

AGENDA

Board of Directors Meeting

March 4, 2020

8:30 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

Darcy McNaboe, Mayor
City of Grand Terrace

Vice-President

Frank Navarro, Mayor
City of Colton

Gabriel Reyes, Mayor
City of Adelanto

Art Bishop, 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

Acquanetta Warren, Mayor
City of Fontana

Rebekah Swanson, Council Member
City of Hesperia

Larry McCallon, Mayor
City of Highland

Rhodes “Dusty” Rigsby, Mayor
City of Loma Linda

John Dutrey, Mayor
City of Montclair

Edward Paget, Vice Mayor
City of Needles

Alan Wapner, Council Member
City of Ontario

L. Dennis Michael, Mayor
City of Rancho Cucamonga

Toni Momberger, Council Member
City of Redlands

Deborah Robertson, Mayor
City of Rialto

John Valdivia, Mayor
City of San Bernardino

Joel Klink, Mayor
City of Twentynine Palms

Debbie Stone, Mayor
City of Upland

Jim Cox, Council Member
City of Victorville

David Avila, Mayor
City of Yucaipa

Rick Denison, Council Member
Town of Yucca Valley

Robert Lovingood, Supervisor
County of San Bernardino

Janice Rutherford, Supervisor
County of San Bernardino

Dawn Rowe, Supervisor
County of San Bernardino

Curt Hagman, Supervisor
County of San Bernardino

Josie Gonzales, Supervisor
County of San Bernardino

Michael Beauchamp, Caltrans
Ex-Officio Member

Ray Wolfe, *Executive Director*

Julianna Tillquist, *General Counsel*

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

AGENDA

Board of Directors

**March 4, 2020
8:30 a.m.**

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

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 Darcy McNaboe)

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

Pg. 14

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. 15

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

Consent - Administrative Matters

2. December 2019 and January 2020 Procurement Report

Pg. 16

Receive the December 2019 and January 2020 Procurement Report.

Presenter: Hilda Flores

This item was received by the General Policy Committee on February 12, 2020.

- 3. Measure I Revenue** Pg. 26
 Receive report on Measure I receipts for Measure I 2010-2040.
Presenter: Hilda Flores
This item was received by the General Policy Committee on February 12, 2020.
- 4. Budget to Actual Report for First Quarter Ending September 30, 2019** Pg. 28
 Receive and file Budget to Actual Report for first quarter ending September 30, 2019.
Presenter: Hilda Flores
This item was received by the General Policy Committee on February 12, 2020.
- 5. Release of Request for Proposal No. 20-1002339 for Disadvantaged Business Enterprise Consulting Services** Pg. 38
 That the Board, acting as the San Bernardino County Transportation Authority:
 Authorize and approve release of Request for Proposal No. 20-1002339 for Disadvantaged Business Enterprise Consulting Services.
Presenter: Hilda Flores
This item was reviewed and unanimously recommended for approval by the General Policy Committee on February 12, 2020. SBCTA General Counsel, Procurement Manager, and Risk Manager have reviewed this item and the draft RFP.
- 6. Authority to Act Upon Certain Claims Against San Bernardino County Transportation Authority and San Bernardino Associated Governments - Policy No. 10006** Pg. 42
 That the Board, acting as the San Bernardino County Transportation Authority:
 A. Adopt Resolution No. 20-040 amending Policy No. 10006 to authorize the Executive Director, the Director of Special Projects and Strategic Initiatives, and the Risk Manager to act on certain claims against San Bernardino County Transportation Authority; and
 B. Repeal Policy No. 34508 Real Property Claims Process.
 That the Board, acting as the San Bernardino Associated Governments:
 A. Adopt Resolution No. 20-043 amending Policy No. 10006 to authorize the Executive Director to act on certain claims against San Bernardino Associated Governments.
Presenter: Eric Dahlen
This item was reviewed and unanimously recommended for approval by the General Policy Committee on February 12, 2020. SBCTA General Counsel and Risk Manager have reviewed this item, the resolutions and the proposed policy revisions.
- 7. Fiscal Year 2019/2020 Initiatives and Action Plan - Second Quarter Report** Pg. 59
 Receive the Fiscal Year 2019/2020 Initiatives and Action Plan - Second Quarter Report.
Presenter: Raymond Wolfe
This item was received by the General Policy Committee on February 12, 2020.

Consent - Air Quality/Traveler Services

8. **Release of Request for Proposal No. 20-1002323 for Freeway Service Patrol Beats 11 and 29** Pg. 81

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

Approve release of Request for Proposal No. 20-1002323 for the procurement of tow operator services for Freeway Service Patrol Beats 11 and 29.

Presenter: Jenny Herrera

This item was reviewed and unanimously recommended for approval by the General Policy Committee on February 12, 2020. SBCTA General Counsel, Procurement Manager and Risk Manager have reviewed this item and the draft RFP.

