169-212-27
CITY OF REDLANDS, CA

SCALE: 1"=20'



PM 12022
PMB 143/30-32

PCL 11

APN 0169-212-27

RPRP-522L-080.1-EAS
48.00 S.F.

N89°44'56"E
10.00'
N00°17'35"W
4.80'

S89°44'56"W
10.00'

S00°17'35"E
4.80'

P.O.B.

SIXTH STREET

25'

RS 148/73-92



SBCTA (SANBAG) RAILWAY
(PARK AVE.)

28'±
VARIES

25'

25'

David W. Ambler 7-25-17

DAVID W. AMBLER, L.S. 7322 DATE



PROJECT DESIGN CONSULTANTS
Planning | Landscape Architecture | Engineering | Survey

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619.234.0349 Fax



P:\JRS\1\SURVEY\BNDRY\383335-RPRP-BACK9-FINALDESIGN-NOV2013\383335-RPRP-NEWJAN2017-ACQUISITIONS\RPRP-522L-080\383335-RPRP-522L-080.1-EAS.DWG

Attachment: RES 18-067 - ORANGE STREET PLAZA [Revision 1] (4791 : Hearings to Consider Adoption of Resolutions of Necessity for Parcels

ATTACHMENT 2

EXHIBIT "A"
LEGAL DESCRIPTION
APN 0169-212-27

TEMPORARY CONSTRUCTION EASEMENT - RPRP 522L-080.2-TCE

That portion of Parcel 11 of Parcel Map No. 12022, in the City of Redlands, County of San Bernardino, State of California as per plat recorded in Book 143, Pages 30-32 inclusive of Parcel Maps, records of said County, more particularly described as follows:

Commencing at the intersection of the Northerly right-of-way line of the SBCTA (formerly SANBAG) Railway as shown on Record of Survey Map 148/73-92 Recorded March 7, 2012 with the Westerly right-of-way line of Sixth Street being 40.00 feet from the centerline of said Sixth Avenue as shown on said Parcel Map No. 12022; thence along said Northerly right-of-way line South 89°44'56" West 10.00 feet to the **True Point of Beginning**; thence continuing along said Northerly right-of-way line South 89°44'56" West 2.00 feet; thence leaving said Northerly right-of-way line North 00°17'35" West 4.80 feet; thence North 89°44'56" East 2.00 feet; thence South 00°17'35" East 4.80 feet to the **True Point of Beginning**.

Said parcel contains 10 square feet, more or less.

Distances shown hereon are grid distances in U.S. Survey feet. To obtain ground level distances, multiply distance by 1/0.99993920. All bearings shown hereon are grid based upon the California Coordinate System, Zone 5, CCS83, (Epoch NSRS-2007). Bearings from reference deeds/maps may or may not be in terms of said system.

David W. Ambler 7-25-17
 DAVID W. AMBLER
 L.S. 7322



LEGEND

P.O.C. INDICATES POINT
OF COMMENCEMENT

T.P.O.B. INDICATES TRUE POINT
OF BEGINNING

 INDICATES TEMPORARY
CONSTRUCTION EASEMENT

EXHIBIT B

RPRP-522L-080
APN 0169-212-27
CITY OF REDLANDS, CA

PM 12022

PMB 143/30-32

PCL 11

APN 0169-212-27

RPRP-522L-080.2-TCE
9.60 S.F.

N89°42'41"E
2.00'
N00°17'35"W
4.80'
S00°17'35"E
4.80'
S89°44'56"W
12.00'
10.00'

P.O.C.
T.P.O.B.

RS 148/73-92

SBCTA (SANBAG) RAILWAY
(PARK AVE.)

28'±
VARIES

SIXTH STREET

SCALE: 1"=20'

David W. Ambler 7-25-17
DAVID W. AMBLER, L.S. 7322 DATE



PROJECT DESIGN CONSULTANTS
Planning | Landscape Architecture | Engineering | Survey

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San Diego, CA 92101
619.235.6471 Tel
619.234.0349 Fax

P:\3833\SURVEY_BNDRY\3833.55-RPRP-BACK9-FINALDESIGN-NOV2015\3833.55-RPRP-NEWRIAN2017-ACQUISITIONS\RPRP-522L-080\3833-RPRP-522L-080.2-TCE.DWG

Attachment: RES 18-067 - ORANGE STREET PLAZA [Revision 1] (4791 : Hearings to Consider Adoption of Resolutions of Necessity for Parcels

Resolution of Necessity No. 18-068

James F. Ver Steeg, Sr.

(APN 0169-236-07)

RESOLUTION NO. 18-068

A RESOLUTION OF THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY FINDING AND DETERMINING THAT THE PUBLIC INTEREST AND NECESSITY REQUIRE THE ACQUISITION BY EMINENT DOMAIN OF CERTAIN INTERESTS IN REAL PROPERTY FOR PUBLIC USE AND AUTHORIZING AND DIRECTING CONDEMNATION OF PORTIONS OF ASSESSOR PARCEL NUMBER 0169-236-07.

WHEREAS, the San Bernardino County Transportation Authority (“SBCTA”) is undertaking the Redlands Passenger Rail Project (the “Project”) that requires SBCTA to acquire by eminent domain an interest in the property located at 300 East Stuart Avenue, in the City of Redlands; and

WHEREAS, the Project involves the extension of passenger rail service along an approximately nine-mile corridor extending east from the San Bernardino Transit Center in the City of San Bernardino to the University of Redlands in the City of Redlands, in the County of San Bernardino, California to improve public safety and alleviate traffic congestion; and

WHEREAS, the Project requires the acquisition of property interests from private parties; and

WHEREAS, the Project will be a transportation improvement project serving the public interest; and

WHEREAS, California Public Utilities Code section 130809(b)(4) authorizes SBCTA to exercise the power of eminent domain to acquire these property interests for public use by condemnation; and

WHEREAS, the real property to be acquired for the Project includes a parcel that has been designated as RPRP 526L-085.2-EAS, which consists of a 43 square foot permanent easement in portions of the real property bearing Bernardino County Assessor’s Parcel Number 0169-236-07, as described and depicted more specifically in Attachment “1” attached hereto and incorporated herein, for the purposes of developing, constructing, operating and maintaining an easement for a public street, including a public sidewalk for pedestrian purposes; and

WHEREAS, the real property to be acquired for the Project also includes a parcel that has been designated as RPRP 526L-085.1-TCE, which consists of a 14 square foot temporary construction easement in portions of the real property bearing San Bernardino County Assessor’s Parcel Number 0169-236-07, as described and depicted more specifically in Attachment “2” attached hereto and incorporated herein, for the purposes of access rights over, above, on, under,

in, across, along and through that certain portion of the real property for all necessary and convenient activities associated with the Project (the “TCE”). The TCE shall be valid for a period of not more than twenty-four (24) months. It shall commence seven (7) days from the date upon which SBCTA or its authorized representative provides the owner with written notice of its intent to commence construction utilizing the TCE, and it shall terminate on the earliest of (a) the date upon which SBCTA notifies the applicable owner that it no longer needs the TCE, (b) twenty-four (24) months from the commencement date of the TCE, or (c) December 31, 2021. SBCTA shall either protect in place or replace in kind any improvements located within the TCE area. At the expiration of the TCE, SBCTA or its agents shall restore the TCE area to a condition near as practicable to the condition that existed immediately prior to the commencement of the construction; and

WHEREAS, in accordance with section 1245.235 of the California Code of Civil Procedure, on May 11, 2018, there was mailed a Notice of Hearing on the Intent of SBCTA to consider adoption of a Resolution of Necessity for acquisition by eminent domain of the real property as described and depicted more specifically in Attachments “1” and “2” herein (the “Property”). The Notice of Hearing was mailed to the listed address of all persons whose names appear on the last equalized county assessment roll as the owner or owners of the Property, i.e., James F. Ver Steeg, Sr.; and

WHEREAS, SBCTA provided written notice to the City of Redlands as required by subsection (c) of California Public Utilities Code section 130220.5; and

WHEREAS, the Project, including all amendments thereto, together with the staff reports, environmental documents and all other evidence presented to SBCTA at the times the Project and the amendments thereto were adopted, are incorporated herein by this reference and made a part hereof as though fully set forth herein; and

WHEREAS, pursuant to California Code of Civil Procedure section 1245.235 and Public Utilities Code section 130220.5(c), SBCTA scheduled a hearing for June 6, 2018 at 10:00 am at Santa Fe Depot---SBCTA Lobby 1st Floor, 1170 W. 3rd Street, San Bernardino, California, and gave to each owner or owners whose property is to be acquired and the City of Redlands notice and a reasonable opportunity to appear at said hearing and to be heard on the matters referred to in section 1240.030 of the California Code of Civil Procedure; and

WHEREAS, said hearing has been held by SBCTA and each owner or owners whose property is to be acquired by eminent domain and the City of Redlands were afforded an opportunity to be heard on those matters specified in SBCTA’s Notice of Hearing on the Intent to consider adoption of a Resolution of Necessity as referred to in section 1240.030 of the California Code of Civil Procedure; and

WHEREAS, SBCTA may adopt a Resolution of Necessity pursuant to section 1240.040 of the California Code of Civil Procedure.

NOW, THEREFORE, by a vote of two-thirds or more of its members, the San Bernardino County Transportation Authority does hereby find, determine, resolve and order as follows:

Section 1. Incorporation of Findings and Recitals. The above findings and recitals are true and correct and are incorporated herein in full by this reference.

Section 2. Compliance with California Code of Civil Procedure and Public Utilities Code. SBCTA has complied with the requirements of California Code of Civil Procedure section 1245.235 and Public Utilities Code section 130220.5(c) regarding notice and hearing.

Section 3. Public Use. The public use for which the Property is to be acquired is for the construction and future maintenance of the Project, a public transportation improvement, as more fully described hereinabove. California Public Utilities Code section 130809(b)(4) authorizes SBCTA to acquire by eminent domain property and interests in property necessary for such purpose and for all uses incidental or convenient thereto.

Section 4. Necessity.

(a) The Project is necessary to improve public safety and alleviate traffic congestion; and

(b) The public interest and necessity require the acquisition by eminent domain proceedings of the real property interests described and depicted more specifically in Attachments “1” and “2” attached to this Resolution of Necessity.

Section 5. Description of Property Interest. The property interests to be acquired are described and depicted more specifically in Attachments “1” and “2” attached hereto and incorporated herein by reference.

Section 6. Findings. SBCTA hereby finds, determines and declares each of the following:

(a) The public interest and necessity require the proposed Project;

(b) The Project is planned or located in the manner that will be most compatible with the greatest public good and least private injury;

(c) The above-described property interests, as described and depicted more specifically in Attachments “1” and “2”, are necessary for the proposed Project; and

(d) The offer required by section 7267.2 of the California Government Code has been made to the owner or owners of record.

Section 7. Existing Public Use(s). Pursuant to sections 1240.510 and 1240.610 of the Code of Civil Procedure, to the extent that any of the real property to be acquired is already devoted to a public use, the use proposed by this Project is a more necessary public use than the use to which the real property, or any portion thereof, is already devoted, or, in the alternative, is a compatible public use which will not unreasonably interfere with or impair the continuance of the public use to which the real property, or any portion thereof, is already devoted.

Section 8. Authority to Exercise Eminent Domain. SBCTA is hereby authorized and empowered to acquire the real property as described and depicted more specifically in Attachments “1” and “2” including the improvements thereon, if any, by eminent domain for the Project.

Section 9. Further Activities. Legal Counsel for SBCTA (“Counsel”) is hereby authorized and empowered to acquire the hereinabove described interest in real property in the name of and on behalf of SBCTA by eminent domain, and is authorized to institute and prosecute such legal proceedings as may be required in connection therewith. Counsel is further authorized to take such steps as may be authorized and required by law, and to make such security deposits as may be required by order of court and to permit SBCTA to take possession of and use real property at the earliest possible time.

Section 10. Effective Date. This Resolution shall take effect upon adoption.

Adopted by the San Bernardino County Transportation Authority on June 6, 2018, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

Alan D. Wapner, Board President
San Bernardino County Transportation Authority

ATTEST:

Vicki Watson, Clerk of the Board
San Bernardino County Transportation Authority

ATTACHMENT 1

EXHIBIT "A"
LEGAL DESCRIPTION
APN 0169-236-07

PERMANENT EASEMENT - RPRP 526L-085.2-EAS

That portion of Lots 12, 13 and 14 in Block B, Balcom's Sibley's Addition, In the City of Redlands, County of San Bernardino, State of California as per plat recorded in Book 6, Page 43 of Maps Records of said County and as shown on Parcel 1, Parcel Map 10571, City of Redlands, County of San Bernardino, State of California, as per plat recorded in Book 122, Page 22 of Parcel Maps, filed in the office of the County Recorder of said County, more particularly described as follows:

Beginning at the intersection of the Northerly right-of-way line of the SBCTA (formerly SANBAG) Railway as shown on Record of Survey Map 148/73-92 Recorded March 7, 2012 with the Easterly right-of-way line of Seven Street as shown on said Parcel Map 10571 being 54.00 feet in width; thence along said Northerly right-of-way line North 89°44'56" East 9.24 feet; thence leaving said Northerly right-of-way line North 45°18'20" West 13.07 feet to a point on the Easterly right-of-way line of said Seven Street; thence along said Easterly right-of-way line South 00°18'20" East 9.23 feet **Point of Beginning**.

Said parcel contains 43 square feet more or less.

Distances shown hereon are grid distances in U.S. Survey feet. To obtain ground level distances, multiply distance by 1/0.99993920. All bearings shown hereon are grid based upon the California Coordinate System, Zone 5, CCS83, (Epoch NSRS-2007). Bearings from reference deeds/maps may or may not be in terms of said system.

David W. Ambler 7-25-17
 DAVID W. AMBLER
 L.S. 7322



LEGEND

P.O.B. INDICATES POINT
OF BEGINNING

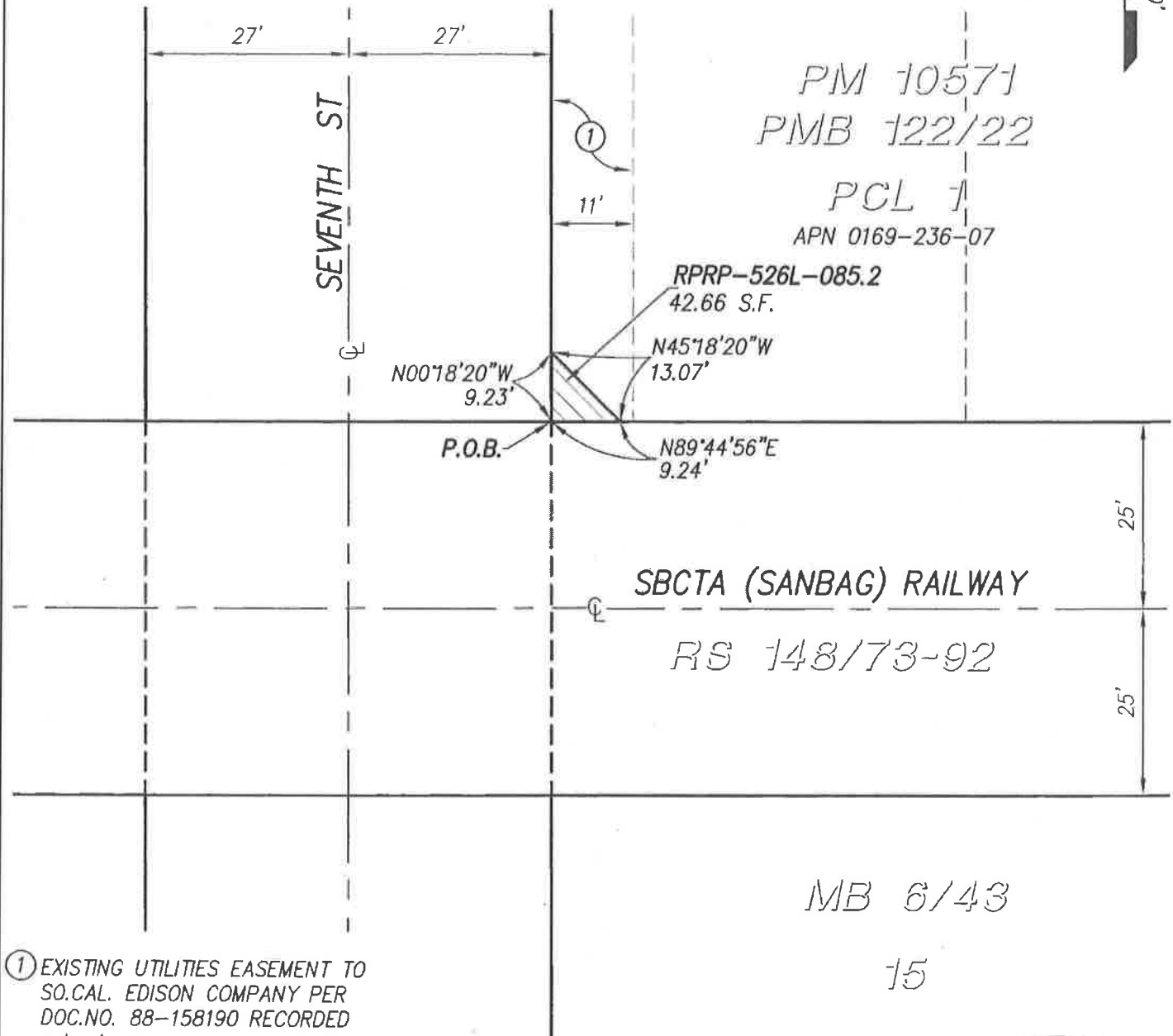


INDICATES PERMANENT
EASEMENT

EXHIBIT B

RPRP-526L-085
APN 0169-236-07
CITY OF REDLANDS, CA

SCALE: 1"=20'



① EXISTING UTILITIES EASEMENT TO
SO.CAL. EDISON COMPANY PER
DOC.NO. 88-158190 RECORDED
5/19/1988 O.R.

David W. Ambler 7-25-17
DAVID W. AMBLER, L.S. 7322 DATE



PROJECT DESIGN CONSULTANTS
Planning | Landscape Architecture | Engineering | Survey

701 B Street, Suite 800
San Diego, CA 02101
619.236.0471 Tel
619.234.0349 Fax



ATTACHMENT 2

EXHIBIT "A"
LEGAL DESCRIPTION
APN 0169-236-07

TEMPORARY CONSTRUCTION EASEMENT - RPRP 526L-085.1-TCE

That portion of Lots 12, 13 and 14 in Block B, Balcom's Sibley's Addition, In the City of Redlands, County of San Bernardino, State of California as per plat recorded in Book 6, Page 43 of Maps Records of said County and as shown on Parcel 1, Parcel Map 10571, City of Redlands, County of San Bernardino, State of California, as per plat recorded in Book 122, Page 22 of Parcel Maps, filed in the office of the County Recorder of said County, more particularly described as follows:

Commencing at the intersection of the Northerly right-of-way line of the SBCTA (formerly SANBAG) Railway as shown on Record of Survey Map 148/73-92 Recorded March 7, 2012 with the Easterly right-of-way line of Seven Street as shown on said Parcel Map 10571 being 54.00 feet in width; thence along said Northerly right-of-way line North 89°44'56" East 9.24 feet to the **True Point of Beginning**; thence leaving said Northerly right-of-way line North 45°18'20" West 13.07 feet to a point on the Easterly right-of-way line of said Seven Street; thence along said Easterly right-of-way line North 00°18'20" West 1.41 feet; thence leaving said Easterly right-of-way line South 45°18'20" East 15.07 feet to a point on the said Northerly right-of-way line; thence along said Northerly right-of-way line South 89°44'56" West 1.42 feet to the **True Point of Beginning**.

Said parcel contains 14 square feet, more or less.

Distances shown hereon are grid distances in U.S. Survey feet. To obtain ground level distances, multiply distance by 1/0.99993920. All bearings shown hereon are grid based upon the California Coordinate System, Zone 5, CCS83, (Epoch NSRS-2007). Bearings from reference deeds/maps may or may not be in terms of said system.

David W. Ambler 7-25-17
DAVID W. AMBLER
L.S. 7322



LEGEND

P.O.C. INDICATES POINT
OF COMMENCEMENT.