Consent - Project Delivery

9. **State Route 60 Central Avenue Interchange City Funding Agreement Amendment, Caltrans Construction Cooperative Agreement and Authorize Release of Invitation for Bids** Pg. 105

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

A. Approve Amendment No. 3 to Cooperative Agreement No. R14050 with the City of Chino (City) for the State Route 60 (SR 60) Central Avenue Improvement Project to update the total project cost and revise the termination date to align with project completion. The updated total cost estimate is \$33,649,197 with an increase in receivable contribution from the City in the amount of \$1,184,051, for a total receivable contribution of \$20,053,528 for the City's share of the project, and an increase of Measure I Valley Interchange Program funds of \$759,573 for a total of \$13,595,669.

B. Approve Cooperative Agreement No. 19-1002121 with the California Department of Transportation for the Construction Phase of the SR 60 Central Avenue Interchange Project which specifies roles, responsibilities, and funding between the two agencies including specifying San Bernardino County Transportation Authority as the implementing agency for construction and responsible for locally funding the project costs.

C. Authorize the Executive Director or designee to release Invitation for Bids No. 19-1002196 for construction of the SR 60 Central Avenue Interchange Project, subject to approval as to form by General Counsel and approval of the Plans, Specifications, and Estimates package. **Presenter: Paula Beauchamp**

This item was reviewed and recommended for approval (15-0-0) with a quorum of the Board present at the Board of Directors Metro Valley Study Session on February 13, 2020. SBCTA General Counsel, Procurement Manager, and Risk Manager have reviewed this item and drafts of the agreements.

10. **I-215 University Parkway Interchange Project Right-of-Way Appraisals and Offers** Pg. 136

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

A. Authorize staff to complete appraisal of properties identified in Table A and to make offers of just compensation to the property owners for the acquisition of property necessary for the Interstate 215 University Avenue Interchange Project; and

B. Authorize the Director of Project Delivery to add or delete parcels in Table A as deemed necessary for the Project. **Presenter: Paula Beauchamp**

This item was reviewed and recommended for approval (15-0-0) with a quorum of the Board present at the Board of Directors Metro Valley Study Session on February 13, 2020.

11. Release of Request for Proposal for Program Project Management and other Technical Professional Services Pg. 138

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

Approve release of Request for Proposal No. 20-1002357 for Program Project Management and other Technical Professional Services.

Presenter: Paula Beauchamp

This item was reviewed and recommended for approval (15-0-0) with a quorum of the Board present at the Board of Directors Metro Valley Study Session on February 13, 2020. SBCTA General Counsel, Procurement Manager, and Risk Manager have reviewed this item and a draft of the RFP.

12. Interstate 215 Barton Right-of-Way Agreement Funding Summary No. 10 Pg. 147

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

Approve Funding Summary No. 10 to Contract No. 00-1000665 (C12212) with the California Department of Transportation for the Design and Right-of-Way (ROW) phases of the Interstate 215 Barton Road Interchange Project to add \$1,390,000 for parcel acquisitions, \$451,250 for utility relocations and \$203,000 for ROW Legal Support, totaling an additional \$2,044,250 of Measure I Valley Freeway Funds to the ROW Capital and Support for a new total Design and ROW cost of \$43,298,337.

Presenter: Paula Beauchamp

This item was reviewed and recommended for approval (15-0-0) with a quorum of the Board present at the Board of Directors Metro Valley Study Session on February 13, 2020. SBCTA General Counsel, Procurement Manager, and Risk Manager have reviewed this item and the draft amendment.

Consent - Regional/Subregional Planning

13. Ontario International Airport Rail Access Alternatives Analysis Pg. 156

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

A. Allocate \$3,000,000 in Valley State Transit Assistance – Population Share funds to activities related to development of the Ontario International Airport Rail Access Alternatives Analysis.

B. Authorize the release of Request for Proposals No. 20-1002369 for the Ontario International Airport Rail Access Alternatives Analysis.

Presenter: Steve Smith

This item was reviewed and unanimously recommended for approval by the Transit Committee on February 13, 2020. SBCTA General Counsel, Procurement Manager, and Risk Manager have reviewed this item and the draft Scope of Work.

Consent - Transit

14. Fiscal Year 2019/2020 Quarterly Transit Operator Update Pg. 173

Receive and file the San Bernardino County Multimodal Transportation Quarterly Update.

Presenter: Nancy Strickert

This item was received by the Transit Committee on February 13, 2020.

15. Redlands Passenger Rail Project –University Station Parking Area Lease and Detention Basin Alternative Location Pg. 193

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

Rescind approval of an exception to Rail Property Policy No. 31602 to waive the use fees and to allow a 20-year term for a University Station parking area lease to the City of Redlands, as the lease area is now required for the construction of a detention basin.