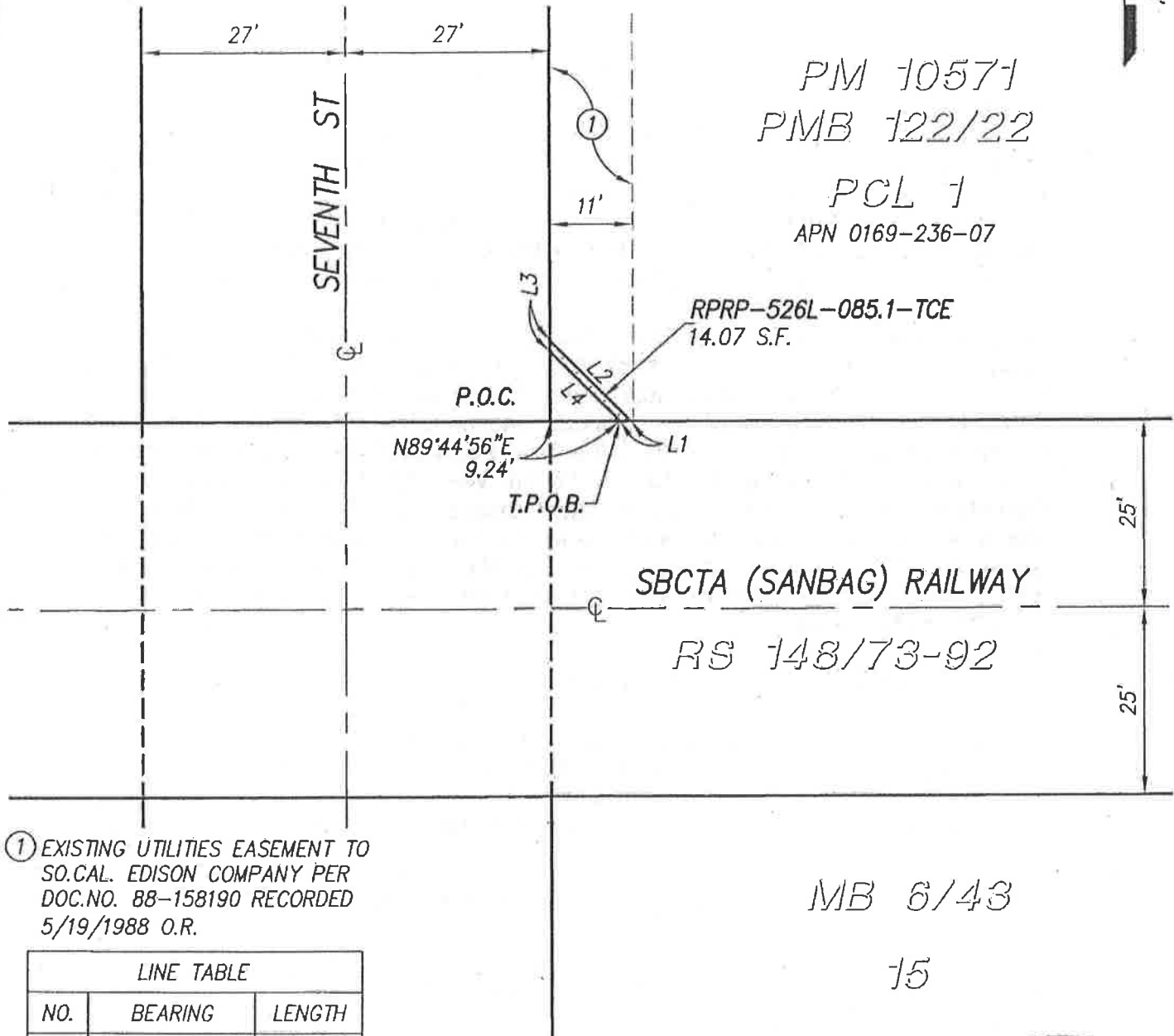
T.P.O.B. INDICATES TRUE POINT
OF BEGINNING

 INDICATES TEMPORARY
CONSTRUCTION EASEMENT

EXHIBIT B

RPRP-526L-085
APN 0169-236-07
CITY OF REDLANDS, CA

SCALE: 1"=20'



① EXISTING UTILITIES EASEMENT TO
SO.CAL. EDISON COMPANY PER
DOC.NO. 88-158190 RECORDED
5/19/1988 O.R.

LINE TABLE		
NO.	BEARING	LENGTH
L1	N89°44'56"E	1.42'
L2	N45°18'20"W	15.07'
L3	N00°18'20"W	1.41'
L4	N45°18'20"W	13.07'

David W. Ambler 7-25-17
DAVID W. AMBLER, L.S. 7322 DATE



PROJECT DESIGN CONSULTANTS
Planning | Landscape Architecture | Engineering | Survey

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Minute Action

AGENDA ITEM: 29

Date: June 6, 2018

Subject:

Interstate 10 Corridor Contract 1 Project

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority (SBCTA):

A. Authorize the Executive Director or designee to award and execute contract 17-1001617 for the Interstate 10 (I-10) Corridor Contract 1 Toll System through a Toll Services Contract (TSP Contract) to TransCore, LP for \$27,839,626.89 upon satisfaction of all conditions precedent to such award as set forth in the Request for Proposal (RFP), including, but not limited to, concurrence in the award by the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) and to take any other actions necessary to effectuate the award and execution of the TSP Contract. (This contract value includes \$18,550,595.18 in capital costs to be funded from the I-10 Corridor Contract 1 funding plan and \$9,289,031.71 in operations and maintenance costs to be funded from future toll revenues); and

B. Approve allowances and contingencies in the amount of \$1,855,000 and authorize the Executive Director or designee to release as necessary for the I-10 Contract 1 TSP Contract 17-1001617; and

C. Authorize the Executive Director or designee to award and execute contract 17-1001599 in substantially the form attached for the I-10 Corridor Contract 1 Design Build (DB) Contract to Lane-Security Paving Joint Venture (LSJV) for \$672,900,000 upon satisfaction of all conditions precedent to such award as set forth in the RFP, including, but not limited to, concurrence in the award by Caltrans and FHWA, and allocation of State funds by the California Transportation Commission (CTC) in amounts consistent with the Project funding plan, and to take any other actions necessary to effectuate the award and execution of the DB Contract; and

D. Approve allowances of \$5,975,930 and contingency of \$67,290,000 and authorize the Executive Director or designee to release as necessary for the I-10 Contract 1 DB Contract 17-1001599 for a total amount of \$73,265,930; and

E. Authorize the Executive Director or designee to take actions necessary to effectuate the stipend payment of \$500,000 to the unsuccessful responsive shortlisted DB proposer Granite-Meyers-Rados Joint Venture; and

F. Approve the I-10 Corridor Contract 1 Project Funding Plan included as Attachment 6 and authorize the amount not to exceed \$58 Million of Measure I Investment as permitted under Paragraph IX, Section O of the SBCTA Investment Policy 20100; and

G. Authorize the Executive Director or designee to execute the rating agency engagement letters, and any other supporting agreements or documents related to the Transportation Infrastructure Finance and Innovation Act (TIFIA) application, and preparatory to the financial close process, and authorize the TIFIA loan approval and financial close to proceed directly to the Board without prior committee review; and

H. Authorize the Executive Director or designee to approve and execute Amendment No. 2 to Preliminary Engineering (PE) Cooperative Agreement No. 17-1001590 (Caltrans 08-1636 A/2)

Entity: San Bernardino County Transportation Authority

with Caltrans in substantially the form attached, upon approval as to form by SBCTA General Counsel, to confirm the final PE phase funding plan for the I-10 Corridor Contract 1 Project; and

I. Authorize the Executive Director or designee to approve and execute Amendment No. 2 to the DB and Right of Way Cooperative Agreement No. 17-1001736 (Caltrans 08-1645 A/2) with Caltrans in substantially the form attached, upon approval as to form by SBCTA General Counsel, to confirm the right of way and DB phases final funding plan for the I-10 Corridor Contract 1 Project.

Background:

The intent of this agenda item is to award a new contract to design and build the I-10 Corridor Contract 1 Project and a new contract to operate and maintain the Toll System, to update the funding plan including the addition of \$186.4 million of newly allocated Road Repair and Accountability Act of 2017 (SB1) and other State funding sources, and to amend existing cooperative agreements with Caltrans to incorporate these changes.

The I-10 Corridor Contract 1 Project involves the design and construction of tolled Express Lanes on I-10 from the Los Angeles/San Bernardino County line to the I-10/Interstate 15 (I-15) interchange. The existing high occupancy vehicle (HOV) lane in each direction would be repurposed as an Express Lane and an additional Express Lane constructed in each direction to provide two Express Lanes in each direction west of Haven Avenue. East of Haven Avenue to I-15, two Express Lanes would be constructed in each direction. The existing four general purpose lanes in each direction of traffic will remain intact through construction and thereafter. These improvements are primarily within San Bernardino County, with minor improvements in Los Angeles County to accommodate the roadway transition between the existing HOV lane and the proposed Express Lanes. As part of this Project, the State and local jurisdictions have partnered with SBCTA to efficiently deliver additional improvements to the public including Monte Vista Interchange, Euclid Avenue Interchange, 4th Street Bridge Replacement, Vineyard Avenue Improvement, and the Caltrans Pavement Rehabilitation and Safety Lighting Projects. Combining these geographically connected projects serves to reduce administrative costs for all agencies involved and minimizes sequential projects which would multiply the imposition of traffic and construction impacts to the communities and the motorists.

Since 2011, on 17 occasions the Board of Directors has discussed this Project and Express Lanes. Staff has provided project updates, workshops, and/or requested Board action pertaining to various studies and actions. Topics of such meetings include traffic and revenue, financial studies and plans, toll policy and equity study, and several procurement activities (see Attachment 1). Ultimately the high level policy discussion surrounding Express Lanes condensed to a decision as to whether to proceed with an Express Lanes alternative or engage in either an HOV or no build alternative. The Board's determination in July 2014, and later confirmed in November 2015, that the Express Lanes alternative was the preferred alternative has allowed the Project to develop to the point of approving the Environmental Impact Report (EIR) and authorizing staff to perform right of way and procurement activities.

Authorization by the Board to initiate the procurement activities occurred as the first step of the best value procurement process on December 7, 2016, when the Board approved the release of Request for Qualifications (RFQ) No. 17-1001599 for the highway civil design-build contract, with staff issuing the document the same day. The procurement for the highway civil design-

build contract is authorized pursuant to California Public Contract Code Section 6820 et seq. Five proposers submitted qualifications on January 25, 2017. They were (in alphabetical order): Flatiron/Coffman, a Joint Venture; Granite-Myers-Rados, a Joint Venture; Kiewit Ames Joint Venture; Lane-Security Paving Joint Venture; and Skanska USA Civil West California District, Inc. Four proposers were shortlisted on February 24, 2017.

Also on December 7, 2016, the Board approved the release of RFQ No. 17-1001617 for the Express Lanes toll services contract, which was issued on January 4, 2017. The procurement for the toll services contract is authorized pursuant to California Public Utilities Code section 130238 et seq. Six proposers submitted statements of qualifications on February 24, 2017. They were (in alphabetical order): Conduent State & Local Solutions, Inc.; Electronic Transaction Consultants; Indra USA Inc.; Kapsch TrafficCom Transportation NA, Inc.; SICE, INC.; and TransCore, LP. Three proposers were shortlisted on March 20, 2017.

After evaluating Statements of Qualifications (SOQ) packages for the highway civil design-build work (DB Work) and the toll services (Toll Services) procurements, the Project team, including staff, the Project Management/Construction Management (PCM) and legal services firms developed the RFP documents, consisting of the Instructions to Proposers, the Design-Build Contract (for the DB Work), the Toll Services Contract (for the Toll Services), and the Technical Provisions, for both the DB Work and Toll Services procurements. The RFPs were issued on July 24 and July 25, 2017, respectively.

During this time, staff was concurrently engaging in conversation with the U.S. Department of Transportation (USDOT) who stressed price certainty as key to finalizing a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan in a timely manner. As a result, both RFPs included an upper boundary (upset limit) for pricing. Cost estimate values for the Toll Services and the DB Work were each used to establish upset limits intended as a maximum price for each contract. For the DB Work, the upset limit value originated from the cost estimate included within the environmental document plus the amount of State Highway Operations and Protection Program (SHOPP) funds allocated by Caltrans to the Project for pavement rehabilitation and the cost of the added local improvement projects. This value was consistent with the various Board-approved programming items on the Project. The Toll Services procurement also utilized an upset limit based on an independent cost estimate. By utilizing these upset limits SBCTA could continue with the rating agency and TIFIA evaluations with a conservative approach, and once the actual prices were received, that value could be inserted into the appropriate analyses such that TIFIA financial close could move smoothly since the actual cost would be lower than the upset limit value.

Recommendations A and B:

The Project team conducted the Toll Services procurement in accordance with the RFP, as amended. The two proposers that responded to the RFP submitted responsive and compliant proposals that fulfilled all pass/fail requirements and whose prices were both under the upset limit.

Through the evaluations, the Project team determined that TransCore, LP submitted the proposal that is most advantageous and provides the best value to SBCTA with price and all other factors

considered. A summary of the evaluation results is provided below with further details provided in Attachment 2.

Proposer	Price	Price Proposal Score (max. 30 points)	Technical Proposal Score (max. 70 points)	Total Proposal Score (max. 100 points)
TransCore	\$26,313,626.89	30	48.16	78.16
Kapsch	\$26,969,016.16	29.3	43.4	72.7

TransCore, LP was notified that it was the Preferred Proposer on December 21, 2017, and limited negotiations commenced as contemplated by the RFP. As part of negotiations, certain additional elements of scope were identified as being necessary for the Project by our Traffic and Revenue consultant and were added to the Toll Services Contract, resulting in a final price of \$27,839,626.89. In light of the final price, the price remains under the upset limit/independent cost estimate and staff has confirmed that TransCore, LP remains the Preferred Proposer.

Based on the evaluation procedures and requirements in the RFP, staff recommended to the Executive Director that TransCore, LP be identified as the Preferred Proposer and the recommendation was accepted. As a result of the procurement process for the Toll Services Contract and pursuant to the RFP, staff recommends that the Board authorize the Executive Director or designee to award the Toll Services Contract to TransCore, LP and authorize the execution thereof subject to the satisfaction of all requirements to award and execution.

A copy of the Toll Services Contract and pertinent exhibits to the Contract are provided with this agenda item. The complete Toll Services Contract and all exhibits are available for review in the office of the Clerk of the Board.

Recommendations C through E:

As part of the DB Work procurement, the Project team, including SBCTA staff, the PCM, and the legal team, held numerous meetings with the DB Work proposers to discuss the Project scope of work, contract terms and conditions, and risk allocation details for the Project. Following the SOQ process and team evaluations, four DB Proposers were short-listed to move forward through the procurement process. The final RFP was issued in July 2017, and discussions continued with all four short-listed Proposers. During the course of several DB Proposer one-on-one meetings that followed over the next several months, two of the Proposers chose to stop their project pursuit, leaving the LSJV and Granite-Meyers-Rados Joint Venture (GMRJV) teams continuing forward. Following each one-on-one meeting, the SBCTA procurement team made several changes, by way of 8 separate addenda, to the documents in an attempt to refine the contract appropriately for the project, SBCTA, and the proposer.

On February 27, 2018, two DB Work proposals were received by SBCTA and staff initiated proposal evaluation according to the RFP including pass-fail compliance, technical scoring and price scoring. As part of the evaluation process, both price proposals were opened and unexpectedly found to be substantially higher than the Project upset limit and anticipated cost estimate. It was discovered at that time that the Project team had not updated the Project San Bernardino County Transportation Authority

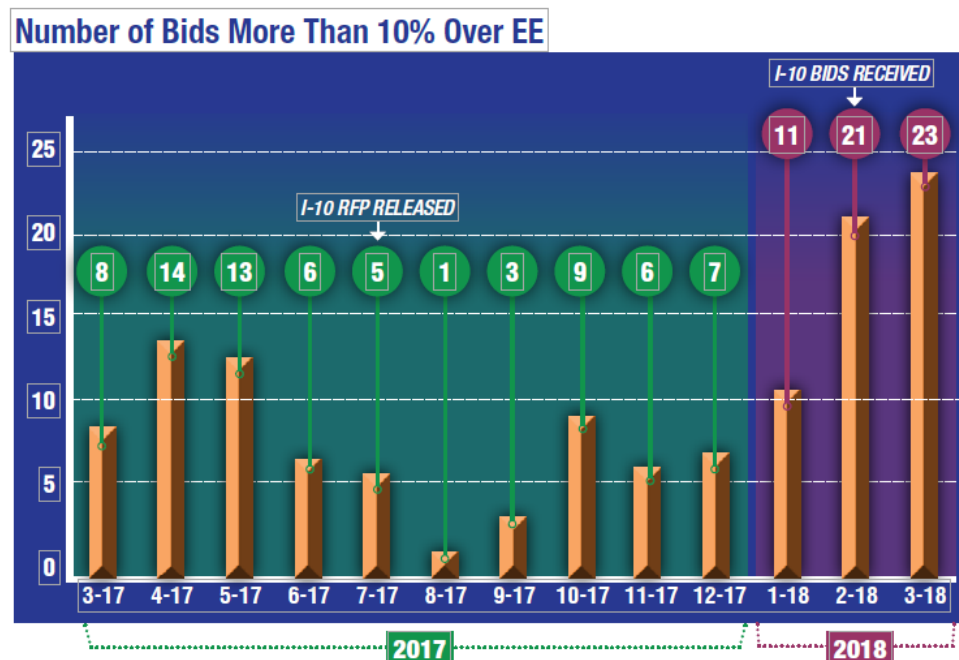
estimate. Had that been performed the staff would have been able to inform the Board of the cost increase and request additional funding.

In response to the unexpected prices the PCM updated the project cost estimate and performed current market and economic research, the price was determined to be higher than the original cost estimate but consistent with current pricing in the region and the new cost estimate.

Recent data from Caltrans shows that the number of contractor bids that were 10% above the engineer's estimate has dramatically increased. In July 2017, only five bids received were over 10% above the engineer's estimate and in August 2017, only one. However, in February 2018, a sharp rise in bid prices resulted in 21 bids received with pricing 10% above the engineer's estimate. In March 2018 that number grew to 23. This history of bid pricing between March 2017 to March 2018 is shown in Figure 1.

Figure 1: Number of Bids More Than 10% Over the Engineer's Estimate

Source: Caltrans Combined Bidder Activity Summary Report March 2018



Pricing increases are attributed to the limited pool of skilled designers and construction labor forces, the material shortages, the current economic climate, and a plethora of current and upcoming significant public works projects. Los Angeles County Metropolitan Transportation Authority (Metro) conducted a construction market analysis publishing the findings in May 2018. In summary, the analysis also concluded that construction costs are rising due to a construction labor shortage, an abundance of concurrent mega projects, and inflation. Sources of the data include the U.S. Census Bureau, U.S. Bureau of Labor Statistics, Economic Data, Dodge Construction Data, State of California Employment Development Department (EDD), and contractor interviews. The economic outlook for the construction industry is identified as a “perfect storm” due to regional unemployment dropping from 9.5% in 2010 to 4.5% in

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January 2018, concurrent with a construction growth rate projected in the range of 1.4% to 3.4% depending on the job classification and the county location. In one interview conducted a contractor stated that the labor shortage is exacerbated because construction workers are retiring and a lower supply of experienced workers are available to fill the void. More details regarding the market research information related with the I-10 bid results are included in Attachment 3.

In staff's discussions with contractors and designers at the Design-Build Institute of America's Transportation Conference in March 2018, other information was gathered regarding rising construction prices. Other factors include the trend of designers to maintain contingencies on design-build projects that are higher than on traditional design-bid-build projects due to the risks of design issues transferred from the owner to the design-builder. In addition, due to rising material prices, some subcontractors and material suppliers are also no longer guaranteeing prices beyond 30 days due to rising escalations, thus, again forcing a larger contingency within bid prices.

Simultaneous with the research, as permitted by the original RFP issued and consistent with associated federal regulations, staff prepared request for proposal revisions through additional addenda to the RFP. This unanticipated additional work required three months of engineering and coordination with Caltrans to revise the project scope, conduct additional one-on-one meetings with the DB proposers and prepare and issue addenda. Due to the limited time frame for the proposal revisions, and not wanting to exceed the Board approved allocation, the upset limit was unrevised and the RFP language was revised to accommodate an expedited proposal revision process. After several meetings with the DB Work proposer teams in March and April 2018, four separate addenda to the RFP were issued to include cost saving ideas and to request from the DB Work proposers the submittal of revised technical and price proposals.

Staff conducted the DB Work procurement and the proposal revision process in accordance with the RFP, as amended. The two proposers who submitted proposals in response to the request for proposal revisions on May 11, 2018, also submitted responsive and compliant proposals that satisfied all pass/fail requirements. However, the prices included in the proposal revisions submitted by both teams continued to exceed the contract upset limit.

Based on the evaluation procedures and requirements in the RFP, staff ranked the proposers based on the value provided below:

1. Lane-Security Paving Joint Venture; Price: \$672,900,000
2. Granite-Myers-Rados Joint Venture, Price: \$936,089,620

At the conclusion of the evaluation, staff recommended to the Executive Director that Lane-Security Paving Joint Venture (LSJV) be identified as the Preferred Proposer providing the best value to SBCTA. LSJV was notified that it was the Preferred Proposer on May 15, 2018, and limited negotiations commenced as contemplated by the RFP. The negotiations have been successfully completed and as of this meeting, LSJV has submitted as required, and SBCTA has approved, evidence of authorization to transact business in California, executed organizational documents, evidence of the firm's approval of the DB Contract, evidence of licenses required to perform the work under the DB contract, and an executed DB Contract. As part of the

evaluations, a list of additional benefits and commitments of the LSJV team is summarized in Attachment 4.

With the procurement process for the DB Contract concluded and pursuant to the RFP, staff recommends that the Board authorize the Executive Director or designee to award the DB Contract to LSJV and authorize the execution thereof subject to the satisfaction of all requirements to award and execution. The RFP contains a number of requirements in order for SBCTA to award and execute a Contract with LSJV. Among them, SBCTA must receive concurrence by Caltrans and FHWA prior to the contract award. Additionally, SBCTA must receive allocation of State funds by the CTC, which is scheduled for June 27, 2018.

After the Board authorizes the Executive Director or designee to award the DB Contract to LSJV, LSJV will be required to complete and submit, for SBCTA's Executive Director's approval, several other documents, forms and materials (see Attachment 5) and satisfy certain conditions to the award and execution of the DB Contract. If LSJV fails or refuses to submit the foregoing within the time limits imposed by the Executive Director or designee and in a manner satisfactory to the Executive Director or designee, or does not satisfy any other condition to award and execution of the DB Contract, the Executive Director or designee may cancel the procurement.

To conclude the procurement process for the I-10 Contract 1 Project, a stipend must be paid. SBCTA received one additional responsive proposal that was compliant and satisfied all pass-fail criteria. This proposal came from the Granite-Meyers-Rados Joint Venture team and, pursuant to the RFP, they are eligible to receive the stipend of \$500,000 as approved by the Board in December 7, 2016, and set out in the RFP. This team's proposal was determined to be responsive, satisfied all pass/fail criteria identified in the RFP, and met all other eligibility conditions of the stipend agreement included in the RFP. The RFP requires that the stipend is paid upon receipt of an invoice and award of the contract by the Board in accordance with the stipend agreement. Since the Board is authorizing the Executive Director or designee to award the DB Contract, staff is requesting that this responsive proposer be eligible for the stipend after approval of the recommendations C through E of this agenda item.