Presenter: Carrie Schindler

This item was reviewed and unanimously recommended for approval by the Transit Committee on February 13, 2020. SBCTA General Counsel has reviewed this item.

16. Bi-Annual Fiscal Year 2019/2020 Railroad Right-of-Way Grants of Use Report Pg. 217

Receive and file the first half of Fiscal Year 2019/2020 (July through December 2019) Right-of-Way Grants of Use Report.

Presenter: Ryan Aschenbrenner

This item was received by the Transit Committee on February 13, 2020. SBCTA General Counsel has reviewed this item and the attached report.

Consent - Transportation Programming and Fund Administration

17. State Transit Assistance Fund-Population Share Apportionment for Fiscal Year 2020/2021 Pg. 219

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

Approve a State Transit Assistance Fund-Population Share Apportionment for Fiscal Year 2020/2021 of \$25,016,646 based on the State Controller's Office estimate on January 31, 2020, to be apportioned \$18,230,391 to the Valley and \$6,786,255 to the Mountain/Desert areas based on the population estimates approved by the Board in July 2019 for Fiscal Year 2019/2020. **Presenter: Andrea Zureick**

This item was reviewed and unanimously recommended for approval by the Transit Committee on February 13, 2020.

18. Local Transportation Fund Apportionment for Fiscal Year 2020/2021 Pg. 222

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

A. Maintain Fiscal Year 2019/2020 Local Transportation Fund apportionment of \$95,909,606, as approved by the Board on March 6, 2019.

B. Approve a Fiscal Year 2020/2021 Fund Reserve of \$10,472,248, representing 10% of the estimated annual revenues for unexpected financial need per Policy No. 31010.

C. Approve an additional Fiscal Year 2020/2021 Fund Reserve of \$9,264,139, representing a portion of the carryover amount of \$12,352,185 for the difference between Fiscal Year 2018/2019 estimated and actual revenue, which will be apportioned in future years.

D. Approve a Local Transportation Fund estimated apportionment of \$107,012,909 for Fiscal Year 2020/2021 as detailed in Attachment A, based on \$104,722,482 in estimated receipts, the \$12,352,185 carryover for the difference between Fiscal Year 2018/2019 estimated and actual revenue, and less the Fund Reserves in recommendations B and C.

Presenter: Andrea Zureick

This item was reviewed and unanimously recommended for approval by the Transit Committee on February 13, 2020.

19. Fiscal Year 2019/2020 Low Carbon Transit Operations Program Apportionment - Population Share Pg. 227

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

A. Approve a Low Carbon Transit Operations Program (LCTOP)-Population Share Apportionment for Fiscal Year 2019/2020 of \$4,009,737 to be apportioned to the Valley and the Mountain/Desert areas based on the 2019 California Department of Finance Population Data as follows:

- i. Valley Fiscal Year 2019/2020 Apportionment: \$2,921,895
- ii. Mountain/Desert Fiscal Year 2019/2020 Apportionment: \$1,087,842

B. Approve a swap of \$9,303 Valley State Transit Assistance-Population Share funds for \$9,303 Mountain/Desert LCTOP-Population Share funds for the City of Needles.

C. Approve a swap of \$739 Valley State Transit Assistance-Population Share funds for \$739 LCTOP-Operator Share funds for the City of Needles.

Presenter: Andrea Zureick

This item was reviewed and unanimously recommended for approval by the Transit Committee on February 13, 2020.

20. Amendment No. 2 to Agreement No. 15-1001119 with the City of Barstow for the North First Avenue Bridge Over BNSF Funding Agreement Pg. 230

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

Approve Amendment No. 2 to Agreement No. 15-1001119 for the North First Avenue Bridge over the BNSF Railroad Project with the City of Barstow to add San Bernardino County Transportation Authority's project management services to the scope, utilizing \$50,000 of the current allocation of North Desert Subarea Major Local Highway Program funds.

Presenter: Andrea Zureick

This item was reviewed and unanimously recommended for approval by the Mountain/Desert Policy Committee on February 21, 2020. SBCTA's General Counsel, Procurement Manager and Risk Manager have reviewed this item and the draft amendment.

Consent - Legislative/Public Outreach

21. State and Federal Legislative Update and Resolution No. 20-045 Pg. 237

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

- A. Receive and file the February 2020 State and Federal Legislative Update.
- B. Adopt Resolution No. 20-045 reaffirming San Bernardino County Transportation Authority's responsibility as the transportation planning agency in San Bernardino County.

Presenter: Otis Greer

This item was reviewed and recommended for approval (8-0-1; Abstained: Hagman) at the General Policy Committee meeting on February 12, 2020. SBCTA General Counsel has reviewed this item and the draft resolution.

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 - Legislative/Public Outreach

22. Report on AB 1390 Pg. 268

Receive and file the State legislative update regarding Senate Bill 1390 by Senator Anthony Portantino.

Presenter: Otis Greer

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

23. Report of Assembly Bill 2011 from Assembly Member Chris Holden Pg. 280

Receive and file the report from Assembly Member Chris Holden regarding his legislation, Assembly Bill 2011.

Presenter: Otis Greer

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

Discussion - Air Quality/Traveler Services

24. Public Hearing to Consider Resolution No. 20-041 Establishing a Fee Schedule for Use of Electric Vehicle Charging Stations Pg. 291

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

A. Conduct a public hearing to consider the proposed fee schedule for use of electric vehicle (EV) charging stations located in SBCTA's east parking lot, the San Bernardino Metrolink station at the Santa Fe Depot and the San Bernardino Transit Center.

B. Upon completion of the public hearing adopt Resolution No. 20-041 implementing the fee schedule for EV charging stations that will be located in all three lots.

Presenter: Jenny Herrera

This item has not received prior policy committee or technical advisory committee review. SBCTA General Counsel has reviewed this item and the draft resolution.

Discussion - Council of Governments

25. Census 2020 Update Pg. 297

Receive and file the report.

Presenter: Duane Baker

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

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

ADJOURN TO:

CLOSED SESSION

1. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION

Pursuant to Government Code Section 54956.9(d)(1)--7 cases

- a. SBCTA--Southern California Edison v. SBCTA, Heirs and Devisees of Dee Kimura, et al.
San Bernardino Superior Court Case No. CIVDS 1717318
- b. SBCTA--Southern California Edison v. SBCTA, SCRRA, et al.
San Bernardino Superior Court Case No. CIVDS 1717085
- c. SBCTA--Southern California Edison v. SBCTA, BNSF, et al.
San Bernardino Superior Court Case No. CIVDS 1811360
- d. SBCTA--Southern California Edison v. SBCTA, BNSF, et al.
San Bernardino Superior Court Case No. CIVDS 1818929
- e. SBCTA--Southern California Edison v. SBCTA, BNSF, et al.
San Bernardino Superior Court Case No. CIVDS 1819117
- f. SBCTA--Billy Ardt, Inc.; KLR Property, LLC v. SBCTA
San Bernardino Superior Court Case No. CIVDS 1813981
- g. SBCTA--SBCTA v. Rosa Lopez, Jose Lopez, Michael Kent Lawson and Frankie
Lawson, Trustees
San Bernardino Superior Court Case No. CIVDS 1907603

2. CONFERENCE WITH REAL PROPERTY NEGOTIATORS

Pursuant to Government Code Section 54956.8--2 Properties

- a. Property: Near University Station, Redlands (APN 0170-191-39)
Agency Negotiator: Carrie Schindler, Director of Transit
Negotiating Parties: Charles M. Duggan, Jr. and Chris Boatman
Under Negotiation: Price and terms of payment
- b. Property: Near 9070 Milliken Avenue, Rancho Cucamonga (APN 0209-272-27)
Agency Negotiator: Carrie Schindler, Director of Transit
Negotiating Parties: Michael Dieden and Brad Gluckstein
Under Negotiation: Price and terms of payment

3. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION

(Initiation) Pursuant to Government Code Section 54956.9(d)(4)--1 case by SBCTA

ADJOURNMENT

Additional Information

Attendance
Acronym List

Pg. 305
Pg. 307

Agency Reports

Mobile Source Air Pollution Reduction Review Committee Agency Report

Pg. 310

Committee Membership

Representatives on SCAG Committees
Appointments to External Agencies
Committee Membership

Pg. 314
Pg. 315
Pg. 317

Mission Statement

Mission Statement

Pg. 323

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...

March 2020

SBCTA Meetings – Cancelled: I-10/I-15 Corridor Joint Sub-Committee

SBCTA Meetings – Scheduled:

General Policy Committee	Mar 11	9:00 am	SBCTA Lobby, 1st Floor
Transit Committee	Mar 12	9:00 am	SBCTA Lobby, 1st Floor
Metro Valley Study Session	Mar 12	9:30 am	SBCTA Lobby, 1st Floor
I-10/I-15 Corridor Joint Sub-Committee	CANCELLED	---	SBCTA Lobby, 1st Floor
Mountain/Desert Committee	Mar 20	9:30 am	Mojave Desert AQMD

Other Meetings/Events:

None			
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For additional information, please call SBCTA at (909) 884-8276

Communication: Calendar of Events (Announcements)

Minute Action

AGENDA ITEM: 1

Date: *March 4, 2020*

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
10	APN 0266-072-33	Jimmi Kaymaz	None
10	APN 0266-072-32	Junghwan and Elaine Choi	None
10	APN 0266-591-08	San Bernardino Scottish Rite	None

Financial Impact:

This item has no direct impact on the budget.