A copy of the DB Contract and key exhibits to the Contract are provided with this agenda item. The complete DB Contract and all exhibits are available for review in the office of the Clerk of the Board.

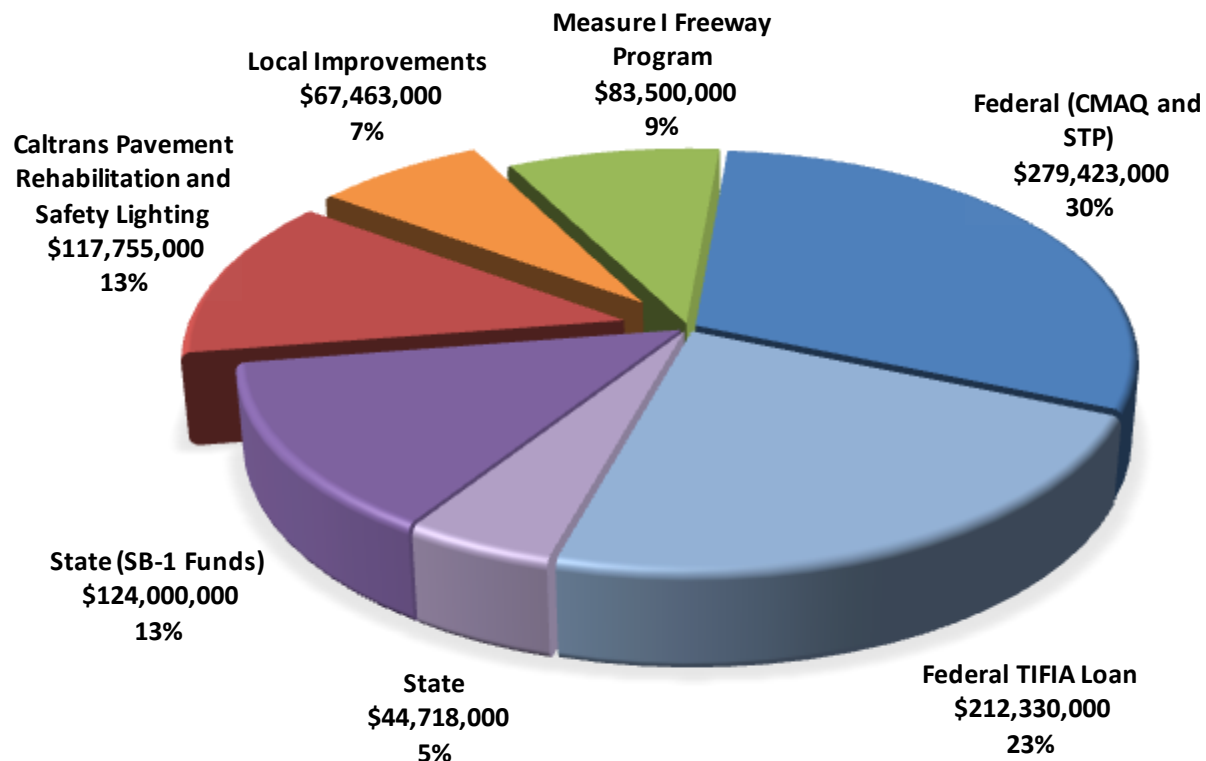
Recommendation F:

Recommendation F pertains to the approval of the final I-10 Corridor Contract 1 funding plan included as Attachment 6. Approval of the funding plan demonstrates to the rating agencies and TIFIA that identified funding is committed by SBCTA to the project and is necessary for the project to achieve financial close. The funding plan for the I-10 Corridor Improvement Project has been revised and refined as SBCTA has proceeded through the Preliminary, Intermediate, and Investment Grade Traffic and Revenue and Financial Analysis studies and as the corridor improvements are split into contract segments. On December 7, 2016, the SBCTA Board approved the initial funding plan for the I-10 Corridor Contract 1 Project, which enabled staff to proceed to the creditworthiness review phase with the TIFIA team. SBCTA staff presented the

I-10 Corridor Contract 1 Project to the TIFIA team in Washington, D.C. on March 23, 2017, and is currently working through the due diligence and final creditworthiness review.

The funding plan is structured to accommodate the latest estimated total project cost inclusive of the Design-Build and Toll Service Provider pricing received, as well as the estimated project development costs. Funding sources include a combination of federal, state and local sources shown in the funding plan contained within Figure 2 and described below.

FIGURE 2: I-10 CORRIDOR FUNDING SOURCE ALLOCATION



Federal Sources:

A key component of the project funding plan is a Federal TIFIA loan which would be re-paid by the revenues generated by the Express Lanes. The TIFIA loan is important because it has a lower interest rate and provides additional flexibility in repayment while leveraging other traditional fund sources. The final TIFIA loan amount, currently anticipated to be \$212 million, will be based on the results of the ongoing TIFIA analysis and is subject to change. Any shortfall in the final TIFIA loan amount would be made up with any remaining Measure I, state, and federal sources prior to utilization of Measure I investment.

Additionally, in accordance with the funding plan approved by the Board on December 7, 2016, and the 10-Year Delivery Plan, the total Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Program (STP) funds included in the plan are \$123 million and

\$156 million, respectively. These are federal formula funds that are apportioned annually to SBCTA for allocation to projects at the Board's discretion.

State Sources:

Subsequent to the approval of the funding plan on December 7, 2016, and the approval of the 10-Year Delivery Plan, the Board authorized programming of \$40 million of State Transportation Improvement Program (STIP) and \$5 million of Trade Corridors Improvement Fund (TCIF) funds for the project. More recently, with the passage of SB1, the Board programmed \$6 million of Local Partnership Program (LPP) Formula Share funds, and SBCTA, in partnership with Caltrans, was successful in securing a Trade Corridor Enhancement Program (TCEP) grant totaling \$118 million. Finally, Caltrans has committed to providing \$100 million in SHOPP funding for maintenance work on the mainline segments within the project limits and has requested an additional \$18 million for proportional cost increases.

Local Sources:

The total eligible Measure I contribution included in the plan is \$83.5 million. Upon review of updated costs for the I-10 Corridor Contract 1 Project, the estimated eligibility of Measure I funds was also reviewed for this initial phase of improvements. Since the Measure I Expenditure Plan identifies I-10 improvements from the I-10/I-15 system interchange to Redlands, the cost for this 1.2 mile segment of the project was evaluated within the boundaries set by the Expenditure Plan. After considering the final cost per mile multiplied by the 1.2 miles in length, the estimated Measure I funds that may be appropriately allocated to the I-10 Corridor Contract 1 Project totals \$89 million. The funding plan currently maximizes other fund sources before the use of Measure I. Therefore, only \$83.5 million of Measure I is currently in the funding plan, leaving \$5.5 million available for the Project.

The updated financial plan does not anticipate utilizing the \$58 million Measure I investment approved by the Board on December 7, 2016, which would be repaid with interest from toll revenues. However, the Measure I investment would be utilized, if needed, up to \$58 million should the final TIFIA loan amount fall short of the currently anticipated amount and state, federal, and Measure I eligible funding sources are exhausted. Therefore, approval of this Recommendation would also authorize the use of up to \$58 million in Measure I investment as permitted under Paragraph IX, Section O of the SBCTA Investment Policy 20100.

Approval of the updated funding plan would also authorize expenditures for the financial activities needed to achieve financial close for the I-10 Corridor Contract 1 Project. Financial close is defined as the execution of all project, financial, and related agreements necessary to secure the project financing outlined in the funding plan. These financial close costs include the financial fees and expenditures needed for the TIFIA financial evaluation and approval process, rating agency fees, and other associated financial costs for the project including establishment of financial reserves to enhance the project's creditworthiness and satisfy rating agencies and TIFIA requirements. The project financial close costs are summarized in Table 1.

Table 1: Estimated Remaining Financial Close Costs

Indicative and Final Ratings from Two Credit Rating Agencies (DBRS and Kroll Bond Rating Agency)	\$431,000
TIFIA Evaluation and Execution Fee, including Advisors	\$2,000,000
Financial Reserves	\$5,300,000
Total	\$7,731,000

Since the exact amounts of the TIFIA fees, rating agency fees, and project reserves are not known at this time, approval of this Recommendation would authorize the expenditure of up to \$7.731 million for these financial close activities based on current estimates. It would also authorize additional project reserve requirements extending beyond this estimated amount that would be funded by a larger TIFIA loan or Measure I investment under the terms described above, provided that the amount does not cause the Measure I investment to exceed \$58 million. Should the final financial close costs underrun the estimated \$7.731 million amount, the remaining balance would be moved into project contingency funds.

Recommendation G:

Recommendation G authorizes the Executive Director or designee to execute the rating agency engagement letters and any other supporting agreements or documents related to the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan application and preparatory to the financial close process.

The TIFIA direct loan provides a low-interest, flexible source of funding for the project to be paid back with toll revenue collected from the Express Lanes. The final amount of the TIFIA loan is subject to evaluation by TIFIA, using the results of the rating agency analysis as guidance. The loan is finalized with the signing of the TIFIA Loan Agreement, which will include terms to be negotiated between SBCTA staff and USDOT, and approved by the Board. The final interest rate for the TIFIA loan is locked upon signing of the Loan Agreement, which will occur at financial close.

In order for TIFIA to perform their due diligence, TIFIA requires final investment grade ratings from two rating agencies for the loan amount. Recommendation G authorizes the Executive Director or designee to execute engagement letters with two rating agencies identified in Table 1 and any other supporting agreements or documents associated with the loan application and preparatory to the financial close process. Recommendation G also requests authorization for the TIFIA loan approval and financial close to proceed directly to the Board, without prior committee review.

Recommendations H and I:

As mentioned above, the cost of the highway civil design-build cost proposal was substantially higher than the programmed amount. However, over the past year SBCTA has been successful

in receiving and programming an additional \$186.4 million in newly allocated and other State funding sources. As part of this, due to the cost increase, Caltrans agreed to seek a proportional increase to the SHOPP funds in the amount of \$17.7 million for the project. One last goal in the changes proposed is to move existing funding assignments between preliminary engineering (PE) and design-build phases to satisfy FHWA and be consistent with other design-build projects. The overall intent of the amendments to the current cooperative agreements between SBCTA and Caltrans for the PE and design-build phases is to update the funding plan to accurately depict current amounts and funding types to the appropriate phases of the work. Specifics about these funding changes are further discussed below.

Amendment No. 2 to Cooperative Agreement No. 17-1001590 with Caltrans for the PE phase activities for the I-10 Corridor Contract 1 Project is required to align the required funding for the preliminary DB and Toll Services capital and support work during the Notice to Proceed (NTP) 1 period, prior to NTP 2 construction activities. In the past several months, staff has developed the draft financial plan and discussed the PE and DB Contract work in more detail with Caltrans and FHWA representatives and determined that some changes are needed to request the federal authorization appropriately during the NTP 1 and NTP 2 periods. FHWA informed staff to specifically exclude any field construction activities from the PE phase activities and include all DB and Toll Services Work prior to NTP 2 within the PE cooperative agreement. As a result, this amendment shifts some funds that are currently programmed within the DB agreement into the PE phase to better align the anticipated NTP 1 expenditures with the NTP 1 Request for Authorization packages that will be submitted to FHWA in the coming weeks.

Amendment No. 2 to Cooperative Agreement No. 17-1001736 with Caltrans for the Right of Way (ROW), DB, and Toll Services project work is required to reflect the fund shifts to the PE agreement, to increase the programmed amount to reflect the new fund sources added to the Project, and reflect the increase in the DB Contract price. The new funds added to the Project include: \$17.721 million of SHOPP funding, which is scheduled for authorization at the June 27, 2018 CTC meeting in order to compensate the State's share of the increased DB Contract; \$39.745 million of STIP funds, which was approved by the CTC in March 2018; \$4.973 million of TCIF, and \$6.169 million of SB1 LPP funds, which are scheduled for authorization at the June 27, 2018, CTC meeting; and \$117.831 million of SB1 TCEP funds, which were approved by the CTC in May 2018. As a result of these additional fund sources, SBCTA is able to remove the need for Measure I investment, optimize the programmed funding, and recommend DB and TSP contract award. This amendment has been reviewed with Caltrans and reflects the current anticipated funding required for the capital and support efforts for the I-10 Contract 1 ROW, DB and TSP Contract work activities.

Conclusion:

The I-10 Corridor Contract 1 Project has been the topic of many important discussions with the SBCTA Board of Directors over the last four years. Under direction of the Board, staff has completed numerous studies and reports evaluating the project. Further, staff engaged with USDOT regarding TIFIA financing to leverage the traditional funding sources needed to construct the project. To support the development of the project, staff procured Legal and Project and Construction Management (PCM) firms, implementing their services to provide the best value procurements contained within this agenda item. As part of this effort, the project has overcome a cost increase by securing additional funding for the project such that both the cost

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increase is covered and the Measure I investment funds are now a backstop rather than a committed funding source.

The project will provide significant benefits to the residents of San Bernardino County beyond the added mobility of Express Lanes. The project is a composite of local improvements at Monte Vista Avenue, Euclid Avenue, Vineyard Avenue, and 4th Street, as well as safety and roadway improvements within the added Caltrans Lighting and Pavement Rehabilitation Project. By combining this work, travelers will undergo the effects of one construction project rather than four sequential construction projects.

This investment not only provides improvements but also supports our local economy. LSJV is located in Ontario and plans to employ 120 workers per month during construction. These workers are craftsman, union workers, engineers, and construction managers. According to LSJV, 75% of this work force will come from the Inland Empire. Additionally, the DBE plan for the project consists of \$70 million of work with \$50 million assigned to Inland Empire businesses. In conclusion, this \$929 million project will improve operations, safety, and travel time reliability and reduce congestion on the I-10 Corridor while bringing jobs to the region for a total Measure I participation of only 14% (9% MSI Freeway, 5% MSI Interchange/Arterial) of the project cost that leverages state and federal sources.

Staff recommends approval of all recommendations.

Attachment 1 - SBCTA Board of Directors Meetings and Actions for I-10 Corridor

Attachment 2 - Best Value Determination of Toll Services Provider Contract

Attachment 3 - Project Team Research

Attachment 4 - Additional Benefits Provided by LSJV Team

Attachment 5 - DB Submittals

Attachment 6 - I-10 Corridor Contract 1 Project Funding Plan

Financial Impact:

This item will impact the proposed SBCTA Fiscal Year 2018/2019 budget as fund sources that were not anticipated in budget development are available for the Project. A budget amendment incorporating all SB1 awards will be brought to a future Board meeting for approval.

Reviewed By:

This item has not received prior policy committee or technical advisory committee review. SBCTA General Counsel and Procurement Manager have reviewed this item and drafts of the contracts and amendments.

Responsible Staff:

Paula Beauchamp, Director of Project Delivery

Approved
Board of Directors
Date: June 6, 2018

Witnessed By:

San Bernardino County Transportation Authority

ATTACHMENT 1
SBCTA Board of Directors Meetings and Actions for the I-10 Corridor

- Managed Lanes Workshop (Apr 2011)
- I-10/I-15 Project Update (Dec 2012)
- Toll Policy and T&R Assumptions (Mar 2013)
- Equity Study and I-10 Alternatives Discussion (July 2013)
- I-10/I-15 Preliminary Financial results (Sept 2013)
- Express Lanes Workshop (Oct 2013)
- Board Action: Continue the Study of Express Lanes on I-10 (Dec 2013)
- **Board Action: Select Express Lanes as Locally Preferred Alternative for I-10 (July 2014)**
- Board Action: Confirm tolling policy and toll revenue policy (Apr 2015)
- Board Action: Direct staff to accelerate TIFIA schedule (July 2015)
- Board Action: Award Investment Grade T&R contract (Sept 2015)
- **Board Action: Reconfirm Locally Preferred Alternative (Nov 2015)**
- Board Action: Release Legal Services RFP and Authorize TIFIA/Rating Agency Fees (Feb 2016)
- Board Action: Award Legal Services Contract and Release PCM RFP (July 2016)
- Board Action: Approve I-10 Contract 1 Financial Plan, Release Design/Build and TSP RFPs, and Award PCM Contract (Dec 2016)
- Board Action: Approve EIR, Caltrans Coop and Authorize ROW (July 2017)
- Board Action: Approve I-10 Contract 1 Operating Agreements (Jan 2018)

ATTACHMENT 2

Best Value (BV) Determination of Toll Services Provider Contract and Additional TSP Benefits

The best-value determination was based on a **100** point scale. The price score represented up to **70** points of the total score, and the technical score represented up to **30** points of the total score. The determination of BV was based on the highest total proposal score (TPS) computed based on the following formula:

Total Proposal Score (max. **100**) = Price Score (max. **30**) + Technical Score (max. **70**)

1. The TSP Price Score Formula

Price Score was based on the following formula:

Price Score = $(P_{Low} / P_{Pe}) * 30$, where;

P_{Low} = Lowest Proposal Price submitted by any Proposer, as determined pursuant to Instructions to Proposers (ITP)

P_{Pe} = Proposer's Price Evaluated, as determined pursuant to ITP

2. The TSP Technical Score Formula

Technical Score was calculated using the following formula:

Technical Proposal Score = $(TP / TP_{High}) * 70$, where;

TP = Proposer's Technical Proposal Evaluation Score, as determined pursuant to ITP

TP_{High} = Highest Technical Proposal Evaluation Score achieved by any Proposer, as determined pursuant to ITP

The evaluation factors for the Technical Proposal were as follows:

- Approach to Project Management (maximum 20 points); and
- Approach to D&D Work (maximum 20 points); and
- Approach to Technical Requirements (maximum 40 points); and
- Approach to O&M Work (maximum 20 points).

3. Results of TSP Price and Technical Scores

The proposers' Technical and Price Scores were calculated using the formula set forth in the RFP and noted above. The Price Scores and Technical Scores were combined and resulted in the following Total Proposal Scores:

Proposer	Price	Price Proposal Score (max. 30 points)	Technical Proposal Score (max. 70 points)	Total Proposal Score (max. 100 points)
TransCore	\$26,313,626.89	30	48.16	78.16
Kapsch	\$26,969,016.16	29.3	43.4	72.7

4. Additional Benefits of the TSP Contractor include:

1. In addition to the Key Personnel identified in the Proposal, TSP shall staff the Project with management positions, including: Executive Oversight, Deputy Project Manager, Documentation Manager, ITS System Manager, and Civil Design Manager.
2. TSP shall cross train all O&M staff on multiple daily routines and job functions.
3. TSP shall conduct a design workshop with the DB Contractor as one of the first aspects of the Contract after the DB Contractor is on board. The design workshop shall be geared to answer questions on the materials to be provided by TSP, reach agreement on demarcations of responsibility in line with Contract requirements, and clarify remaining coordination items DB Contractor might have.
4. In addition to the design reviews and meetings required in the Contract, TSP shall conduct a one-day DB Contractor workshop and “proof of concept” reviews of the DB Contractor design (as needed).
5. TSP shall submit construction inspection checklists for DB Contractor to include in its design specifications to define Package Turnover expectations.
6. TSP shall provide a coordination team that will be available for consultation by DB Contractor throughout the civil design process. TSP’s coordination team shall provide detailed review comments and assist DB Contractor by providing detailed civil design parameters at the kick-off collaboration meeting.
7. TSP shall prepare a mailer for use by SBCTA for registered owners of vehicles in the Express Lanes without a Transponder providing project information such as the benefits of having a Transponder and instructions on where customers can sign up for an account. TSP shall provide information and analysis regarding the number of mailers that would be sent given certain eligibility parameters (for example, all vehicles, vehicles that have used the Express Lanes more than x times in x days, based on license plate jurisdiction, based on a combination of factors, etc.).
8. TSP shall provide an Automatic License Plate Recognition (ALPR) system equipped with optical character recognition (OCR), vehicle signature recognition (VSR), and image grouping functionality (IntradaTM Synergy Image Processing System from Q-Free).
9. TSP shall provide a BOS equipped with redundant network devices. In the event of an uncontrolled system shut down, no more than a single Lane Transaction or Trip Transaction shall be lost.
10. TSP shall provide a BOS with N+1 server redundancy, which will allow servers to be replaced one at a time without any scheduled downtime of the BOS.
11. TSP shall provide a TCS equipped with Trip building functionality that tags built trips with information to support Trip tolling, reporting, and auditing. In addition, the TSP-provided TCS shall identify Transactions with insufficient vehicle identifications to be identified as part of a Trip.

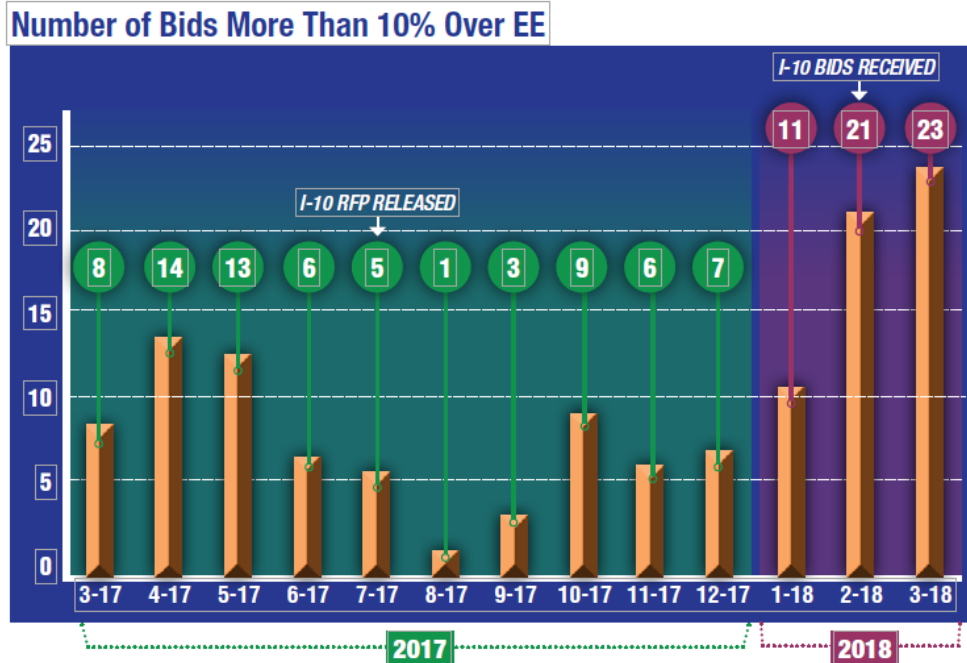
12. TSP shall provide Express Lane monitoring tools that will permit TMS video play-back of traffic conditions at 15-minute intervals that occurred before, during, and after an incident.
13. TSP shall provide an ALPR system that monitors its own performance and generates alerts if performance degrades.
14. TSP shall provide an inventory management system that allows users to create and print barcode labels that can be placed on inventory and used with a mobile app for easy location, site and status verification, and updates.
15. The Disaster Recovery site will be an exact replica of the primary BOS. In the event of a failure that results in an extended period of downtime to the primary BOS, the Disaster Recovery site can be swapped to act as the primary BOS.