Reviewed By:

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

Responsible Staff:

Approved
Board of Directors
Date: March 4, 2020

Witnessed By:

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

Minute Action

AGENDA ITEM: 2

Date: *March 4, 2020*

Subject:

December 2019 and January 2020 Procurement Report

Recommendation:

Receive the December 2019 and January 2020 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; d) amendments that cumulatively do not exceed 50% of the original contract value or \$100,000, whichever is less; and e) release Request for Proposals (RFP), Request for Qualifications (RFQ) and Invitation for Bids (IFB) for proposed contracts from which funding has been approved in the Annual Budget, and 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 months of December 2019 and January 2020 are 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 2019/2020 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 February 12, 2020.

Responsible Staff:

Hilda Flores, Chief Financial Officer

Approved
Board of Directors
Date: March 4, 2020

Witnessed By:

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

Attachment A

December and January Contract Actions

New Contracts Executed:

Contract No.	Description of Specific Services	Vendor Name	Dollar Amount	Description of Overall Program
19-1002215	Maintenance Agreement	California Department of Transportation	\$0.00	Maintenance Agreement for Drainage Facilities within State Right-of-Way for the Redlands Passenger Rail Project mainline construction.
20-1002299	Participating Funding Agreement	Inland Empire Health Plan	\$25,000.00	IEHP contribution to optimizing Emergency Medical Services in San Bernardino County.
20-1002301	Park and Ride Lease	St. Paul The Apostle Catholic Church	\$18,000.00	SBCTA park and ride program.
20-1002302	Park and Ride Lease	Montecito Park Union Church	\$6,120.00	SBCTA park and ride program.

Attachment A

December and January 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
17-1001594 Amendment 2	Time extension by six months. Project: Electric Vehicle Infrastructure Grant	South Coast Air Quality Management District	Original \$450,000.00 Amendment 1 \$0.00	\$0.00	\$450,000.00
15-1001125 Amendment 1	Time extension by one year. Project: Cooperative Agreement for Rail Related Support Service	Southern California Regional Rail Authority	Original \$0.00	\$0.00	\$0.00
15-1001227 Amendment 4	Exercised second option year. Project: Property and Facility Management Services	CityCom Real Estate Services	Original \$152,000.00 Amendment 1 \$106,936.97 Amendment 2 \$50,400.00 Amendment 3 \$22,200.00	\$52,800.00	\$384,336.97
15-1001251 Amendment 3	Time extension by four months. Project: SR 60 Central Avenue Interchange Professional Services Contract for Design Services	AECOM Technical Services, Inc	Original \$2,012,549.64 Amendment 1 \$99,906.00 Amendment 2 \$244,741.62	\$0.00	\$2,357,197.26
18-1001834 Amendment 1	Time extension by one year. Project: Construction Management Services for RPRP Rail Maintenance Facility	Lockwood, Andrews & Newnam, Inc.	Original \$2,012,549.64	\$0.00	\$975,902.72

Attachment: December - January Procurement report Attachment A (6465 : December 2019 and January 2020 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
C13068 Amendment 4	Vendor name change. Project: Investment Advisory Services	PFM Financial Advisors LLC	Original \$425,000.00 Amendment 1 \$88,000.00 Amendment 2 \$80,000.00 Amendment 3 \$0.00	\$0.00	\$593,000.00
17-1001615 Amendment 2	Added two additional agreed-upon procedures reports to comply with FTA requirements. Project: Professional Auditing Services for SBCTA	Crowe LLP	Original \$585,000.00 Amendment 1 \$72,000.00	\$25,290.00	\$682,290.00
16-1001515 Amendment 1	Time extension by one year. Project: San Bernardino Valley Coordinated Traffic Signal System	Iteris Inc.	Original \$3,227,021.72	\$0.00	\$3,227,021.72
16-1001388 Amendment 1	Time extension by two years. Project: San Bernardino Valley Coordinated Traffic Signal System	City of Colton	Original \$46,500.00	\$0.00	\$46,500.00
16-1001389 Amendment 1	Time extension by two years. Project: San Bernardino Valley Coordinated Traffic Signal System	City of Fontana	Original \$208,000.00	\$0.00	\$208,000.00
16-1001390 Amendment 1	Time extension by two years. Project: San Bernardino Valley Coordinated Traffic Signal System	City of Grand Terrace	Original \$9,000.00	\$0.00	\$9,000.00