ATTACHMENT 3 Research

Recent research revealed higher construction general contractor bid prices of late. While the trend is nationwide, California is experiencing significant programs and projects causing less aggressive bid prices due to an historic transportation investment. In November 2017, in tandem with the 2028 Olympic Games that are planned to be in Los Angeles, Los Angeles Metro announced an aggressive initiative referred to as “28 by 28” that was later approved by Metro Board in January 2018, accelerating 28 of their most significant transportation projects to be completed before 2028. This is one of the most aggressive construction programs ever seen in this region and is a critical factor that will greatly strain the construction forces, labor pool and materials supplies within this industry. Some of the programs and projects are:

- \$5.4 B expected in SB1 transportation improvements annually
- \$3.66 B in federal funds in California (\$225M increase over Fiscal Year 2017)
- \$194 B by 2050 from 24 self-help counties
- \$23.9B capital project portfolio for LACMTA by 2028
- \$10B in improvements at LAX
- \$10.6B undertaking by California High Speed Rail Authority
- \$1.9 B I-405 Express Lane Design Build Project by OCTA
- \$471M I-15 Express Lane project by RCTC

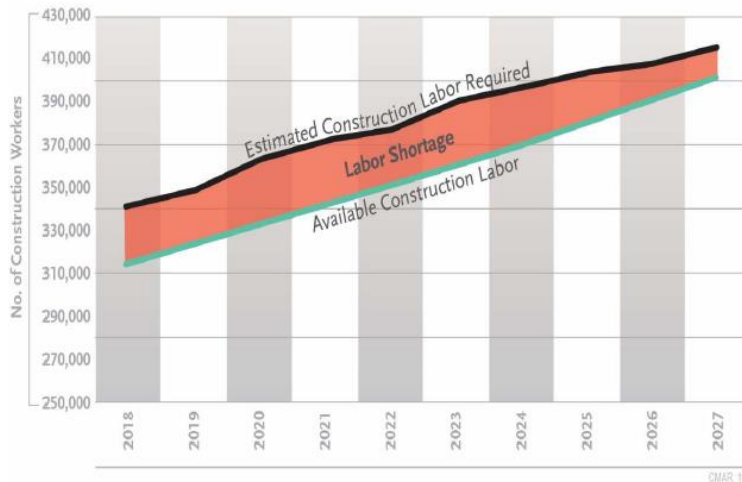
The significant number and size of construction projects is having a direct effect on pricing as bid prices are coming in higher than the engineer’s estimates. ENR’s Cost Index for the Los Angeles region over the last year as of May 7, 2018, has shown a 2.6% increase in pricing. The Combined Bidder Activity summary from Caltrans in March 2018, for all bids statewide shows the number of projects that were more than 10% over the engineer’s estimate went from five in July 2017 and one in August 2017 to 21 in February 2018, and 23 in March 2018. During that same time period, the percentage of projects that were within 10% of the engineer’s estimate decreased from 57.9% in July 2017, to 23.5% in March 2018.



In addition, market conditions have changed dramatically across the nation and the greater Los Angeles region has experienced the largest percent increase (9%) in construction costs in the United States over the past year. This has greatly influenced the construction industry, also affecting the bidder's perspective toward pricing risks and future escalations for materials where, in some cases, subcontractor and material prices cannot be secured for more than 30 days. Also federal changes of late regarding the steel tariff has led to long term pricing uncertainty which translates to added contingency to a contractor's bid prices. Some of these materials have undergone significant price increases such as steel which has seen price indexes rise approximately 50% in the past 8 months. Material costs are increasing with the highest annual increases being in diesel fuel, lumber, and plywood at 38.5%, 15.6%, and 17.1%. The table below shows the increases in costs of various construction materials with the increases in February 2018, data highlighted.

CONSTRUCTION MATERIALS PRICE MOVEMENT IN 2018		JULY	AUG.	SEPT.	OCT.	NOV.	DEC.	JAN.	FEB.
AGGREGATES	MONTHLY % CHG.	+0.0	0.0	+0.3	+0.1	-0.1	+0.1	+1.2	+0.5
	ANNUAL % CHG.	+3.0	+2.8	+4.0	+4.2	+4.3	+4.3	+2.9	+3.2
ALUMINUM SHEET	MONTHLY % CHG.	-1.0	+2.5	+1.9	+1.7	-0.8	-1.1	+2.7	+1.6
	ANNUAL % CHG.	+6.8	+9.4	+11.9	+13.2	+10.6	+7.8	+10.7	+10.1
ASPHALT PAVING	MONTHLY % CHG.	+0.5	-1.6	-1.0	+0.3	+0.8	-1.3	+6.3	+3.1
	ANNUAL % CHG.	+1.9	+0.3	-0.2	-0.2	+0.3	-0.4	-0.5	+4.2
CEMENT	MONTHLY % CHG.	+0.1	+0.3	-0.6	-0.1	+0.2	-0.5	+1.1	0.0
	ANNUAL % CHG.	+4.3	+4.8	+4.2	+4.2	+4.4	+4.3	+3.3	+3.0
CONCRETE PIPE	MONTHLY % CHG.	-0.6	-0.6	+0.4	+0.1	+1.9	+0.3	-2.9	-0.2
	ANNUAL % CHG.	+0.6	+0.1	+0.4	+0.8	+2.0	+1.4	-1.4	-2.5
COPPER PIPE	MONTHLY % CHG.	+0.8	+5.0	+6.2	-1.3	+2.6	-1.6	+4.5	-2.3
	ANNUAL % CHG.	+14.3	+17.7	+27.5	+23.9	+17.3	+10.6	+17.5	+8.9
DIESEL FUEL	MONTHLY % CHG.	+4.7	+8.2	+7.4	+4.7	+2.5	0.0	+3.1	-2.0
	ANNUAL % CHG.	+14.0	+29.8	+28.0	+36.8	42.6	+41.0	+43.4	+38.5
FABRICATED STEEL	MONTHLY % CHG.	-0.7	+1.2	0.0	-0.1	+0.3	0.0	+0.7	+0.3
	ANNUAL % CHG.	+1.1	+1.8	+1.8	+2.8	+3.0	+2.7	+2.7	+2.8
GYPSUM PRODUCTS	MONTHLY % CHG.	-0.1	-1.4	+0.1	+0.3	-0.1	0.0	+2.2	+7.1
	ANNUAL % CHG.	+8.5	+7.3	+6.5	+7.5	+6.4	+4.5	+5.8	+7.3
LUMBER, SOFTWOOD	MONTHLY % CHG.	+0.5	+2.8	-0.9	+2.3	+0.4	-1.0	+1.0	+5.6
	ANNUAL % CHG.	+9.6	+11.3	+11.6	+15.4	+17.4	+14.3	14.5	+15.6
PLYWOOD	MONTHLY % CHG.	-0.8	+2.4	-0.1	+3.2	+4.3	-1.2	+0.9	+3.3
	ANNUAL % CHG.	+0.9	+2.6	+4.4	+9.7	+16.6	+14.3	+14.8	+17.1
PVC PRODUCTS	MONTHLY % CHG.	-0.1	+1.4	-0.2	+1.5	+2.6	-2.2	-0.3	+1.3
	ANNUAL % CHG.	+1.3	+2.9	+2.9	+4.3	+7.2	+4.7	+4.1	+4.9
READY-MIX CONCRETE	MONTHLY % CHG.	+0.1	+0.3	-0.2	+0.2	+0.2	+0.2	+0.9	+0.6
	ANNUAL % CHG.	+3.3	+3.2	+3.2	+3.2	+3.1	+3.1	+3.4	+3.9
SHEET METAL	MONTHLY % CHG.	+0.2	0.0	0.0	0.0	+0.3	0.0	-0.4	+0.4
	ANNUAL % CHG.	+1.9	+1.4	+1.2	+1.3	+1.6	+1.4	+1.0	+1.1
EQUIPMENT	MONTHLY % CHG.	0.0	-0.5	+1.0	+0.2	+0.6	+0.1	+0.4	+0.9
	ANNUAL % CHG.	+2.0	+1.4	+2.5	+2.6	+3.2	+3.0	+3.5	+3.8
SOURCE: BUREAU OF LABOR STATISTICS. MONTHLY AND YEAR-TO-YEAR PERCENT CHANGES FOR PRODUCER PRICE INDEXES FOR LATEST EIGHT-MONTH PERIOD.									

A limited supply and decreasing pool of skilled design and construction contractor labor forces. In conversations with general contractors over the past year, it is evident that there is a limited supply of both design and construction labor forces within the region. LACMTA's 2018 Los Angeles Construction Market Analysis attributes the labor shortage to low unemployment and a large amount of on-going and upcoming construction work in the region. This is depicted below.



Data Points

- Economic Data
- Dodge Construction Data
- State of California EDD
- Contractor Interviews

Factors to Consider

- Fluctuation in Spending/Pricing
- Economic Volatility
- Unforeseen Events

As the I-10 Contract 1 project requires hundreds of staff to manage, design and construct, the contractors are significantly challenged to find and commit these forces over a span of several years. With this current high demand and substantial forecasted growth ahead, the bid pricing is reflecting a larger premium on these forces on projects such as the I-10 Contract 1 Project.

Another significant factor that affected project pricing was the reduced number of DB Contractors who competed during the bidding process. During detailed discussions over the past year with the DB Contractors, SBCTA discussed several key project issues with all four short-listed DB teams related with contract terms, scope and risk allocations and each team weighed these factors carefully while considering their competition. During this process, two of the four short-listed teams chose to withdraw from the procurement process after considering all of these related factors. A study of over 9,000 Caltrans projects suggests that when this occurs, the decreased level of competition for a project of this nature results in a six percent increase in contract price for each bidder that exits the competitive process. With two teams withdrawing from the I-10 procurement, this would generally trend toward an increase of twelve percent (12%) for the I-10 Contract bid price. (Source: Caltrans Office Engineer Database, 2018)

ATTACHMENT 4

Additional Benefits Provided by LSJV Team

After extensive review and discussions with the LSJV Team, staff has recognized several specific commitments within their proposal that provide significant advantages to SBCTA, the adjacent communities and the traveling public. A partial list of some of the more significant benefits are included in the following excerpts from their proposal:

1. DB Contractor will supply office space and group DB Contractor personnel, SBCTA, and the Department to be into discipline-specific areas to facilitate collaboration and the Project First approach. This exceeds the requirement to just supply office space.
2. DB Contractor shall work with the local Small Business Transportation Resource Center to host a Bonding Education Program for the Project.
3. DB Contractor shall provide encasement and protection of the MWD pipeline. Encasement construction shall be done using open-cut excavation with a grade checker, allowing better control of the excavation. DB Contractor shall not drive piles or use vibratory supportive excavation.
4. The DB Contractor's Executive Committee shall ensure the quality team has the resources to perform all quality operations and shall review quarterly quality reports.
5. The Construction Quality Validation Manager (CQVM) shall be notified at least 24 hours in advance of the initial phase inspection and shall ensure that follow-up inspections are performed continually during the construction of a definable work feature. SBCTA and the Department shall be included in all aspects of construction planning and update meetings where quality and safety are integral.
6. DB Contractor shall install armorguard steel barrier gate every half mile in crossover configurations. It can be safely opened and closed in under two minutes using only manual power.
7. Meetings shall be scheduled every two weeks to address traffic management strategies, construction staging, traffic analysis plans, and strategies to minimize impacts to the traveling public, businesses, and commercial services.
8. Emergency services shall have direct contact to the superintendents to gain access through the work zone.
9. Outside of the 10-day closure allowed at each interchange ramp, DB Contractor shall place temporary pavement where necessary to maintain at least one lane of traffic on the ramps at all times. This allows for use of the ramp that was not provided otherwise.
10. All construction and related staging activities shall be communicated with local stakeholders invited to provide input to develop strategies to maintain business, school, emergency facility, public facility, and residential access.

11. The DB Contractor Public Outreach Liaison shall coordinate with SBCTA and its public outreach personnel to keep all of those affected by DB Contractor activities informed of upcoming work and traffic switches. This shall be accomplished through: providing daily and weekly construction notices to communicate closures, detours, and pedestrian/bicycle impacts throughout the construction phase; communicating with key residential and commercial stakeholders to incorporate accommodations during holiday periods or other anticipated peak volume periods; working with SBCTA's public outreach personnel to ensure impacted businesses are provided 'business open during construction' signs; and planning traffic patterns for long-term, consistent lane configurations, which increase safety by maintaining driver expectations.
12. During implementation of each 55 hour closure, the closure shall be continually monitored by DB Contractor to minimize impacts to the traveling public and promptly respond to traffic conditions.
13. Where shoulders are less than 8 feet along the outside lanes, DB Contractor shall provide emergency pullouts every half mile where interchange ramps are spaced more than one mile apart.
14. Safety Manager Lynwood Young is assigned to this project full time and shall develop, implement, and maintain a project-specific health, safety, and environmental work plan that outlines the strategies DB Contractor shall use to complete the project with zero incidents.
15. The DB Contractor's traffic management plan shall include emergency services routes that serve hospitals, fire/police stations, emergency shelters, emergency command centers, and other facilities that provide essential services in times of emergencies within the project area.
16. The DB Contractor shall inform the California Trucking Association of construction impacts such as closures and bridge height restrictions, allowing a more-widespread distribution of the information.
17. Prior to performing work at MWD pipeline DB Contractor shall conduct a detailed geotechnical analysis to assess the load on the pipeline, which analysis shall include: stress analysis to determine the increased load imposed on the affected reach of the MWD pipeline; settlement/rebound analysis to determine potential settlement and lateral displacement; and slope stability analysis to determine potential induced instability of the affected reach.
18. The bridge overcrossing replacements done under full closure at San Antonio Avenue, Sultana Avenue, and Campus Avenue shall be staged such that adjacent north/south closures shall not occur simultaneously.

ATTACHMENT 5
DB SUBMITTALS DUE BEFORE BOARD DATE
AND BEFORE SBCTA EXECUTION

- (1) Evidence, dated no earlier than 30 days prior to the anticipated date of execution of the Contract, of the Preferred Proposer's/DB Contractor's and each Major Subcontractor's authorization to transact business in the State (see ITP Section 5.13.1(a));
- (2) A copy of the executed organizational documents for Preferred Proposer/DB Contractor and, if Preferred Proposer/DB Contractor is a limited liability company, partnership or joint venture, the articles of incorporation/certificate of formation/charter/partnership agreement or registration for each member or partner of Preferred Proposer/DB Contractor (see ITP Section 6.1.2(b));
- (3) Evidence of approval of the final form of the Contract, and of due authorization, execution, delivery, and performance of the Contract, by Preferred Proposer/DB Contractor (see ITP Section 6.1.2(c));
- (4) Evidence that the Preferred Proposer/DB Contractor and its Major Subcontractors hold all licenses required to perform the Work under the Contract (see ITP Sections 5.13.1(b) and 6.1.2(h)); and
- (5) A Contract executed by the Preferred Proposer/DB Contractor.

The following materials will need to be submitted prior to final award and execution of the Contract, and the Executive Director or designee will ensure the materials are submitted and approved prior to final award and execution:

- (1) One or more letters from an Eligible Surety, signed by an authorized representative as evidenced by a current certified power of attorney, committing to provide a NTP1 Performance Bond, NTP1 Payment Bond, NTP2 Performance Bond and NTP2 Payment Bond in accordance with the requirements of Section 11 of the Contract and otherwise reasonably acceptable to SBCTA (see ITP Section 6.1.2(d));
- (2) If security for, or a guaranty of, the Preferred Proposer's/DB Contractor's obligations under the Contract is required by SBCTA, guarantees from Guarantor(s) in the form of Exhibit 15 of the Contract with such modifications approved by SBCTA, in its sole discretion;
- (3) The insurance policies, certificates of insurance, riders to its existing policies evidencing proof of insurance coverages as required by the Contract, or other written evidence from an insurance company(ies), broker(s) or agent(s) that such company(ies), broker(s) or agent(s) will place all such insurance coverages

for the Preferred Proposer/DB Contractor (should it become DB Contractor) (see ITP Section 6.1.2(f));

(4) A written opinion from counsel for Preferred Proposer/DB Contractor in the form of ITP Form Q (with such changes as agreed to by SBCTA in its sole discretion) (see ITP Section 6.1.2(g));

(5) A letter signed by Preferred Proposer/DB Contractor, each Major Subcontractor, and each Subcontractor identified in the Proposal indicating the commitment to work on the Project and the commitment of Proposer to retain the specified services of the designated Major Subcontractor or Subcontractor (see ITP Section 6.1.2(i));

(6) Preferred Proposer's/DB Contractor's DBE Performance Plan (see ITP Section 6.1(h));

(7) NTP1 Schedule (See ITP Section 6.1(i));

(8) A redacted copy of Preferred Proposer's/DB Contractor's Proposal and Proposal Revisions; and

(9) Any other materials reasonable determined by SBCTA during this period (see ITP Section 6.1.3(j)).

If the Preferred Proposer fails or refuses to submit and have approved the foregoing within the time limits imposed by the Executive Director or designee, the Executive Director or designee may cancel the procurement.

ATTACHMENT 6

I-10 Corridor Contract 1 Funding Plan

I-10 Corridor Contract 1 Funding Plan	January 2018 (\$ 000s)	June 2018 (\$ 000s)
Sources		
TIFIA Loan Proceeds ¹	204,000	212,330
Federal Funding (CMAQ and STP) ²	279,423	279,423
Measure I Contribution ³	83,500	83,500
Measure I Investment ⁴	58,500	-
Measure I Interchange	33,667	33,667
Measure I Arterial	11,991	11,991
City Contributions (Montclair, Upland and Ontario)	21,805	21,805
SHOPP (Caltrans Pavement Rehabilitation and Safety Lighting)	100,033	100,033
Newly Allocated Funding (\$186.4 Million)		
STIP-RIP	-	39,745
TCIF	-	4,973
SB-1 LPP	-	6,169
SB-1 Regional TCEP	-	53,831
SB-1 State TCEP	-	64,000
Additional SHOPP (Caltrans Pavement Rehabilitation)	-	17,722
Total Sources	\$792,919	\$929,189
Uses		
Design/Construction	785,519	921,458
Financing Costs/Project Reserves ⁵	7,400	7,731
Total Uses	\$792,919	\$929,189
<i>Sources less Uses</i>	-	-

¹ Subject to change based on final TIFIA evaluation and market conditions

² CMAQ and STP funding identified in the 2017 SBCTA 10 Year Delivery Plan

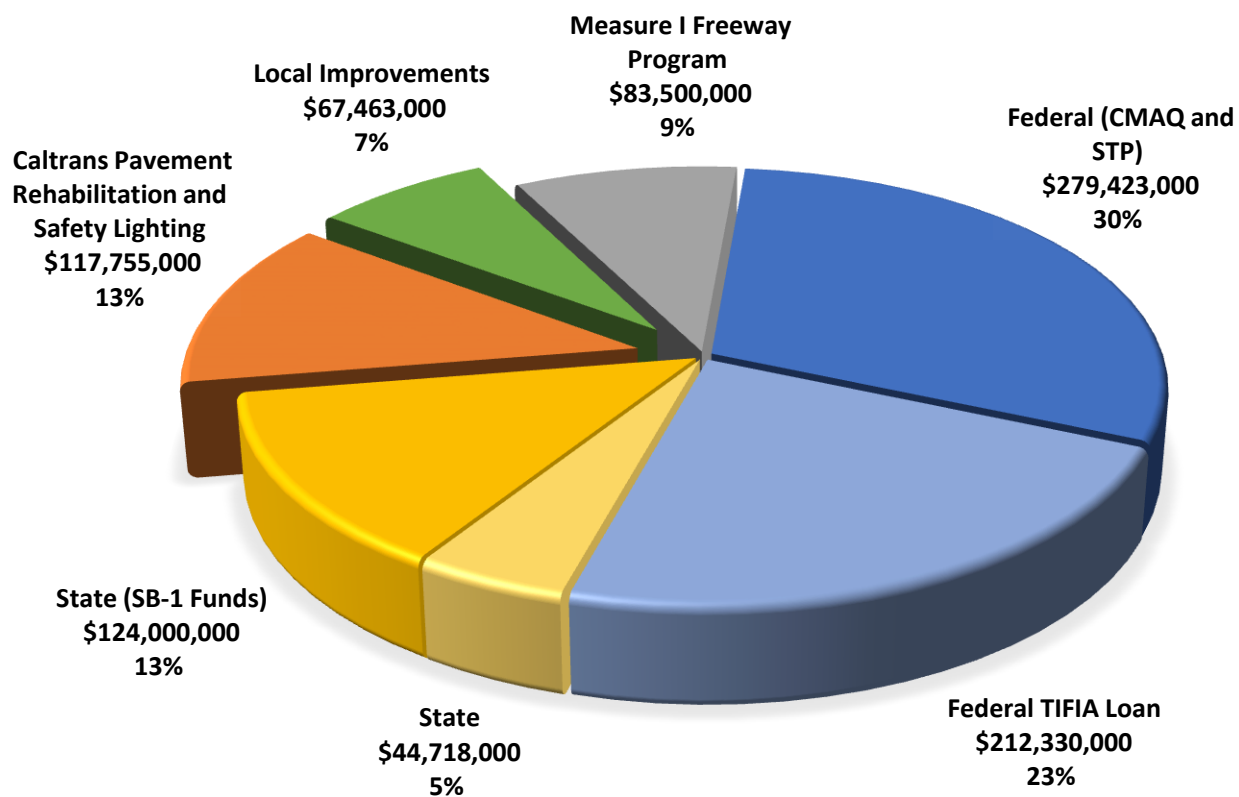
³ Total eligible Measure I contribution is \$89 million

⁴ Up to \$58 million approved in December 2016 and reflected in the 2017 SBCTA 10-Year Delivery Plan remains authorized to close any changes in the final TIFIA loan amount, financing costs and project reserves, or shortfalls in other funding sources

⁵ Amount subject to change; Includes initial Operations and Maintenance and lifecycle reserve deposits

I-10 Corridor Contract 1 Funding Plan – Uses Detail	January 2018 (\$ 000s)	June 2018 (\$ 000s)
A. SBCTA Costs		
Preliminary Engineering & Environmental	8,815	8,815
Program Management	28,834	31,134
Project Construction Management	47,300	53,500
Project Development & Procurement	9,427	9,427
Right of Way Acquisition, Utilities & Support	47,811	47,811
Landscape Maintenance	4,200	4,200
Financing Costs / Project Reserves	7,400	7,731
Subtotal: SBCTA Costs	\$153,787	\$162,618
B. Design Build Contract		
I-10 Corridor Express Lanes	437,465	525,765
Added Local Improvement Projects	49,835	49,835
Added Caltrans Pavement Rehabilitation and Safety Lighting	82,700	97,300
SBCTA Design Build Contingency & Allowances	48,727	73,266
Subtotal: Design Build Contract	\$618,727	\$746,166
C. Toll System Provider Contract		
Toll Systems Provider (TSP) Contract	18,550	18,550
SBCTA Toll Systems Contingency & Allowances	1,855	1,855
Subtotal: Toll System Provider Contract	\$20,405	\$20,405
Total Capital Costs (A + B + C)	\$792,919	\$929,189

I-10 CORRIDOR FUNDING SOURCE ALLOCATION



08-SBD-10-PM 0.0/13.0
 07-LA-10 PM 44.9/48.3
 EA: 0C2510
 Project Number 0816000076
 Caltrans Agreement 08-1636
 SBCTA Agreement 171001590

**AMENDMENT NO. 2 TO AGREEMENT 08-1636
 FOR PRELIMINARY ENGINEERING WORK FOR THE INTERSTATE 10
 CORRIDOR CONTRACT 1 PROJECT **DRAFT****

This Amendment No. 2 (“AMENDMENT”), entered into and effective on _____, (“EFFECTIVE DATE”), is between the STATE OF CALIFORNIA, acting by and through its Department of Transportation, referred to herein as “CALTRANS,” and the SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY, a public entity, referred to herein as “SBCTA.”

RECITALS

1. The PARTIES hereto entered into an AGREEMENT 08-1636, on December 22, 2016, said AGREEMENT defining the terms and conditions of PROJECT to include two express lanes in each direction on the I-10 corridor from 0.4 miles west of White Avenue overcrossing to 0.2 miles west of Cherry Avenue overcrossing, based on the preferred alternative selected by the project development team in June 2016.
2. The PARTIES hereto entered into Amendment No. 1 to AGREEMENT 08-1636, on March 16, 2018, to include additional State rehabilitation work to be combined as BETTERMENTS within the PROJECT identified herein.
3. The purpose of this Amendment is to modify and update the PROJECT Funding and Spending Summary identified herein.

IT IS THEREFORE MUTUALLY AGREED:

4. The Exhibit A that includes the Funding Table and Spending Summary in the original AGREEMENT is replaced in its entirety with the Revised Exhibit A here attached.
5. All other terms and conditions of the AGREEMENT shall remain in full force and effect.
6. This AMENDMENT is deemed to be included and made part of the AGREEMENT.

SIGNATURES

PARTIES declare that:

1. Each PARTY is an authorized legal entity under California state law.
2. Each PARTY has the authority to enter into this agreement.
3. The people signing this agreement have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY
NOT FOR SIGNATURES AT THIS TIME

By: _____
John Bulinski
District Director

By: _____
Raymond W. Wolfe
Executive Director

APPROVED AS TO FORM AND
PROCEDURE:

APPROVED AS TO FORM:

By: _____
Attorney, Department of Transportation

By: _____
Eileen Monaghan Teichert
General Counsel

CERTIFIED AS TO FUNDS:

ATTEST:

By: _____
Mary Risaliti
District Budget Manager

By: _____
Vicki Watson
Board Secretary

CERTIFIED AS TO FINANCIAL TERMS
AND POLICIES:

By: _____
Accounting Administrator

By: _____
Jeffery Hill
Procurement Manager

AMENDMENT NO. 02

PARTNERS, in accordance with the provisions of this AGREEMENT, hereby amend this AGREEMENT by replacing FUNDING AND SPENDING SUMMARY NO. 01 in its entirety with FUNDING AND SPENDING SUMMARY NO. 02.

FUNDING SUMMARY NO. 02

<u>FUNDING TABLE (\$)</u>				
<u>IMPLEMENTING AGENCY</u>→			<u>SBCTA</u>	
Source	Party	Fund Type	Preliminary Engineering	Totals
FEDERAL	SBCTA	STP	37,061,084	37,061,084
LOCAL	SBCTA	Local	2,442,916	2,442,916
Totals			39,504,000	39,504,000

<u>SPENDING SUMMARY (\$)</u>			
Fund Type	Preliminary Engineering		
	CALTRANS	SBCTA	Totals
Federal (DB)	1,300,000	24,117,084	25,417,084
Local (DB)	100,000	2,342,916	2,442,916
Federal (TSP)		11,644,000	11,644,000
Local (TSP)			
Totals	1,400,000	38,104,000	39,504,000

Notes:

1. Notwithstanding any other provisions of the Agreement, the PARTIES, or either of them, may change the fund source allocations and/or identified funding sources set forth above without amendment to the Agreement.
2. “DB” and “TSP” are the two separate design build contracts for the PROJECT and represent the (1) highway design build contract, and (2) toll system provider contract respectively.

07-LA-10- 44.9/48.3
 SBD-10-0.0/13.2
 EA: 0C251
 EA's 1F550 and 1H321 (BETTERMENTS)
 CALTRANS Agreement 08-1645 A/2
 Project Number 0816000076
 Projects Numbers 0817000216 & 0814000248
 SBCTA 171001736

**AMENDMENT NO. 2 TO AGREEMENT 08-1645
 FOR DESIGN-BUILD OF INTERSTATE 10 CORRIDOR CONTRACT 1
 EXPRESS LANES PROJECT (DRAFT)**

This Amendment No. 2 ("AMENDMENT"), entered into and effective on _____, ("EFFECTIVE DATE"), is between the STATE OF CALIFORNIA, acting by and through its Department of Transportation, referred to herein as "CALTRANS," and the SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY, a public entity, referred to herein as "SBCTA."

RECITALS

1. The PARTIES hereto entered into an AGREEMENT 08-1645, on July 28, 2017, said AGREEMENT defining the terms and conditions of PROJECT to include two express lanes in each direction including the EXPRESS LANES TOLL FACILITY and related improvements on the I-10 corridor from 0.4 miles west of White Avenue Overcrossing to 0.2 miles west of Cherry Avenue overcrossing
2. The PARTIES entered into AMENDMENT 1 on March 16, 2018, to identify BETTERMENTS as State rehabilitation work defined within EA 1H321 and EA 1F550 within the PROJECT identified herein.
3. PARTIES now seek to amend the AGREEMENT the 2nd time for the following reasons:
 - A. To revise funds by replacing FUNDING SUMMARY AND SPENDING SUMMARY NO. 01 in its entirety with FUNDING SUMMARY AND SPENDING SUMMARY NO. 02.
 - B. PARTIES now seek to revise the Article 169 to include SB 1 language.
 - C. PARTIES now seek to create a new section in the cooperative agreement, titled Road Repair and Accountability Act of 2017 (SB 1).

IT IS THEREFORE MUTUALLY AGREED:

1. A revised Funding Summary and Spending Summary No. 2, is attached and made part of the Agreement. Any reference to the Funding Summary and Spending Summary in the Agreement is deemed to refer to the revised Funding Summary and Spending Summary

No. 2 attached herein.

2. Article 169 in the AGREEMENT will be replaced in its entirety to read as follows:

“169. All CALTRANS’ obligations under this AGREEMENT are subject to the appropriation of resources by the Legislature, the State Budget Act authority, programming of funds by the California Transportation Commission (CTC) and the allocation thereof by the CTC.”

3. Add new Section IV in the cooperative agreement as follows:

“SECTION IV

ROAD REPAIR AND ACCOUNTABILITY ACT OF 2017 (SB 1):

226. As the IMPLEMENTING AGENCY, SBCTA will prepare and submit to CALTRANS a Completion Report, in accordance with the California Transportation Commission (CTC) Resolution G-18-09: SB1 Accountability and Transparency Guidelines.

SBCTA must submit a Completion Report for the construction component to CALTRANS for approval within four (4) months of Construction Contract Acceptance or when the project becomes operable, whichever is sooner. Thereafter, CALTRANS will have two (2) months to review and approve the report prior to submission to the CTC. The Completion Report should not be delayed due to claims, plant establishment periods, ongoing environmental mitigation monitoring, or other reasons.

~~SBCTA must submit a Completion Report for a pre-construction component to CALTRANS for approval within four (4) months of acceptance of that pre-construction component. Thereafter, CALTRANS will have two (2) months to review and approve the report prior to submission to the CTC.~~

SBCTA must submit a Final Delivery Report to CALTRANS for approval within four (4) months of conclusion of all remaining project activities beyond the acceptance of the construction contract. Thereafter, CALTRANS will have two (2) months to review and approve the report prior to submission to the CTC. The Final Delivery Report will reflect final project expenditures, any changes that occurred after submittal of the Completion Report, and an updated evaluation of the benefits.

227. In those instances where PARTIES have signed a PROJECT scope, cost, and schedule and benefit baseline data agreement (BASELINE AGREEMENT), PARTIES agree to abide by the terms and conditions of that PROJECT BASELINE AGREEMENT. ~~The PROJECT BASELINE AGREEMENT is attached to and made a part of this AGREEMENT, by reference.~~
228. Notwithstanding anything to the contrary in this AGREEMENT, PARTIES are not permitted to make changes to the scope, cost, schedule or benefits of the PROJECT,

unless approved by CTC.

229. PARTIES will meet the requirements of The Road Repair and Accountability Act of 2017 (SB 1), Chapter 5, Statutes of 2017, California Transportation Commission (CTC) Resolution G-18-09: SB1 Accountability and Transparency Guidelines, and the CTC's State Highway Operation and Protection Program (SHOPP) guidelines.

PARTIES agree that contributed funds originating from the SHOPP shall only be expended on SHOPP-eligible item(s) identified in the PROJECT. Should project encounter a cost over-run, SHOPP will not fund the cost increase. Any costs increases should be funded from other fund sources.

230. PARTIES will meet the requirements of The Road Repair and Accountability Act of 2017 (SB 1), Chapter 5, Statutes of 2017, California Transportation Commission (CTC) Resolution G-18-09: SB1 Accountability and Transparency Guidelines, and the CTC's Trade Corridor Enhancement Program (TCEP) Guidelines Resolution G-17-32.

PARTIES agree that contributed funds originating from the TCEP can be expended on any item identified in the PROJECT. Should a SBCTA nominated project encounter a cost over-run, TCEP will not fund the cost increase. Any costs increases should be funded from other fund sources.

231. PARTIES will meet the requirements of The Road Repair and Accountability Act of 2017 (SB 1), Chapter 5, Statutes of 2017, California Transportation Commission (CTC) Resolution G-18-09: SB1 Accountability and Transparency Guidelines and the CTC's Local Partnership Program (LPP) Guidelines Resolution G-17-33.

PARTIES agree that contributed funds originating from the LPP can be expended on any item identified in the PROJECT. Should a SBCTA nominated project encounter a cost over-run, LPP will not fund the cost increase. LPP will not fund the cost increase. Any costs increases should be funded from other fund sources."

4. All other terms and conditions of the AGREEMENT shall remain in full force and effect.
5. This AMENDMENT is deemed to be included and made part of the AGREEMENT.

SIGNATURES

PARTIES declare that:

1. Each PARTY is an authorized legal entity under California state law.
2. Each PARTY has the authority to enter into this agreement.
3. The people signing this agreement have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY

By: _____
John Bulinski
District Director

NOT FOR SIGNATURES AT THIS TIME
By: _____
Raymond W. Wolfe
Executive Director

APPROVED AS TO FORM AND
PROCEDURE:

APPROVED AS TO FORM:

By: _____
Jon Oldenburg
Deputy Attorney

By: _____
Eileen Monaghan Teichert
General Counsel

CERTIFIED AS TO FUNDS:

ATTEST:

By: _____
Mary Risaliti
District Budget Manager

By: _____
Vicki Watson
Board Secretary

CERTIFIED AS TO FINANCIAL TERMS
AND POLICIES:

By: _____
Accounting Administrator

AMENDMENT NO. 02

PARTNERS, in accordance with the provisions of this AGREEMENT, hereby amend this AGREEMENT by replacing FUNDING AND SPENDING SUMMARY NO. 01 in its entirety with FUNDING AND SPENDING SUMMARY NO. 02.

FUNDING SUMMARY NO. 02

<u>FUNDING TABLE (\$)</u>							v. 11
<u>IMPLEMENTING AGENCY →</u>			<u>SBCTA</u>	<u>SBCTA</u>	<u>SBCTA</u>	<u>SBCTA</u>	
Source	Party	Fund Type	ROW Support	ROW Capital	Construction Support	Construction Capital	Totals
FEDERAL	SBCTA	CMAQ	2,561,450	24,700,550		96,204,000	123,466,000
LOCAL-FEDERAL	SBCTA	STP			40,738,088	78,157,828	118,895,916
LOCAL	SBCTA	Local	3,138,550	17,409,950	1,161,912	84,802,697	106,513,109
LOCAL	SBCTA	TIFIA				212,330,000	212,330,000
LOCAL	SBCTA	STIP				39,745,000	39,745,000
STATE	SBCTA	TCIF				4,973,000	4,973,000
LOCAL	SBCTA	LPP-Formula				6,169,000	6,169,000
LOCAL	SBCTA	TCEP Regional				53,831,000	53,831,000
STATE	CALTRANS	TCEP State				64,000,000	64,000,000
STATE	CALTRANS	SHOPP 1			11,000,000	80,821,000	91,821,000
STATE	CALTRANS	SHOPP 1 Pending				17,721,000	17,721,000
STATE	CALTRANS	SHOPP 2				8,213,000	8,213,000
Totals			5,700,000	42,110,500	52,900,000	746,967,525	847,678,025

SPENDING SUMMARY (\$)									
	ROW				Construction				
	Support		Capital		Support		Capital		
Fund Type	CALTRANS	SBCTA	CALTRANS	SBCTA	CALTRANS	SBCTA	CALTRANS	SBCTA	Totals
TSP									
Local	0	0	0	0	0	150,001	0	372,266	522,267
STP	0	0	0	0	0	3,571,266	0	8,389,329	11,960,595
DB									
Local	0	1,983,955	0	6,536,141	0	0	0	34,595,525	43,115,621
TIFIA	0	0	0	0	0	0	0	212,330,000	212,330,000
CMAQ	0	2,561,450	0	24,700,550	0	0	0	96,204,000	123,466,000
STP	0	0	0	0	17,900,000	19,266,822	0	69,768,499	106,935,321
STIP	0	0	0	0	0	0	0	0	39,745,000
TCIF	0	0	0	0	0	0	0	0	04,973,000
LPP-Formula	0	0	0	0	0	0	0	0	6,169,000
TCEP (Regional)	0	0	0	0	0	0	0	0	53,831,000
TCEP (State)	0	0	0	0	0	0	0	0	64,000,000
LOCAL BETTERMENTS									
Local		1,154,595		10,873,809		1,011,911		49,834,906	62,875,221
SHOPP									
SHOPP 1	0	0	0	0	0	11,000,000	0	80,821,000	91,821,000
SHOPP 2								8,213,000	8,213,000
SHOPP 1 Pending								17,721,000	17,721,000
Totals	0	5,700,000	0	42,110,500	17,900,000	35,000,000	0	746,967,525	847,678,025

SPENDING SUMMARY									
Fund Type	ROW Support		ROW Capital		Construction Support		Construction Capital		TOTAL
	Caltrans	SBCTA	Caltrans	SBCTA	Caltrans	SBCTA	Caltrans	SBCTA	
TSP									
Local						\$150,001		\$372,266	\$522,267
STP						\$3,571,266		\$8,388,734	\$11,960,000
Subtotal						\$3,721,267		\$8,761,000	\$12,482,267
Design-Build (Express Lanes)									
Local		\$1,983,955		\$6,536,141				\$34,926,525	\$43,446,621
TIFIA								\$212,000,000	\$212,000,000
CMAQ		\$2,561,450		\$24,700,550				\$96,043,500	\$123,305,500
STP					\$17,900,000	\$19,266,822		\$69,682,417	\$106,849,239
STIP								\$39,745,000	\$39,745,000
TCIF								\$4,973,000	\$4,973,000
LPP-Formula								\$6,169,000	\$6,169,000
TCEP Regional								\$53,831,000	\$53,831,000
TCEP State								\$64,000,000	\$64,000,000
Subtotal		\$4,545,405		\$31,236,691	\$17,900,000	\$19,266,822		\$581,370,442	\$654,319,360
Design-Build (Local Betterments)									
Local		\$1,154,595		\$10,873,809		\$1,011,911		\$49,834,906	\$62,875,221
Subtotal		\$1,154,595		\$10,873,809		\$1,011,911		\$49,834,906	\$62,875,221
Design-Build (SHOPP)									
SHOPP 1						\$11,000,000		\$80,821,000	\$91,821,000
SHOPP 1 Pending								\$17,721,000	\$17,721,000
SHOPP 2								\$8,213,000	\$8,213,000
Subtotal						\$11,000,000		\$106,755,000	\$117,755,000
Total Design-Build		\$5,700,000		\$42,110,500	\$17,900,000	\$31,278,733		\$737,960,348	\$834,949,581
Grand Total	\$ -	\$5,700,000		\$42,110,500	\$17,900,000	\$35,000,000		\$746,721,348	\$847,431,848

* Note: These SHOPP funds will be paid as a reimbursable State financial contribution and SBCTA will invoice CALTRANS in accordance with the funding table. Construction support for SBCTA and the Design Builder will be allocated under construction capital.

Minute Action

AGENDA ITEM: 30

Date: June 6, 2018

Subject:

Approve Agreement No. 18-1001930 for Call Box Maintenance Services

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority, approve Contract No. 18-1001930 with CASE Systems, Inc. for a three (3) year term in the amount of \$2,500,000 for Call Box Maintenance Services.

Background:

San Bernardino County Transportation Authority (SBCTA) released a Request for Proposals (RFP) on April 4, 2018 seeking proposals from qualified firms to provide maintenance services for SBCTA's call box system. SBCTA currently operates approximately 1,020 cellular and satellite call boxes throughout San Bernardino County for commuters experiencing an emergency or in need of roadside assistance. Each call box is a battery-powered, solar-charged roadside terminal, 14-feet high, with a microprocessor and a built-in digital cellular or satellite component, and equipped with a teletypewriter (TTY). The San Bernardino call box network has assisted more than 1.5 million callers since its inception and is typically able to connect a cellular signal in areas where cell phones cannot.

Call box maintenance services consist of providing ongoing corrective and preventative maintenance, knockdown and vandalism repairs, temporary removal, relocation and reinstallation of call boxes impacted by construction, ensuring functionality of the call boxes, supplying necessary parts, and installing new call boxes or permanently removing call boxes as required. Additional maintenance services include Americans with Disabilities Act (ADA) evaluation and improvements and a 4G call box cellular upgrade.

The RFP, which closed on May 1, 2018, was released via PlanetBids and posted on SBCTA's website; additionally, a Public Notice Advertisement was placed in the local newspaper. A total of nine (9) firms received notification through PlanetBids or from direct outreach from the Procurement Analyst, but only one (1) proposal was received by the date and time specified in the RFP. The Procurement Analyst conducted a responsiveness review and determined the proposal to be responsive. The Procurement Analyst conducted follow-up with firms who downloaded or received the RFP to solicit feedback on why they did not submit a proposal, but did not receive any responses.

The call box field, including maintenance and operations, is a limited, specialized, field of service. CASE Systems, Inc., who submitted the sole proposal and to whom staff is recommending award of the contract, has been SBCTA's incumbent contractor and has performed the services very well. In addition, CASE Systems, Inc. has shown through their proposal and interview that they are still fully capable of performing Call Box Maintenance Services for SBCTA.

The following is a summary of the events that transpired in the evaluation process.

Summary of Evaluation Process:

The proposal was disseminated to all evaluation committee members. A copy of the Score Sheets and the Declaration of Impartiality and Confidentiality form was also distributed to the

Entity: San Bernardino County Transportation Authority

committee members. The Evaluation Committee was comprised of two (2) internal staff members and a representative from the Riverside County Transportation Commission.