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
16-1001401 Amendment 1	Time extension by two years. Project: San Bernardino Valley Coordinated Traffic Signal System	City of Yucaipa	Original \$28,500.00	\$0.00	\$28,500.00
17-1001747 Amendment 1	Removed indirect match for grant. Project: Development of a Zero Emission Vehicle Readiness and Implementation Plan	California Energy Commission	Original \$181,000.00	\$0.00	\$181,000.00
18-1001848 Amendment 1	Increased not-to-exceed amount for additional staffing. Project: Development of a San Bernardino Countywide Zero Emission Vehicle Readiness and Implementation Plan	Center for Sustainable Energy	Original \$175,000.00	\$3,000.00	\$178,000.00

Attachment: December - January Procurement report Attachment A (6465 : December 2019 and January 2020 Procurement Report)

Attachment A

December and January Contract Task Order Actions

Contract Task Order (CTO) Executed:

Contract No. & CTO No.	Description of CTO	Vendor Name	Contract Amount	Previously Issued CTOs	Dollar Amount of CTO
15-1001226 CTO 25	Annual Audit of Procurement Contract Files	Conrad LLP	\$500,000.00 Shared with Macias Gini & O'Connell LLP (15-1001061)	Various CTOs not including CTO 25 \$378,276.50	Total \$8,874.00
15-1001226 CTO 26	Internal Control Audit Services	Conrad LLP	\$500,000.00 Shared with Macias Gini & O'Connell LLP (15-1001061)	Various CTOs not including CTO 26 \$349,230.50	Total \$37,920.00
19-1002186 CTO 7	Research, Analysis, and Reporting of Housing Legislation and Project Management Services for the RCIS Program	Fehr & Peers	\$1,195,000.00 Shared with Alta Planning (19-1002103), Michael Baker (19-1002185), Cambridge Systematics (19-1002187), HDR (19-10021880) & Dudek (19-1002189)	Various CTOs not including CTO 7 \$41,056.72	Total \$31,616.76
19-1002000 CTO 7	Marketing for SBCOG	Costin Public Outreach	\$6,000,000.00	Various CTOs not including CTO 7 \$1,453,020.00	Total \$74,940.00
19-1002000 CTO 9	Marketing for DMU to ZEMU	Costin Public Outreach	\$6,000,000.00	Various CTOs not including CTO 9 \$1,509,980.00	Total \$17,980.00

Contract No. & CTO No.	Description of CTO	Vendor Name	Contract Amount	Previously Issued CTOs	Dollar Amount of CTO
18-1001823 CTO 11	I-215 University, ROW Engineering, Utility Coordination, Appraisals and Acquisitions	Bender Rosenthal Inc.	\$6,000,000.00 Shared with OPC (18-1001909), Epic Land Solutions (18-1001907) & Property Specialists (18-1001906)		Total \$117,834.74
C14144 CTO 10	Paleontologist for the SR 210 Project	Vandermost Consulting	\$3,000,000.00	Various CTOs not including CTO 10 \$1,490,206.89	Total \$201,953.66
C14086 CTO 58 Amendment 3	Completion Date Change on Technical Support for Station Technical Advisory Committee (STAC) and other Security Related Items	WSP Inc.	\$26,750,000.00 Shared with Mott MacDonald (C14003)	Various CTOs not including CTO 58 \$7,408,157.20	Original \$58,731.74 Amendment 1 \$0.00 Amendment 2 \$0.00 Amendment 3 \$0.00 Total \$58,731.74
C14086 CTO 62 Amendment 2	Completion Date Change on Upland Parking Lot Conceptual Design	WSP Inc.	\$26,750,000.00 Shared with Mott MacDonald (C14003)	Various CTOs not including CTO 62 \$7,437,272.94	Original \$29,616.00 Amendment 1 \$0.00 Amendment 2 \$0.00 Total \$29,616.00
C14003 CTO 64 Amendment 1	ZEMU Phase 1 and Phase 2 Transition	Mott MacDonald	\$26,750,000.00 Shared with WSP Inc. (C14086)	Various CTOs not including CTO 64 \$11,186,782.84	Original \$687,176.00 Amendment 1 \$100,000.00 Total \$787,176.00

Attachment: December - January Procurement report Attachment A (6465 : December 2019 and January 2020 Procurement Report)

Attachment A

December and January Purchase Order Actions

Purchase Orders:

PO No.	PO Issue Date	Vendor Name	Description of Services	PO Dollar Amount
4001992	12/10/19	Citycom Real Estate Services	Check the structural conditions of the depot, photograph and document exiting cracks	\$9,800.00
4001990	12/10/19	Citycom Real Estate Services	Installation, removal and storage of Depot Holiday decorations	\$10,004.56
4001991	12/10/19	Citycom Real Estate Services	Repair cracks, patch, and paint the 3 areas where core samples were taken for Depot structural test	\$7,095.00
4001995	12/19/19	Cameron Brown	As needed consulting services for SBTAM & PS-Nexus	\$20,000.00
4001996	12/30/19	County of San Bernardino	Street network subscription – aerial imagery	\$7,500.00
4001997	12/30/19	County of San Bernardino	GASB 68 Actuary and audit	\$6,400.00
4002001	1/1/2020	Mobility 21 Transportation	2020 Annual Partner Membership	\$20,000.00
4002007	1/29/2020	Intergraph Corporation	Ecosys Maintenance Renewal/Services	\$24,792.88
4002008	1/29/2020	Faust Media Services	Freeway Services Patrol Program Brochures	\$6,249.50

Attachment A

December and January 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: December - January Procurement report Attachment A (6465 : December 2019 and January 2020 Procurement Report)

Attachment B

December and January RFP's and IFB's

Release of RFP's and IFB's

Release Date	RFP/IFB No.	Description of Services	Anticipated Dollar Amount	Anticipated Award Date	Description of Overall Program and Program Budget
1/6/2020	20-1002322	Financial Advisor Services	\$530,000.00	June 2020	A firm to provide financial recommendations and services for SBCTA on a variety of subjects.

Minute Action

AGENDA ITEM: 3

Date: March 4, 2020

Subject:

Measure I Revenue

Recommendation:

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

Background:

Sales tax revenue collections for Measure I 2010 through 2040 began on April 1, 2010. Cumulative total receipts for Fiscal Year 2019/2020 as of December 31, 2019 were \$92,765,146.

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

Measure I revenue for the Fiscal Year 2019/2020 Budget was estimated at \$166,900,000. Actual Measure I receipts for Fiscal Year 2019/2020 October through December are \$46,514,574, in comparison to \$49,358,825 received during the quarter ending December 2018/2019, reflecting a decrease of 5.76%.

Financial Impact:

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

Reviewed By:

This item was received by the General Policy Committee on February 12, 2020.

Responsible Staff:

Hilda Flores, Chief Financial Officer

Approved
Board of Directors
Date: March 4, 2020

Witnessed By:

Entity: San Bernardino County Transportation Authority

Summary of SBCTA Measure I Receipts 2010-2040

Fiscal Year	July-September	October-December	January-March	April- June	Fiscal Year Total	Cumulative Total To Date
Receipts Prior to FY 2010/11						\$7,158,800
Fiscal Year 2010/11	28,188,907	29,207,950	28,808,766	29,397,456	115,603,079	\$122,761,879
Fiscal Year 2011/12	31,027,319	33,547,956	32,757,419	33,476,051	130,808,745	\$253,570,624
Fiscal Year 2012/13	34,279,449	35,076,980	34,336,570	34,309,171	138,002,171	\$391,572,794
Fiscal Year 2013/14	35,430,012	35,403,641	36,843,452	35,789,045	143,466,150	\$535,038,944
Fiscal Year 2014/15	37,253,007	38,007,716	38,225,122	37,132,591	150,618,437	\$685,657,380
Fiscal Year 2015/16	39,298,056	40,309,825	40,950,261	38,929,588	159,487,730	\$845,145,110
Fiscal Year 2016/17	41,123,141	40,742,242	41,465,217	39,801,939	163,132,539	\$1,008,277,649
Fiscal Year 2017/18	43,117,814	42,305,693	44,007,900	39,149,611	168,581,018	\$1,176,858,666
Fiscal Year 2018/19	41,560,927	49,358,825	46,035,191	43,531,556	180,486,500	\$1,357,345,167
Fiscal Year 2019/20	46,250,572	46,514,574	0	0	92,765,146	\$1,450,110,313
% Increase Over 18/19	11.28%	-5.76%				

Minute Action

AGENDA ITEM: 4

Date: *March 4, 2020*

Subject:

Budget to Actual Report for First Quarter Ending September 30, 2019

Recommendation:

Receive and file Budget to Actual Report for first quarter ending September 30, 2019.

Background:

The Budget for Fiscal Year 2019/2020 for new activity was adopted by the Board of Directors on June 5, 2019. This report provides a summary of program and task activity by fund compared to the original and revised budgets. The report provides a percentage of the budget received or expended through September 30, 2019.

The following is an explanation for significant percentage changes by Fund type:

General Fund

A. Revenues:

1. Measure I Sales Tax revenue is low since July and August receipts are recorded in the prior fiscal year.
2. Investment earnings are normally not budgeted and interest is distributed to the appropriate funds at year-end based on ending cash balances.

B. Expenditures:

1. Expenditures to date are low and can be due to timing of capital expenditures or program activities.

C. Other Financing Sources:

1. Operating transfers in represent cash transfers to reimburse expenditures funded by the Local Transportation Fund, State Transit Assistance Fund, and State of Good Repair Fund. The amount is low as reimbursements are processed on a quarterly basis based on actual expenditures incurred.
2. Operating transfers out are a combination of cash transfers within the General Fund to fund the Indirect Cost Fund. The amount is negative due to reversal of transfer from prior year. Current year transfers will offset the negative amount of \$1,073,715.