Evaluation Committee Meeting:

At the completion of the discussion, the evaluation committee members individually scored the proposal based on the following evaluation criteria: Qualifications of the Firm, Related Experience and References – 25 points; Proposed Staffing and Projection Organization – 40 points; Technical Approach/Work Plan – 20 points; and Price – 15 points. The interview took place after the proposal discussion. During the interview, CASE Systems, Inc. solidified their experience and qualifications to perform the services and had a comprehensive understanding of SBCTA's scope of work.

CASE Systems, Inc. is the leading firm in the call box industry, having over 10 years of experience and knowledge, in addition to staff experience of 30 years, with call box programs and requirements. The industry is very limited and CASE Systems, Inc. demonstrated the ability to provide excellent services. CASE System, Inc. references include Riverside County Transportation Commission (RCTC), Sacramento Area Council of Governments (SACOG), Metropolitan Transportation Commission (MTC), and Ventura County Transportation Commission (VCTC); CASE Systems, Inc. also provides services to other clients throughout California and the United States and demonstrated the experience needed for this type of service.

The evaluation committee recommends that the contract to perform the scope of work as outlined in the RFP 18-1001930 be awarded to CASE Systems, Inc. They have clearly demonstrated a thorough understanding of the scope of work and proposed an overall solid team. Evaluation forms and reference checks are located in the Contract Audit File.

Financial Impact:

This item is consistent with the SBCTA Fiscal Year 2018/2019 proposed budget.

Reviewed By:

An update regarding this procurement was provided to the General Policy Committee on May 9, 2018, but the contract has not received prior policy committee or technical advisory committee review. General Counsel and the Procurement Manager have reviewed this contract and the scope of work.

Responsible Staff:

Duane Baker, Deputy Executive Director

Approved
Board of Directors
Date: June 6, 2018

Witnessed By:

Contract Summary Sheet

30.a

General Contract Information

Contract No: 18-1001930 Amendment No.: _____ Vendor No.: 00605
 Vendor/Customer Name: CASE Systems, Inc. Sole Source? ☐ Yes ☒ No
 Description: Call Box Maintenance Services
 Start Date: 07/01/2018 Expiration Date: 06/30/2021 Revised Expiration Date: _____
 Has Contract Term Been Amended? ☒ No ☐ Yes - Please Explain _____
 List Any Related Contracts Nos.: _____

Dollar Amount			
Original Contract	\$ 2,500,000.00	Original Contingency	\$ -
Revised Contract (Inclusive of Prior Amendments)	\$ -	Revised Contingency (Inclusive of Prior Amendments)	\$ -
Current Amendment	\$ -	Contingency Amendment	\$ -
TOTAL CONTRACT VALUE	\$ 2,500,000.00	TOTAL CONTINGENCY VALUE	\$ -
		TOTAL DOLLAR AUTHORITY (Contract Value and Contingency)	\$ 2,500,000.00

Contract Authorization

☐ Executive Director Date: _____
 Executive Director Action: _____
☒ Board of Directors Date: 06/06/2018
 Board of Directors Action: _____

☒ Contract Management: Payable/Miscellaneous

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

☐ Contract Management: Receivable

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

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

Additional Information

Project Manager: Nicole Soto

Attachment: CSS Call Box Maintenance (4711 : Approve Agreement No. 18-1001930 for Call Box Maintenance Services)

ATTACHMENT A

SCOPE OF WORK CALL BOX SYSTEM MAINTENANCE SERVICES

The San Bernardino County Transportation Authority (SBCTA) operates a motorist aid call box system consisting of cellular and satellite call boxes, all teletypewriter (TTY) equipped, that requires extensive year-round maintenance, repairs, upgrades and other related fieldwork to ensure the proper functioning and appearance of the call box system. SBCTA's current call box network consists of approximately 1,000 cellular call boxes and 25 satellite call boxes located on highways and freeways throughout San Bernardino County. Routine maintenance is conducted monthly, but some repairs may require immediate attention depending on the nature of the damage to the call box. To efficiently manage the maintenance of the call box system, a computerized maintenance system is required to notify the CONTRACTOR of repairs needed and to view, track, and record every repair made to the call box system.

I. GENERAL CONDITIONS

A. Work to be Performed

CONTRACTOR shall perform all work necessary to maintain the motorist aid call box system in a satisfactory manner as detailed in this Scope of Work (SOW). No tasks under this SOW shall be performed by a sub-contractor without the written consent of the SBCTA Project Manager.

CONTRACTOR must be located in or have a field office within San Bernardino County. Unless otherwise provided, CONTRACTOR shall furnish all materials, equipment, tools, labor, and incidentals necessary to complete the services for the specified flat fee. Instructions for accessing a list of call box location information are available upon request. All work shall be in compliance with the California Highway Patrol (CHP)/Caltrans Call Box and Motorist Aid Guidelines – Attachment E, Caltrans requirements, American with Disabilities Act (ADA) regulations, and all other applicable federal, state, and local laws. CONTRACTOR is alerted to and is responsible for complying with all applicable prevailing wage laws as further set forth in Section I.E of this SOW and Article 42 of the Contract. CONTRACTOR shall facilitate at its own cost all transition tasks with the previous maintenance provider, if applicable, including, but not limited to, transfer of call box materials, swapping of call box data, and other related tasks. CONTRACTOR is expected to start repairs immediately at start of the contract period with the appropriate staffing levels and materials necessary. It is the responsibility of the CONTRACTOR to account for repairs that may not be completed or have not been started by the previous maintenance CONTRACTOR. The call box system shall be handed over to the CONTRACTOR in an "as-is" condition.

B. Plans and Specifications

CONTRACTOR shall keep at the local office, a copy of all plans, specifications and schematics to which SBCTA shall have access to at all times. Any additional documentation or specifications for new equipment or processes (i.e. transceiver, TTY) shall also be kept by CONTRACTOR in the local office and be available for review by SBCTA. Any call box specification plans the CONTRACTOR does not have shall be created by CONTRACTOR as part of an administrative task and may be facilitated by the SBCTA Project Manager.

C. Rights of Entry and Permits

CONTRACTOR shall be responsible for ensuring all rights of entry, encroachment permits, and other licenses or permits required to perform the work required by this SOW have been granted and are in effect prior to performing work on the call box system during the term of the Contract.

D. Materials and Workmanship

All materials, parts, and equipment furnished by CONTRACTOR shall be of high grade and free from defects. Enclosures shall not be replaced with others of lesser quality as measured by paint brightness and coating integrity. Quality of work shall be in accordance with generally accepted standards. Materials and work quality shall be subject to SBCTA's approval.

E. Labor

Only competent workers shall be employed for tasks under this Agreement. Any person found by SBCTA to be incompetent, disorderly, working under the influence of alcohol or controlled substances, unsafe, or otherwise unfit to perform the work shall be removed by CONTRACTOR and not re-employed for services under the Contract. SBCTA shall have final approval on the lead staff assigned or changes to lead staff to this Contract.

CONTRACTOR is alerted to and is responsible for complying with all applicable prevailing wage laws as further set forth in Article 42 of the Contract.

F. Inspection

All performance (including services, materials, supplies, and equipment furnished or utilized) shall be subject to inspection and approval by SBCTA. Any SBCTA authorized representative shall have access to CONTRACTOR's office(s) utilized for this project.

G. Condition of Site

Throughout the term of the Contract, CONTRACTOR shall keep call box sites clean and free of rubbish and debris (including removed pad material, removal of ants/bugs from the handset/callbox housing area if needed, and the removal of miscellaneous stickers/notices that may have inappropriately been applied to call boxes and/or call box signs/poles, etc.) Keep inside of call box and a hand set unit clean as well. All unnecessary materials and equipment shall be removed from the call box site immediately or as soon as the materials, tools, and equipment are no longer needed.

H. Reuse of Parts:

CONTRACTOR shall reuse parts that have been damaged or replaced assuming CONTRACTOR has repaired the parts and ensured that functionality is not degraded and the integrity of the component is not compromised.

I. Reserve Inventory

CONTRACTOR is required to maintain a sufficient quantity of call box equipment, parts, and materials in stock in its local office to fulfill the requirements of this SOW. Replenishing the call box equipment stock is the sole responsibility and at the cost of the CONTRACTOR. SBCTA acknowledges any materials purchased by the CONTRACTOR that remain unused at the end of the contract are the property of the CONTRACTOR.

J. Storage of Materials

CONTRACTOR shall be responsible for storing and maintaining materials in a manner that preserves their quality and fitness for future use. CONTRACTOR shall store call box housings, electronics, poles, and other appurtenances within its warehouse. CONTRACTOR shall relinquish any and all remaining SBCTA owned materials upon termination of the contract.

K. Communication

CONTRACTOR shall ensure that the lead field technician (supervisor and key personnel) and staff have the necessary communication devices for interacting efficiently with SBCTA Project Manager, other designated representatives, and partner agencies. The devices to be provided by the CONTRACTOR must

include, but are not limited to, a cell phone, office phone, fax machine, email services and drop box capabilities, if needed, to send and receive large files and databases relating to the call box system.

II. CALL BOX MAINTENANCE SYSTEM

A maintenance system is currently in place to monitor the SBCTA call box system; that system's information may need to be transferred to the awarded CONTRACTOR's maintenance system. SBCTA is responsible for obtaining all call box data and providing it to the successful CONTRACTOR to be inputted into its maintenance system. The CONTRACTOR shall facilitate such transfer by working with SBCTA to format data accordingly. The CONTRACTOR will not be compensated for maintenance tasks until the maintenance system is fully operational. SBCTA retains ownership of all files containing call box related data provided to the CONTRACTOR. All such data, including newly inputted data related to the tasks performed by the selected CONTRACTOR, shall be turned over to SBCTA at the termination of the Contract, in a Microsoft Excel format or other format as identified by SBCTA.

The CONTRACTOR's maintenance system shall be made compatible with the SBCTA call box communication devices. It is the CONTRACTOR's responsibility to upgrade its maintenance system in order to perform the necessary maintenance of the SBCTA call boxes and the overall system. CONTRACTOR is responsible for ensuring the maintenance system has a data back-up plan in place so that the information stored is not compromised during system malfunctions. CONTRACTOR shall not change any devices in the call boxes to make them compatible with CONTRACTOR's maintenance system. Any changes and/or upgrades to the maintenance system shall be at the cost of the CONTRACTOR. All SBCTA call boxes shall be monitored by a maintenance system and each box shall make one (1) call every three (3) days into the system for a diagnostic checkup.

Each day, SBCTA may request the CONTRACTOR provide an exception report (a list of those call boxes scheduled to call in that day that were not able to call in successfully and the reason why – alarm code, etc.). If the CONTRACTOR, per the exception report, sees an area where it appears a large number of call boxes have suddenly stopped functioning properly, SBCTA shall be made aware of the possible concern within 24 hours, and the CONTRACTOR shall make the appropriate outreach to SBCTA's cellular provider.

III. CALL BOX SYSTEM DATABASE

The CONTRACTOR is responsible for maintaining an electronic call box system database that contains general information about SBCTA's call boxes, work performed and records of all work orders. Information contained in the call box system database, maintenance records/history, updated photos of call box site, copies of work orders, etc., must be easily retrievable and exportable into a Microsoft Excel spreadsheet and must be accessible to SBCTA at any time via Internet connection or equivalent means acceptable to SBCTA.

The call box system database shall include, at a minimum, the following information:

- General description of the call box system, including but not limited to, latitude and longitude of call boxes, call box site type as specified in Exhibit A, CHP/Caltrans Call Box and Motorist Aid Guidelines - Attachment E, call box location description and current call box status.
- Call Box Maintenance System data including information contained in the exception report (a list of those call boxes scheduled to call in that day that were not able to call in successfully and the reason why – alarm code, etc.).
- Description of all corrective maintenance visits including the call box sign number, date and time of work issue date, pictures taken of call box (picture must include call box site area as well – is there a pad, a path, etc.), date and time of visit, date and time work completed (if different from the first visit), description of work performed, and notation of tech that addressed the work;

- Description of preventive maintenance visits including the call box sign number, date and time of visit, pictures taken of call box (including call box site area) during each preventative maintenance visit, description of work performed if it deviates from the standard preventive maintenance requirements, and a notation as to which tech addressed the work;
- Description of other site work including, but not limited to the following: knockdowns, vandalism, sign repair, site repairs, other repairs, CHP reports, removals, reinstallations (updated latitude and longitude information if needed – i.e. road realignments), pad replacements or removals. These entries shall also include the work issue date and time (alarm date where applicable), site visit date and time, sign number, date and time of completion, updated photo following each incident/repair, and name of tech.
- Updated call box information must be uploaded into the CONTRACTOR's call box system database that SBCTA has access to within 72 business hours of the effort being completed. Therefore, SBCTA would anticipate the ability to log into the CONTRACTOR's maintenance system and within 72 hours of a repair, corrective or preventive maintenance task, or a temporary removal and be able to view the information which would include a picture, work order, date and time of task being addressed, notation of work done.

CONTRACTOR shall furnish its own digital camera, GPS devices, and other devices or equipment necessary to provide the above information in the maintenance system. CONTRACTOR shall keep the call box system database updated and current as described above to prevent misinformation, so that SBCTA has access to the most recent information/data.

Some specifications of the call box system database and overall maintenance system may be altered by CONTRACTOR with prior written approval from SBCTA. At the written request of SBCTA, additional information in the call box system database may be added or unnecessary information deleted.

All information, including historical data, within the maintenance system must be accessible to SBCTA staff at any time via Internet connection or equivalent means acceptable to the SBCTA. SBCTA should have access to monitor all repairs, the timeliness of such repairs, and the number of times each call box calls into the maintenance system via the maintenance system.

During a project kick-off meeting after award of the Contract, SBCTA and CONTRACTOR will finalize the components and layout of the call box system database, and determine appropriate access for SBCTA. SBCTA shall be granted access to the call box system database containing the SBCTA call box data and components as finalized during the project kick-off meeting, 90 calendar days following the kick-off meeting.

Penalty for Failure to Comply with SOW Requirements: In the event CONTRACTOR fails to provide SBCTA access to the call box system database within 90 calendar days following the project kick-off meeting, fails to maintain SBCTA's access to the call box system database, and/or fails to upload call box information to the database as provided in this SOW, CONTRACTOR will have two business days after SBCTA provides notice to correct such failure. If CONTRACTOR requires more time to correct the failure, CONTRACTOR will notify SBCTA before expiration of the two business day period and will provide a written explanation of why more time is required and how CONTRACTOR intends to correct the failure. CONTRACTOR will have a maximum of five business days from the date of SBCTA's notice to correct the failure. If the failure is not corrected by the end of the two business day period and CONTRACTOR fails to provide a written explanation, SBCTA may impose a penalty of \$100.00 a day beginning on the first business day following the two business day period. The penalty imposed will continue each calendar day until SBCTA confirms compliance with the SOW. Should CONTRACTOR provide SBCTA a written explanation within two business days as to why additional time is required to correct the failure, the penalty will not be imposed until the sixth business day from the

date of SBCTA's notice. The penalty imposed will continue each calendar day until SBCTA confirms the failure has been corrected.

IV. CALL BOX MAINTENANCE TASKS

The CONTRACTOR shall perform the following tasks and administrative tasks routinely throughout the term of the Contract. All special projects will be initiated through SBCTA and agreed upon in writing by both parties as described in Task F. Compensation for all work is described in Attachment B, Price Proposal.

Some call box repairs and maintenance tasks may need to be performed immediately if they present a potential hazard or if call box components are damaged and in the way of traffic. Should CONTRACTOR need to pick up damaged call box parts, CONTRACTOR shall also repair the call box at the same time to minimize the number of trips needed to repair the call box, to the extent reasonable. An inoperable call box shall be bagged (yellow call box and blue call box signs both to be bagged) by the CONTRACTOR if left unattended to make such trips. In addition, at the request of SBCTA, CONTRACTOR shall remove call boxes permanently from the system as described in Task E, which may be necessary throughout the term of the Contract.

Task A. Corrective Maintenance

CONTRACTOR shall perform corrective maintenance as needed on all call boxes. Corrective maintenance includes all repairs to the call box associated with electronics, transceivers, power supply (battery and solar panel), and the interface with the cellular system provider or anything that affects the proper function of the call box. All equipment and materials used to perform repairs must be removed immediately after completion of the repair. Corrective maintenance requires that the CONTRACTOR be accessible to the call box call answering center (CAC), CHP, and SBCTA to report non-operational call boxes.

Upon notification from CHP, CAC, SBCTA or the maintenance computer that a call box is out of service, CONTRACTOR shall determine the cause. If due to general failure of the call box, CONTRACTOR shall take the necessary action to restore it to a good operating condition, including the repair or replacement of parts, components, and mountings as needed. Activities falling within the definition of corrective maintenance shall be completed by 4:00 p.m. on the same day for events reported by 8:00 a.m. on a workday. For events reported after 8:00 a.m., the call boxes shall be operable by 4:00 p.m. on the following workday. For events reported on a holiday or weekend, the call box shall be repaired by 4:00 p.m. on the first workday following notification of the event. In the event that the call box is obstructing traffic, CONTRACTOR shall respond immediately. CONTRACTOR shall provide management and field staff sufficient to perform repairs on call boxes within the established time periods. Should the CONTRACTOR not be able to meet these specified timeframes, CONTRACTOR must notify SBCTA in writing of the reasons why such repairs shall be delayed.

If CONTRACTOR is unable to put a call box back in service during the first visit to the box after notification of its failure to perform, CONTRACTOR shall cover and securely attach a heavy duty plastic bags over the yellow call box *and* both large blue call box signs for each "out of order" call box; **this is critical**. When this occurs, CONTRACTOR shall update the status of the call box and upload a photo of the securely covered call box to the call box system maintenance database. CONTRACTOR shall remove the plastic bag(s) once the call box is back in service and shall update the call box status in the database, including uploading a new photo.

Corrective maintenance shall be documented in the call box system maintenance database as indicated in SECTION III. CALL BOX SYSTEM DATABASE. The call box system maintenance database shall be updated with this information within 72 hours of corrective maintenance being completed.

Task B. Preventive Maintenance

CONTRACTOR shall perform the following preventive maintenance tasks at least two (2) times a year, at approximately six-month intervals, as necessary to keep call boxes clean and operational. Call boxes with adjunct devices shall be maintained similarly. As preventative maintenance may require the assistance of CAC staff to test call box functionality, Contractor shall notify the CAC supervisor at the commencement of each major preventative maintenance cycle.

CONTRACTOR shall report to SBCTA any unusual findings made while performing preventive maintenance. Some preventive needs may be reported by SBCTA and shall be addressed by CONTRACTOR on preventive maintenance visits. Preventative maintenance visits should be documented in the call box system maintenance database as indicated in SECTION III. CALL BOX SYSTEM DATABASE. The call box system maintenance database shall be updated with this information within 72 hours of preventative maintenance being completed.

The preventive maintenance activities for all call boxes, shall include, but are not limited to, the following tasks:

- Cleaning and sanding off rust of call box housings as necessary;
- Determining and recommending call boxes requiring repainting.
- Checking call box housing door, magnet, and spring;
- Replacement or addition of outdated, damaged, or missing instruction placards and vandalism stickers;
- Removal of items not part of the call box such as stickers and garbage bags;
- Inspection and anti-corrosion treatment of external electrical connections;
- Operational check of call box controls and system operational sequence including performance of voice test calls on each call box;
- Check outer door, handset, and illumination for proper operation;
- Check cellular antennae and cable;
- Minor cleaning of the surrounding area of the call box (includes minor pruning, pulling of weeds and debris removal, spraying for insects);
- Visual inspection of the solar panel orientation and cleaning of the solar panel collecting surface;
- Testing of the TTY screen for brightness and legibility, and testing of the TTY keyboard for functionality and keeping both clean. In addition, CONTRACTOR shall make one (1) TTY test call to the CAC from each of three (3) call boxes for which preventive maintenance was performed each day. CONTRACTOR is responsible for tracking the TTY call box tests to ensure that tests are being distributed across the system;
- Inspection and repair of the pedestrian pad;
- Inspection of pathway from the traffic lanes to the call box for wear and tear or vandalism;
- Maintenance of the call box mounting pedestals or other devices used for mounting the call boxes on sound walls;
- Replacement of faded call box blue sign and missing letter and number stickers;
- Taking an updated photo of the call box site and uploading to the call box system database; and
- Placement, inspection and replacement of current and other call box labels/decals as requested by SBCTA, to be provided by SBCTA.

CONTRACTOR shall use preventive maintenance visits to protect boxes from corrosion. CONTRACTOR shall replace or repair any such defective enclosures in a timely and satisfactory manner. Preventative maintenance tasks and costs are the responsibility of the CONTRACTOR as part of the preventative maintenance cost indicated in the Price Proposal. CONTRACTOR shall keep track of the work performed for each preventative maintenance visit in the call box system database.

To address faded/fading call boxes, SBCTA intends to paint approximately one hundred (100) spare call boxes at the cost specified in Attachment B, Price Proposal, using Pantone yellow number FL123, which will serve as SBCTA's seed inventory. During Preventative Maintenance, CONTRACTOR is responsible for determining and recommending to SBCTA if a call box should be replaced with a repainted call box from this inventory. In addition, SBCTA may direct CONTRACTOR outside of the preventive maintenance cycle to replace a faded box (the outside housing) due to its condition and replace it with one of the repainted inventory call boxes. CONTRACTOR shall maintain an inventory of the repainted spare call boxes, which should be provided to SBCTA at the time of each recommendation and each time when one of the repainted boxes are utilized.

Task C. Knockdown and Vandalism Repairs

Once informed of damage, CONTRACTOR shall perform maintenance repairs and/or replacements required as a result of damage by collisions, vandalism, or other willful acts, and other such causes (including insect intrusion). CONTRACTOR may become aware of damage to call boxes in various ways, including receiving notification from SBCTA, the CAC, or the CHP, by observing the damage, or by receiving a signal from the call box's built-in sensor that it is no longer perpendicular to the ground. The knockdown repair limit for which CONTRACTOR is responsible will be twelve percent (12%) of the system total each Fiscal Year, July 1 – June 30.

1. Knockdown Repairs

Knockdown repairs shall be defined as services conducted by CONTRACTOR to restore call boxes to full operability after being knocked down by vehicle collision or other such causes. CONTRACTOR shall make work orders and other related information on a knocked down call box readily available to SBCTA to assist in knockdown recovery efforts.

2. Vandalism Repairs

Vandalism repairs shall be defined as services conducted by CONTRACTOR to repair call boxes, call box sites or call box components damaged as a result of vandalism, willful acts, or other such causes (including insect intrusion). Such tasks shall include but not be limited to: replacing broken outer door, repairing ripped handset, removing graffiti from signs or call box housing, and repairing damaged site material pads, retaining walls, etc.. CONTRACTOR shall salvage any or all parts of the damaged call box as long as the integrity of the component is not compromised. If no foundation work is required, CONTRACTOR shall have the call box placed back in service by 4:00 p.m. on the same day for knockdown or vandalism events reported by 8:00 a.m. on a workday. For damages reported after 8:00 a.m., the CONTRACTOR shall have the call box back in service by 4:00 p.m. on the following workday. If foundation work is required, CONTRACTOR shall have the call box placed back in service by 4:00 p.m. on the second workday following notification. For events reported on a holiday or weekend, the call box shall be repaired by 4:00 p.m. on the first workday if no foundation work is required, or by 4:00 p.m. on the second workday following the notification of the event if foundation work is required.

In some cases, knockdown and vandalism repairs may be needed as soon as possible because of a potential hazard or urgent safety concern. CONTRACTOR may be notified by SBCTA should they be notified by CHP or another agency. Upon receiving the notification, CONTRACTOR shall respond within a four (4) hour period.

Task D. Temporary Removal and Reinstallation

1. Temporary Removals

At the request of SBCTA, CONTRACTOR shall remove call boxes from existing locations on an as needed basis to accommodate freeway construction activity and other projects that come into conflict with SBCTA call boxes. Whenever possible, SBCTA will give one (1) week notice to CONTRACTOR of

upcoming temporary call box removal. In special cases removals may be required immediately. SBCTA retains ownership of call boxes authorized for removal, and CONTRACTOR shall store removed boxes at its location and make all removed call boxes available for reinstallation at any time. CONTRACTOR shall coordinate the removal (including de-activation of necessary call box alarms prior to removals and possible de-activation of long term temporary removals) and storage of call boxes as requested by SBCTA. CONTRACTOR shall also maintain proper inventory documentation. In some cases, CONTRACTOR may need to pick up boxes that are temporarily removed by Caltrans or its contractors at off site locations. Coordination for pick up shall be the responsibility of the CONTRACTOR. Some call boxes may be temporarily removed for several years, depending on the nature of the construction project. The temporary removal and reinstallation limit will be ten percent (10%) of the system total for the Fiscal Year, July 1 – June 30.

2. Reinstallation

Once the construction project is complete and the call box removal is no longer needed, CONTRACTOR shall coordinate with SBCTA reinstallation and deferred installation tasks, including permitting, site approval, installation, and reactivation. CONTRACTOR shall have the call box reinstalled and operational within three weeks of notification. Some construction projects may cause the call box to be permanently inaccessible. In such cases, CONTRACTOR shall recommend new locations for the call boxes to SBCTA. SBCTA, however, has discretion to permanently remove, rather than relocate, such locations. After reinstallation has been completed, a photo of the call box site shall be taken and uploaded to the call box system database. Should the call boxes have new sign numbers or phone numbers due to relocation, CONTRACTOR shall immediately notify SBCTA and CAC, in writing, of the changes before they are implemented, to allow an opportunity to provide updates to the maintenance system and call answering systems for CHP and American Automobile Association.

Task E. Permanent Removals

At the request of SBCTA, CONTRACTOR shall permanently remove call boxes from the system in accordance with current CHP/Caltrans Call Box and Motorist Aid Guidelines - Attachment E. Such removals may be necessary throughout the term of the contract. SBCTA reserves the right to reduce the number of call boxes at any time during the term of this agreement. CONTRACTOR shall be responsible for all permanent removal activity, including the cancellation of phone numbers with the service provider; CONTRACTOR shall notify and coordinate with SBCTA Project Manager. Permanently removed call boxes shall be returned to SBCTA's inventory. CONTRACTOR shall store the removed call box with enclosure, pole, signs, solar panel, and assemblies at locations designated by SBCTA. The stored materials and parts may then be used by CONTRACTOR in performing maintenance tasks for SBCTA's call box system from which the materials and parts originated.

Task F. Special Projects

SBCTA will perform a 4G cellular upgrade to the call box system that currently operates on Verizon Wireless. SBCTA anticipates upgrading approximately 800 call boxes and will confirm with CONTRACTOR via written email communication. This project will be conducted based on the cost identified in Attachment B, Price Proposal.

CONTRACTOR may be requested to conduct special projects throughout the term of the Contract. Special projects may include but are not limited to: installation of new cellular and satellite call boxes for SBCTA, partner agencies, and other entities; removal or relocation of call boxes due to special circumstances; cellular upgrade of call boxes; evaluation and modification of call box sites to comply with ADA requirements; removal of B and C call box sites as described in the CHP/Caltrans Call Box and Motorist Aid Guidelines - Attachment E; and special site evaluations and other special projects related to the call box system as needed. All special projects will be requested by SBCTA and agreed upon by both parties in writing.

V. ADMINISTRATIVE TASKS

CONTRACTOR shall be responsible for the administrative tasks detailed below in order to perform maintenance tasks. These administrative tasks shall be included within the flat rate for maintenance proposed by the Proposer.

A. Meetings, Field Surveys, and Correspondences

CONTRACTOR shall be required to attend meetings that relate to the call box system as requested by the SBCTA Project Manager. CONTRACTOR shall respond to SBCTA's written and email inquiries regarding the call box system. In addition, coordination with SBCTA staff may be required to assist in producing a monthly report of call box statistical information. At the request of SBCTA, CONTRACTOR shall provide pictures, plans, drawings, maps, and other documents to SBCTA at no additional cost.

B. Encroachment Permits

Encroachment permits are required prior to doing work on Caltrans and County-owned right of way. CONTRACTOR shall be the primary point of contact for Caltrans and County permit issues related to the system and shall coordinate final field surveys and field review meetings to approve or modify call box locations with Caltrans, the County (Fort Irwin Road), CHP, and SBCTA. SBCTA shall prepare and submit encroachment permit applications as required, with assistance from CONTRACTOR as needed. If required, CONTRACTOR shall be responsible for fees associated with CONTRACTOR's permits. CONTRACTOR shall comply with all terms of the permits, particularly any requirements related to lane closures necessary to complete the tasks under this SOW, and shall ensure permits are in effect prior to conducting any work.

C. Inventory and Supplies

CONTRACTOR shall be responsible for the general upkeep of SBCTA's call box storage, including tracking inventory of supplies, disposing of obsolete and irreparable parts, and organizing components within the storage facility. SBCTA occasionally sells used call box supplies to other vendors and may request CONTRACTOR to coordinate sale and delivery of such supplies.

D. Maintenance System Management

CONTRACTOR shall maintain and frequently update the call box maintenance system to reflect changes in site location, site type, etc. CONTRACTOR shall also maintain an accurate, up-to-date database containing information on the entire call box system, as described in Section II.

E. Reporting

CONTRACTOR shall provide access to the following database and reports as requested by SBCTA:

- Call Box System Database – ongoing access via Internet connection;
- Call Box Maintenance Exception Report - a report of call boxes that have failed to report into the maintenance system after three (3) days;
- Call Box Preventative Maintenance Report - a report of the call boxes visited that month, including the date and time and description of work completed; and
- Call Box Corrective Maintenance Report - a report of call boxes visited that month, including the date and time and description of work completed.
- Knockdown Report – Monthly report identifying call boxes determined to be knocked down or vandalized.
- Call Box Status Report – Monthly report identifying each call box that is out of service, the reason it is out of service, and the expected in-service date. Report is to include call boxes temporarily removed for construction or other purposes.
- Inventory Report – Quarterly report of SBCTA owned inventory.

- Certified Payroll – Monthly certified payroll submitted to SBCTA or designated recipient as outlined by SBCTA following the project kick-off meeting.

F. Recovery Services

CONTRACTOR shall keep an updated call box summary/pricing sheet and shall submit an updated Microsoft Excel form on a quarterly basis to SBCTA. In addition, the technician's work order, including the materials and equipment replaced, must be submitted with the monthly invoicing. Therefore, all materials and equipment listed on the work orders should have a corresponding item on the cost summary/Pricing Sheet.

ADDITIONAL INFORMATION

BOARD OF DIRECTORS ATTENDANCE RECORD – 2018

Name	Jan	Feb	March	April	May	June	July	Aug DARK	Sept	Oct	Nov	Dec
Robert A. Lovingood Board of Supervisors	X	X	X	X	X							
Janice Rutherford Board of Supervisors		X		X	X							
James Ramos Board of Supervisors		X	X		X							
Curt Hagman Board of Supervisors		X		X	X							
Josie Gonzales Board of Supervisors	X	X	X	X	X							
Rich Kerr City of Adelanto		X	X									
Curt Emick Town of Apple Valley		X	X	X	X							
Julie McIntyre City of Barstow		X	X	X	X							
Bill Jahn City of Big Bear Lake	X	X		X								
Eunice Ulloa City of Chino	X	X	X	X	X							
Ray Marquez City of Chino Hills	X	X	X	X	X							
Frank Navarro City of Colton	X	X	X	X	X							
Acquanetta Warren City of Fontana	X	X	X	X	X							
Darcy McNaboe City of Grand Terrace	X	X	X	X	X							
Bill Holland City of Hesperia	X		X	X	X							

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

BOARD OF DIRECTORS ATTENDANCE RECORD – 2018

Name	Jan	Feb	March	April	May	June	July	Aug DARK	Sept	Oct	Nov	Dec
Larry McCallon City of Highland		X	X	X	X							
Rhodes ‘Dusty’ Rigsby City of Loma Linda	X	X	X	X	X							
John Dutrey City of Montclair	X	X	X	X	X							
Edward Paget City of Needles	X	X	X	X	X							
Alan Wapner City of Ontario	X	X	X	X	X							
L. Dennis Michael City of Rancho Cucamonga	X	X	X	X	*							
Jon Harrison City of Redlands	X	X	X	*	X							
Deborah Robertson City of Rialto		X	X		X							
R. Carey Davis City of San Bernardino	X	X	X	X	X							
Joel Klink City of Twentynine Palms	X	X	X	X	X							
Debbie Stone City of Upland		X	X	X	*							
Jim Kennedy City of Victorville	X	X			X							
David Avila City of Yucaipa			X	X	X							
Rick Denison Town of Yucca Valley	X	X	X	X	X							
John Bulinski Ex-Official Member		X	X	X	Christy Conners							

Communication: Attendance (Additional Information)

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

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

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

Acronym List

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

AGENCY REPORTS



REPORT: Mobile Source Air Pollution Reduction Review Committee

SYNOPSIS: Below is a summary of key issues addressed at the MSRC's meeting on April 19, 2018. The next meeting is scheduled for Thursday, May 17, 2018, at 2:00 p.m., in Conference Room CC8.

FYs 2016-18 Local Government Partnership Program

The MSRC approved the release of Local Government Partnership PON2018-01 under the FYs 2016-18 Work Program. The Invitation to Negotiate (ITN), with a targeted funding level of \$21,180,650, focuses on providing funds for projects to support SCAQMD's 2016 AQMP. Cities and counties which have opted into the AB 2766 motor vehicle registration surcharge fee program are eligible to participate. The majority of participants would be allocated maximum funding equivalent to their annual AB 2766 Subvention Fund allocation; however, those whose annual Subvention Fund allocation is less than \$50,000 would be eligible to receive a maximum of \$50,000, and the maximum allocation for any single city or county would be \$3,000,000. MSRC funding could be used for light-duty zero emission vehicle purchases and leases; medium- and heavy-duty zero emission vehicle purchases, near-zero emission heavy-duty alternative fuel vehicle purchases and repower, electric vehicle charging station installation, and construction or expansion of alternative fuel refueling infrastructure, subject to match funding requirements as outlined in the ITN. Additionally, those jurisdictions eligible for a maximum contribution of \$50,000 would have the option to pursue traffic signal synchronization, bicycle active transportation, and first mile/last mile strategies. The ITN includes an open application period commencing with its release on September 1, 2017, and closing August 2, 2018. The MSRC previously approved awards totaling \$782,021 in response to this solicitation.

The MSRC approved 27 additional awards as part of the FYs 2016-18 Work Program, as follows:

- a. A contract with the City of Anaheim in an amount not to exceed \$221,500 to procure up to five light-duty zero-emission vehicles and install electric vehicle charging infrastructure;
- b. A contract with the City of Redlands in an amount not to exceed \$87,000 to procure one medium/heavy-duty zero-emission vehicle and install electric vehicle charging infrastructure;
- c. A contract with the City of Agoura Hills in an amount not to exceed \$50,000 to install electric vehicle charging infrastructure;

- d. A contract with the City of West Hollywood in an amount not to exceed \$50,000 to install electric vehicle charging infrastructure;
- e. A contract with the City of San Fernando in an amount not to exceed \$10,000 to procure a light-duty zero-emission vehicle;
- f. A contract with the City of Yorba Linda in an amount not to exceed \$87,990 to install electric vehicle charging infrastructure;
- g. A contract with the City of Malibu in an amount not to exceed \$50,000 to install electric vehicle charging infrastructure;
- h. A contract with the City of Culver City in an amount not to exceed \$51,000 to procure up to eight heavy-duty near-zero-emission vehicles;
- i. A contract with the City of Santa Ana in an amount not to exceed \$365,000 to procure up to six light-duty zero-emission vehicles, procure up to nine heavy-duty near-zero-emission vehicles, and install electric vehicle charging infrastructure;
- j. A contract with the City of Whittier in an amount not to exceed \$113,910 to procure up to five heavy-duty near-zero-emission vehicles;
- k. A contract with the City of Lynwood in an amount not to exceed \$93,500 to procure up to three medium/heavy-duty zero-emission vehicles;
- l. A contract with the City of Downey in an amount not to exceed \$148,260 to install electric vehicle charging infrastructure;
- m. A contract with the City of Irvine in an amount not to exceed \$330,490 to procure a medium/heavy-duty zero-emission vehicle and install electric vehicle charging infrastructure;
- n. A contract with the City of Rancho Cucamonga in an amount not to exceed \$227,040 to procure up to nine light-duty zero-emission vehicles, procure up to two medium/heavy-duty zero-emission vehicles, install electric vehicle charging infrastructure and install a limited-access CNG fueling station;
- o. A contract with the City of Garden Grove in an amount not to exceed \$53,593 to procure up to four light-duty zero-emission vehicles and install electric vehicle charging infrastructure;
- p. A contract with the City of Paramount in an amount not to exceed \$72,580 to install electric vehicle charging infrastructure;
- q. A contract with the City of La Habra Heights in an amount not to exceed \$9,200 to procure a light-duty zero-emission vehicle;
- r. A contract with the City of Long Beach in an amount not to exceed \$622,220 to install electric vehicle charging infrastructure;
- s. A contract with the City of Chino in an amount not to exceed \$103,868 to install electric vehicle charging infrastructure;
- t. A contract with the City of Carson in an amount not to exceed \$106,250 to procure up to five light-duty zero-emission vehicles and install electric vehicle charging infrastructure;
- u. A contract with the City of Perris in an amount not to exceed \$86,174 to procure a medium/heavy-duty zero-emission vehicle and install electric vehicle charging infrastructure;

- v. A contract with the City of Glendale in an amount not to exceed \$260,500 to install electric vehicle charging infrastructure;
- w. A contract with the County of Los Angeles in an amount not to exceed \$1,367,610 to procure up to twenty-nine light-duty zero-emission vehicles, procure a medium/heavy-duty zero-emission vehicle, procure up to seven heavy-duty near-zero-emission vehicles, and install electric vehicle charging infrastructure;
- x. A contract with the City of Moreno Valley in an amount not to exceed \$25,000 to procure a heavy-duty near-zero-emission vehicle;
- y. A contract with the City of Beaumont in an amount not to exceed \$25,000 to procure a heavy-duty near-zero-emission vehicle;
- z. A contract with the City of Riverside in an amount not to exceed \$383,610 to expand existing CNG fueling stations; and
- aa. A contract with the City of Eastvale in an amount not to exceed \$80,400 to procure up to two medium/heavy-duty zero-emission vehicles and install electric vehicle charging infrastructure.

These contract awards will be considered by the SCAQMD Board at its May 4, 2018 meeting. MSRC Chair Greg Pettis stated for the record that he has to recuse himself from the City of Carson portion of Agenda Item #7 because of past employment and left the room; however, he did vote on the remaining portion of the same Agenda Item #7.

FYs 2016-18 County Transportation Commission Partnership Program

The MSRC approved release of an Invitation to Negotiate for the CTC Partnership Program under the FYs 2016-18 Work Program. The ITN, with a targeted funding level of \$8,000,000, seeks to stimulate the demonstration of innovative projects, as well as expand “tried and true” air quality improvement strategies. CTCs within SCAQMD are eligible to participate. Other public and private entities could participate as subcontractors to a CTC. Each CTC is eligible to receive a maximum of \$2,000,000 on a sole-source contract award basis. Eligible project types include, but are not necessarily limited to: capital improvement projects, capital purchase projects including fleet vehicle purchases that meet, at a minimum, ARB’s optional 0.02 g/bhp-hr NOx emissions standard, traffic signal coordination, ridesharing programs, active transportation programs including bicycle sharing projects, transit pass incentive programs, freeway service patrols, first mile/last mile strategies, and information technology projects that focus on air quality improvement. The ITN includes an open application period commencing with its release on December 1, 2017, and closing June 29, 2018. The MSRC previously approved awards totaling \$2,000,000 in response to this solicitation. The MSRC considered recommendations concerning a work plan submitted by San Bernardino County Transportation Authority (SBCTA). SBCTA proposes to implement a fare discount program for the Metrolink San Bernardino line in partnership with the Los Angeles County Metropolitan Transportation Authority (LA Metro). The program is intended to test the effectiveness of lowering fares to increase overall ridership and revenue. It would reduce fares for all ticket types, except the Weekend Day Pass, by 25%. SBCTA intends to apply funding from MSRC’s CTC Partnership Program towards

their portion of the discount, for approximately four years. It is anticipated that increased ridership, and, in turn, fare box revenue would obviate the need for funding assistance beginning with the fifth year. The MSRC approved a contract award to SBCTA in an amount not to exceed \$2,000,000 as part of the FYs 2016-18 for the fare discount program. The contract award will be considered by the SCAQMD Board at its May 4, 2018 meeting.

Duration of Next MSRC Work Program

The MSRC elected to adopt a two-year Work Program covering FYs 2018-20.

Contract Modification Requests

The MSRC considered two contract modification requests and took the following actions:

1. For Southern California Association of Governments (SCAG), which provides \$2,500,000 to implement the “Go Human” Program, a seven-month term extension due to the substitution of projects within the same counties as those projects being replaced, as well as delays in some of their matching projects; and
2. For City of South Pasadena, Contract #ML16025, which provides \$180,535 to expand a CNG Station and purchase a heavy-duty CNG vehicle, a one-year term extension due to the substitution of the installation of an all-in-one unit with additional buffer storage for the installation of a separate compressor and storage vessels.

Contracts Administrator’s Report

The MSRC’s AB 2766 Contracts Administrator provides a written status report on all open contracts from FY 2004-05 through the present.

COMMITTEE MEMBERSHIP

San Bernardino County Transportation Authority (SBCTA)
Representatives on SCAG Committees

APPOINTING/ELECTING AUTHORITY	REGIONAL COUNCIL (12:15 p.m.)	POLICY COMMITTEES (Regional Council Members Serve on One Each) (Subregional Appointments) (County Commissions Appoint One to TC) (10:00 a.m.)		
		Community, Economic, and Human Development	Energy and Environment	Transportation
District 6 (Grand Terrace, Colton, Loma Linda, Redlands, Yucaipa) District 7 (San Bernardino, Highland) District 8 (Rialto, Fontana) District 9 (Rancho Cucamonga, Upland, Montclair) District 10 (Chino, Chino Hills, Ontario) District 11 (Barstow, Big Bear, Needles, Twentynine Palms, Yucca Valley) District 65 (Adelanto, Apple Valley, Hesperia, Victorville) San Bernardino County	F. Navarro J. Mulvihill D. Robertson L. Michael R. Marquez B. Jahn B. Stanton C. Hagman	J. Mulvihill B. Jahn	D. Robertson	F. Navarro L. Michael R. Marquez B. Stanton C. Hagman
†San Bernardino County Transportation Authority Appointee	A. Wapner			A. Wapner
SBCTA Subregional Appointees* *One appointee to each policy committee for a total of three appointees per subregion, plus one additional appointee for every SCAG District over three in the subregion. SBCTA has a total of seven subregional appointees to the policy committees.		Julie McIntyre David Avila Ed Paget	Diane Williams Cynthia Moran Vacant	L. McCallon

Rules of Appointment

1. SBCTA policy stipulates that all SBCTA appointees be SBCTA Board Members.
2. SCAG President appoints Regional Council members to Standing and Policy Committees.

Terms of Appointment

Terms of appointment are two years, commencing on adjournment of the annual General Assembly in May of each year. Even-numbered District representatives' terms expire in even-numbered years; odd-numbered District representatives expire in odd-numbered years. †SBCTA Regional Council Representative serves a two-year term from the date of appointment.

Stipend Summary

SCAG Regional Council members receive a \$120 stipend for attendance and travel to SCAG sponsored meetings. Regional Council members may also receive reimbursement for public transit expenses or a mileage reimbursement. Parking is validated at SCAG's downtown Los Angeles office for RC members. RC members are eligible to receive up to six (6) per diem stipends per month. Both RC members and Subregional Appointees, if eligible, may receive reimbursement (\$150 + taxes) for lodging (please review SCAG rules before making expenditure). Subregional Appointees shall receive a \$120 stipend for up to four Policy or Task Force meetings per month.

Meeting Information

The regular meetings of SCAG Regional Council and Policy Committees are on the 1st Thursday of each month at the SCAG offices located at 900 Wilshire Blvd., Ste. 700, Los Angeles. Generally, the Policy Committee meetings start at 10 AM and Regional Council meetings start at 12:15 PM.

Policy Committees

Community, Economic, and Human Development: Provides policy recommendations to the Regional Council on subjects of housing, land use, resource, economic, community development, infrastructure, employment, and regional disaster preparedness issues. Reviews and recommends to the Planning Committee revisions to the Housing, Economy, Growth Management, Human Resources, and Finance Chapters of the Regional Comprehensive Plan and Guide.

Energy and Environment: Acts as the policy advisory committee to the Regional Council on environmental issues, including air and water, hazardous, solid waste management, natural resources conservation, and energy conservation. Reviews the Environmental Impact Report of the Regional Comprehensive Plan and Guide. Provides recommendations to the Planning Committee on state and federal legislative proposals and administrative guidelines affecting environmental quality, resource conservation.

Transportation: Acts as the policy advisory committee to the Regional Council on all regional matters pertaining to the movement of goods and people on land, water, and air. Reviews and recommends to the Regional Council all major utility development plans. Addresses the location, size, or capacity, timing, and impact of facilities.

Appointments to External Agencies

The San Bernardino County Transportation Authority (SBCTA) and Council of Governments (SBCOG) work closely with not only the County and cities within the County of San Bernardino, but with a number of regional governments that relate to the multiple counties within the Southern California region. Members of the SBCTA Board of Directors frequently take active roles in representing the interests of San Bernardino County on these regional bodies. This participation provides assurance that the unique needs and characteristics of San Bernardino County are taken into consideration as policies are developed which impact this County and its individual local government units. Active participation in regional organizations further promotes the interests of San Bernardino County and secures its appropriate role in the Southern California region.

The following table lists some of the regional bodies upon which SBCTA and SBCOG representatives serve.

Committee	Appointee	Appointing Authority	Purpose	Term
California Association of Councils of Governments	Alan Wapner, Ontario	President	CALCOG facilitates communication and information sharing among its members. Most members of CALCOG are Councils of Governments (COGs), while some are transportation commissions and others are the large Metropolitan Planning Organizations like SCAG and SANDAG. CALCOG is governed by a Board of Directors comprised of a representative from each member's Board of Directors.	12/31/18
Inland Empire Economic Partnership (IEEP)	Dennis Michael, Rancho Cucamonga	President	The IEEP is a partnership that includes business, government and academic leaders to develop and carry out initiatives to benefit the region.	
The Sam and Alfreda L. Maloof Foundation for Arts and Crafts	Janice Rutherford, Supervisor	Board of Directors	A non-profit corporation that participates in the preparation of the Conservation Plan and oversees the activities and assets of the Foundation. A payment of stipend for participation has not been authorized.	12/31/19
Gold Line Phase II Joint Powers Authority	John Dutrey, Primary Curt Hagman, Supervisor, Alternate	Board of Directors	The Gold Line Phase II Construction Authority is a Joint Powers Authority (JPA) formed by 14 cities along the corridor and SBCTA. The JPA serves as a forum for the review, consideration, study, development and recommendation of policies and plans for the extension of the Gold Line from Pasadena to Montclair. Members receive \$150 payment from Gold Line Authority for participation.	12/31/19 12/31/18
Metro Gold Line Foothill Extension Construction Authority	Alan Wapner, Ontario, Primary Deborah Robertson, Alternate	President	The Authority is responsible for the development of a light rail project from the City of Los Angeles into San Bernardino County. The Authority board meets on the second and fourth Wednesday of the month at 7:00 p.m. at the Authority's office in Monrovia. Members receive \$150 for each day spent on Authority business, not to exceed \$600 per month.	12/31/18 12/31/18
Mobile Source Air Pollution Reduction Review Committee	Larry McCallon, Highland, Primary Vacant, Alternate	Board of Directors	Develops and implements work programs which reduce mobile source emissions, funded by AB2766 (portion of the \$4 motor vehicle registration fee). County Commissions, SCAQMD, and ARB have one appointment with alternates. In April 2005, SBCTA authorized a stipend of \$100 per day. The MSRC meets once a month on Thursdays at 2:00 p.m. at South Coast Air Quality Management District in Diamond Bar.	12/31/18 12/31/18

Appointments to External Agencies

Committee	Appointee	Appointing Authority	Purpose	Term
One Water One Watershed (OWOW) Steering Committee of the Santa Ana Watershed Project Authority	Vacant	Board of Directors	<p>Responsible for developing the integrated Regional Water Management Plan for the Santa Ana River.</p> <p>The term of the appointment is for four years for a city representative from San Bernardino County.</p> <p>Officers leaving elected office after appointment are still eligible to serve. Beginning January 2016, the OWOW meets on the 4th Thursday of every other month at 11:00 a.m. at the Santa Ana Watershed Project Authority (SAWPA).</p>	12/31/19
SCAG Policy Committees	See associated table.	The Board has authorized the President to make appointments to SCAG Policy Committees.	SBCTA also has authority to appoint up to seven appointees to the three SCAG Policy Committees: i.e., Community Economic and Human Development, Energy and Environment, and Transportation. SCAG pays appointees to policy committees a stipend of \$120 per meeting.	See associated table – Representatives on SCAG Committees
Southern California Regional Rail Authority	Alan Wapner, Ontario, Primary Larry McCallon, Highland, Primary Vacant, Alternate Ray Marquez, Chino Hills, Alternate	Board of Directors (Recommendation made by the Transit Committee)	<p>SCRRA serves as the governing body for Metrolink, the regional commuter rail system serving the five Southern California Counties.</p> <p>Members receive payment of \$100 per day from SCRRA for participation.</p>	Indefinite
SR 91 Advisory Committee	Vacant, Ex-Officio Member	Board of Directors	<p>The Committee reviews issues and makes recommendations to OCTA regarding the transportation facilities acquired, including tolls imposed, operations, maintenance, use of toll revenues, and improvements in the area of SR 91 between I-15 and SR 55, including the identification and siting of alternate highways.</p> <p>SBCTA has not authorized payment of stipend for participation.</p>	
California Vanpool Authority (CalVans)	Vacant, Primary Vacant, Alternate,	President	CalVans is a Joint Powers Authority (JPA) public transit agency that operates in 13 California urbanized areas including Riverside, Imperial, Ventura and Kern counties. Board meetings occur the second Thursday of each month at 10 a.m.	

San Bernardino County Transportation Authority (SBCTA) Policy Committee Membership

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
General Policy Committee Membership consists of the following: SBCTA President, Vice President, and Immediate Past President 4 East Valley (3 City, 1 County) 4 West Valley (3 City, 1 County) 4 Mt/Desert (3 City, 1 County) City members shall be SBCTA Board Members elected by caucus of city SBCTA Board Members within the subarea. Policy Committee and Board Study Session Chairs are members of this policy committee. All City members serving as Board officers, Committee chairs, or Board Study Session Chair, are counted toward their subareas City membership. Supervisors collectively select their representatives. The SBCTA Vice President shall serve as Chair of the General Policy Committee.	Makes recommendations to Board of Directors and: (1) Provides general policy oversight which spans the multiple program responsibilities of the organization and maintains the comprehensive organization integrity; (2) Provides policy direction with respect to administrative issues, policies, budget, finance, audit, and personnel issues for the organization; (3) Serves as policy review committee for any program area that lacks active policy committee oversight. Committee has authority to approve contracts in excess of \$25,000 with notification to the Board of Directors. (Brown Act)	<u>West Valley</u> Alan Wapner, Ontario, President (Vice Chair) L. Dennis Michael, Rancho Cucamonga Curt Hagman, Supervisor Acquanetta Warren <u>East Valley</u> Frank Navarro, Colton Darcy McNaboe, Grand Terrace (Chair MVSS) Larry McCallon, Highland James Ramos, Supervisor, Vice President (Chair) <u>Mountain/Desert</u> Robert A. Lovingood, Supervisor (Past President) Bill Jahn, Big Bear Lake (Chair MDC/TC) Joel Klink, Twentynine Palms Bill Holland, City of Hesperia	6/30/2018 6/30/2018 6/30/2018 6/30/2018 6/30/2018 6/30/2018 6/30/2018 6/30/2018 6/30/2018 6/30/2018 6/30/2018 6/30/2018
Transit Committee Membership consists of 12 SBCTA Board Members: 10 Valley-members, two being Southern California Regional Rail Authority (SCRRA) primary (*) and two being SCRRA alternate (**) members. 2 Mountain/Desert Board Members who serve on the Board of a Mountain/Desert transit agency. SCRRA members and alternates serve concurrent with their term on the SCRRA Board of Directors as appointed by the SBCTA Board. Other members are appointed by the SBCTA President for 2-year terms.	Provides policy guidance and recommendations to the SBCTA Board of Directors and Southern California Regional Rail Authority (SCRRA) delegates with respect to commuter rail and transit service. * SCRRA Primary Member ** SCRRA Alternate Member (Brown Act)	Bill Jahn, Big Bear Lake (Chair) Vacant(Vice Chair) Frank Navarro, Colton James Ramos, Supervisor Larry McCallon, Highland* L. Dennis Michael, Rancho Cucamonga David Avila, Yucaipa Deborah Robertson, Rialto Alan Wapner, Ontario* R. Carey Davis, San Bernardino Acquanetta Warren, Fontana Ray Marquez, Chino Hills**	(6/30/2018) (6/30/2018) 12/31/2019 12/31/2018 Indeterminate 12/31/2019 12/31/2018 12/31/2018 Indeterminate 12/31/2019 12/31/2019 Indeterminate

Communication: Committee Membership (Committee Membership)

San Bernardino County Transportation Authority (SBCTA) Policy Committee Membership

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
Mountain/Desert Committee Membership consists of 12 SBCTA Board Members from each Mountain/Desert jurisdiction and County Supervisors representing the First, Second, and Third Districts.	Provides ongoing policy level oversight related to the full array of SBCTA responsibilities as they pertain specifically to the Mountain/Desert subregion. The Committee also meets as the Mountain/Desert Measure I Committee as it carries out responsibilities for Measure I Mountain/Desert Expenditure Plan. (Brown Act)	Bill Jahn, Big Bear Lake (Chair) Julie McIntyre, Barstow (Vice Chair) Bill Holland, Hesperia Curt Emick, Apple Valley Rick Denison, Yucca Valley Rich Kerr, Adelanto Joel Klink, Twentynine Palms Jim Kennedy, Victorville Edward Paget, Needles James Ramos, Supervisor Janice Rutherford, Supervisor Robert A. Lovingood, Supervisor	Indeterminate (6/30/2018) Indeterminate (6/30/2018) Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate

Policy Committee Meeting Times

General Policy Committee
 Transit Committee
 Mountain/Desert Committee

Second Wednesday, 9:00 a.m., SBCTA Office
 Second Thursday (following the Board of Directors meeting), 9:00 a.m., SBCTA Office
 Third Friday, 9:30 a.m., Victorville, CA

Board of Directors Study Sessions for Metro Valley Issues

STUDY SESSION	PURPOSE	MEMBERSHIP	TERMS
Board of Directors Study Sessions for Metro Valley Issues Refer to SBCTA Policy 10007.	To review, discuss, and make recommendations for actions to be taken at regular meetings of the Board on issues relating to Measure I Projects in the Valley. (Brown Act)	Board of Directors Darcy McNaboe, Grand Terrace (Chair) Rhodes "Dusty" Rigsby, Loma Linda (Vice Chair)	6/30/2018 6/30/2018

Meeting Time: Second Thursday (following the Board of Directors meeting), 9:30 a.m., SBCTA Office

I-10 and I-15 Corridor Joint Sub-Committee

Joint Sub-Committee	PURPOSE	MEMBERSHIP
I-10 and I-15 Corridor Joint Sub-Committee of the Board of Directors Metro Valley Study Session and the Mountain/Desert Policy Committee Members of the committee will be members of the SBCTA Board of Directors and will be appointed by the SBCTA Board President. The President will appoint the Chair and Vice-Chair of the Sub-Committee. The Sub-Committee will include a minimum of nine and a maximum of fourteen SBCTA Board members. Membership will be composed of a minimum of three representatives from the East Valley; and a minimum of two representatives from the Victor Valley. The Sub-Committee will meet as necessary immediately following the Metro Valley Study Session.	The purpose is to consider and make recommendations to the Board of Directors on the development of express lanes in San Bernardino County, in particular on the I-10 and I-15 Corridors. (Brown Act)	Alan Wapner, Ontario – Chair Josie Gonzales, Supervisor – Vice Chair Robert A. Lovingood, Supervisor Larry McCallon, Highland L. Dennis Michael, Rancho Cucamonga Frank Navarro, Colton Dusty Rigsby, Loma Linda Deborah Robertson, Rialto Janice Rutherford, Supervisor Jim Kennedy, Victorville Acquanetta Warren, Fontana

Public and Specialized Transportation Advisory and Coordinating Council (PASTACC)

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p>Public and Specialized Transportation Advisory and Coordinating Council (PASTACC)</p> <p>Membership consists of 11 members appointed by the SBCTA Executive Director.</p> <p>5 representing Public Transit Providers</p> <p>1 representing County Dept. of Public Works</p> <p>2 representing the Consolidated Transportation Services Agency - Omnitrans and VVTA also represent CTSA for the Valley and High Desert respectively.</p> <p>5 representing Social Service Providers</p>	<p>Subject to the Transportation Development Act (TDA) Section 99238 – establishes PASTACC’s statutory responsibilities;</p> <p>(1) Review and make recommendations on annual Unmet Transit Needs hearing findings</p> <p>(2) Score and make recommendations for Federal Transit Administration Section 5310 Capital Grant Program applications</p> <p>(3) Assist SBCTA in developing public outreach approach on updating the Coordinated Public Transit/Human Services Transportation Plan</p> <p>(4) Review call for projects for Federal Transit Administration Section 5316, and 5317 grant applications</p> <p>(5) Monitor and make recommendations on Federal regulatory processes as they relate to transit and specialized transit</p> <p>(6) Monitor and disseminate information in reference to State level law and recommendations as they relate to transit and specialized transit</p> <p>(7) Receive annual reports on funded specialized programs funded through FTA Section 5316, 5317 and Measure I</p> <p>(8) Identify regional or county level areas of unmet needs</p> <p>(9) Address special grant or funding opportunities</p> <p>(10) Address any special issues of PASTACC voting and non-voting members (Brown Act)</p>	<p>Standing Membership –</p> <p>Morongo Basin Transit Authority, Manager *</p> <p>Mountain Area Regional Transit Authority, Manager *</p> <p>Needles Area Transit, Manager *</p> <p>Omnitrans, Manager *</p> <p>Victor Valley Transit Authority, Manager *</p> <p>County of San Bernardino Dept. of Public Work, Manager *</p> <p>At Large Membership –</p> <p>San Bernardino Dept. of Aging and Adult Services, Director *</p> <p>Foothill Aids, Director *</p> <p>OPARC, Director *</p> <p>Community Senior Services, Director *</p> <p>Loma Linda Medical Center, Manager</p>	<p>On-going</p> <p>On-going</p> <p>On-going</p> <p>On-going</p> <p>On-going</p> <p>On-going</p> <p>5/31/2020</p> <p>9/30/2020</p> <p>9/30/2020</p> <p>2/28/2019</p> <p>5/31/2020</p>

Meeting Dates and Time: Bi monthly, beginning in January, 2nd Tuesday of the month, 10:00 a.m., (Location rotates: SBCTA Office, VVTA, MBTA)

* Manager or Director may designate alternate/s

Communication: Committee Membership (Committee Membership)

Independent Taxpayer Oversight Committee (ITOC) Review of Measure I Expenditure Plan

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p>Independent Taxpayer Oversight Committee (ITOC) Review of Measure I Expenditure Plan</p> <p>The ITOC shall provide citizen review to ensure that all Measure I funds are spent by the San Bernardino County Transportation Authority (hereby referred to as the Authority) in accordance with provision of the Expenditure Plan and Ordinance No. 04-01. The ordinance specifies that each member of the ITOC have certain credentials or experience as follows:</p> <p>A. One member who is a professional in the field of municipal audit, finance and/or budgeting with a minimum of five years in a relevant and senior decision-making position in the public or private sector.</p> <p>B. One member who is a licensed civil engineer or trained transportation planner with at least five years of demonstrated experience in the fields of transportation and/or urban design in government and/or the private sector. No member shall be a recipient or sub-recipient of Measure “I” funding.</p> <p>C. One member who is a current or retired manager of a major publicly financed development or construction project, who by training and experience would understand the complexity, costs and implementation issues in building large scale transportation improvements.</p> <p>D. One member who is current or retired manager of a major privately financed development or construction project, who by training and experience would understand the complexity, costs and implementation issues in building large scale transportation improvements.</p> <p>E. One public member, who possesses the knowledge and skills which will be helpful to the work of the ITOC.</p> <p>In addition to the appointed members, the SBCTA President and Executive Director will serve as ex-officio members.</p>	<p>The ITOC shall review the annual audits of the Authority; report findings based on the audits to the Authority; and recommend any additional audits for consideration which the ITOC believes may improve the financial operation and integrity of program implementation.</p> <p>The Authority shall hold a publicly noticed meeting, which may or may not be included on the agenda of a regularly scheduled Board meeting, with the participation of the ITOC to consider the findings and recommendations of the audits.</p> <p>(Brown Act)</p>	<p>Donald Driftmier (A) Thomas Gaffery (B) Wayne Hendrix (C) Norman Orfall (D) Mike Layne (E) Alan Wapner, Ex-Officio Ray Wolfe, Ex-Officio</p>	<p>12/31/20 12/31/20 12/31/18 12/31/18 06/30/18</p>

SBCTA Ad Hoc Committees

COMMITTEE	PURPOSE	MEMBERSHIP
<p>Legislative</p> <p>In March 2013, the SBCTA Board President appointed this ad hoc committee.</p> <p>This committee will consist of the SBCTA Board Officers.</p>	<p>Review proposed legislation at the state and federal level. Provide direction to staff on positions consistent with the Board-adopted legislative platform.</p>	<p>President – Alan Wapner, Ontario Vice President – James Ramos, Supervisor Immediate Past President – Robert Lovingood, Supervisor</p>

Communication: Committee Membership (Committee Membership)

Council of Governments Ad Hoc Committee In June 2016, the SBCTA Board President appointed this ad hoc committee.	To provide direction relative to the Council of Governments annual work plan.	Alan Wapner, Ontario – Chair Curt Emick, Apple Valley Josie Gonzales, Supervisor Bill Jahn, Big Bear Lake Larry McCallon, Highland L. Dennis Michael, Rancho Cucamonga Frank Navarro, Colton James Ramos, Supervisor Janice Rutherford, Supervisor
ByLaws Ad Hoc Committee In December 2016, the Board of Directors authorized the reactivation of the Ad Hoc Committee and the President to make appointments.	To study the Bylaws and make recommendations to the Board on necessary or desirable Bylaws amendments.	Alan Wapner, Ontario Robert Lovingood, County of San Bernardino Janice Rutherford, County of San Bernardino Dusty Rigsby, Loma Linda

SBCTA Technical Advisory Committees

COMMITTEE	PURPOSE	MEETING SCHEDULE
Transportation Technical Advisory Committee (TTAC) Committee membership consists of a primary staff representative of each SBCTA member agency designated by the City Manager or County Administrative Officer.	SBCTA's Transportation Technical Advisory Committee was formed by SBCTA management to provide input to SBCTA staff on technical transportation-related matters and formulation of transportation-related policy recommendations to the SBCTA Board of Directors. The TTAC is not a Brown Act committee.	Generally meets on the first Monday of each month at 1:30 PM, at SBCTA.
City/County Manager's Technical Advisory Committee (CCM TAC) The committee is composed of up to two representatives of the County Administrator's Office and the city manager or administrator from each city and town in the County.	SBCTA's City/County Manager's Technical Advisory Committee was established in the Joint Powers Authority that established San Bernardino Associated Governments (SANBAG). The primary role of the committee is to provide a forum for the chief executives of SANBAG's member agencies to become informed about and discuss issues facing SANBAG/SBCTA. It also provides a forum for the discussion of items of mutual concern and a way to cooperate regionally in addressing those concerns. The CCM TAC is a Brown Act Committee.	Meets on the first Thursday of each month at 10:00 AM, at SBCTA.
Planning and Development Technical Forum (PDTF) Committee membership consists of a primary staff representative of each SBCTA member agency designated by the City Manager or County Chief Executive Officer.	The SBCTA Planning and Development Technical Forum was formed by SBCTA management to provide an opportunity for interaction among planning and development representatives of member agencies on planning issues of multijurisdictional importance. The PDTF is not a Brown Act Committee.	Meets the 4th Wednesday of each month at 2:00 p.m. at the Santa Fe Depot (in the SCAG Office).
Project Development Teams	Project Development Teams (PDTs) are assembled for all major project development activities by SBCTA staff. Teams are generally composed of technical representatives from SBCTA, member jurisdictions appropriate to the project, Caltrans, and other major stakeholder entities that have significant involvement in the project. PDTs make recommendations related to approaches to project development, evaluation of alternatives, and technical solutions. PDTs meet on a regular basis throughout the project phase to review progress and to provide technical input required for project development. The PDTs are not Brown Act Committees.	Varies with the PDT.

San Bernardino Associated Governments



MISSION STATEMENT

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

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

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

Approved June 2, 1993
Reaffirmed March 6, 1996