Federal Highway Fund

A. Revenues:

1. The timing for collections of revenues fluctuates as all federal grants are on a reimbursement basis.
2. Investment earnings are normally not budgeted.

B. Expenditures:

1. Expenditures for Commuter and Motorist Assistance are negative due to reversal of a transfer from the prior year.

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

Board of Directors Agenda Item

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2. Expenditures for Project Delivery are low and can be due to timing of capital expenditures, which can take several years.

C. Other Financing Sources:

1. Transfers in are from the issuance of commercial paper for \$45 million to fund the Mt. Vernon Viaduct project.

Federal Transit Administration Fund

A. Revenues:

1. The timing for collections of revenues fluctuates as all federal grants are on a reimbursement basis.

B. Expenditures:

1. Expenditures to date are low and can be due to timing of capital expenditures, which can take several years.
2. Expenditures for the Commuter and Motorist program are negative due to recording of a reversed estimate from the prior fiscal year. Expenditures have not been incurred to offset the reversed estimate.

State Highway Fund

A. Revenues:

1. The timing for collections of revenues fluctuates as most state grants are on a reimbursement basis.
2. Investment earnings are normally not budgeted.

B. Expenditures:

1. Expenditures to date are low and can be due to timing of capital expenditures, which can take several years.

Proposition 1B Fund

A. Revenues:

1. The revenue recognition for most Proposition 1B funds is when expenditures are incurred since the funds are received in advance.

B. Expenditures:

1. Expenditures to date are low and can be due to timing of capital expenditures, which can take several years.

Local Transportation Fund (LTF)

A. Revenues:

1. LTF revenue is low since July and August receipts are recorded in the prior fiscal year.
2. Investment earnings are negative due to recording of a reversal of fair value adjustment recognized in the prior fiscal year per Government Accounting Standards Board

Statement 31 (GASB 31). Interest is distributed to the appropriate funds at year-end based on ending cash balances.

B. Expenditures:

1. Funds are encumbered to ensure they are available to pay for the allocations approved by the Board.

C. Other Financing Sources:

1. Operating transfers out are negative due to reversal of transfer from the prior year.

State Transit Assistance Fund (STAF)

A. Revenues:

1. The timing for recording of revenues fluctuates based on the period of performance upon distribution from the state.
2. Investment earnings are negative due to recording of a reversal of fair value adjustment recognized in the prior fiscal year per GASB 31. Interest is distributed to the appropriate funds at year-end based on ending cash balances.

B. Expenditures:

1. Funds are encumbered to ensure they are available to pay for the allocations approved by the Board.

C. Other Financing Sources:

1. Operating transfers out represent cash transfers to the General Fund to fund transit activities which are based on a reimbursement basis.
2. Operating transfers in are negative due to reversal of transfer from prior year.

Senate Bill 1

A. Revenues:

1. Interest is distributed to the appropriate funds at year-end based on ending cash balances.

B. Expenditures:

1. Expenditures to date are low and can be due to timing of capital expenditures, which can take several years.

Measure I 1990-2010 Fund

A. Revenues:

1. Investment earnings are negative due to recording of a reversal of fair value adjustment recognized in the prior fiscal year per GASB 31. Interest is distributed to the appropriate funds at year-end based on ending cash balances.

B. Expenditures:

1. Expenditures to date are negative due to recording of a reversed estimate from the prior fiscal year. Expenditures have not been incurred to offset the reversed estimate.

Measure I 2010-2040 Fund

A. Revenues:

1. Measure I Sales Tax revenue is low since July and August receipts are recorded in the prior fiscal year.
2. Investment earnings are negative due to recording of a reversal of fair value adjustment recognized in the prior fiscal year per GASB 31. Interest is distributed to the appropriate funds at year-end based on ending cash balances.
3. Miscellaneous revenue consists mainly of reimbursement of legal fees.

B. Expenditures:

1. Expenditures to date are low and can be due to timing of capital expenditures, which can take several years.
2. Funds for the Fund Administration program are encumbered to ensure they are available to pay for the allocations approved by the Board.

C. Other Financing Sources:

1. Operating transfers out represent cash transfers to the General Fund to fund the Indirect Cost Fund and to the Debt Service Fund to cover debt service expenditures.

Debt Service Fund

A. Revenues:

1. Investment earnings are not budgeted.

B. Expenditures:

1. Expenditures are low since debt service payments are processed semi-annually.

C. Other Financing Sources:

1. Transfers in represent a cash transfer from the Measure I funds to cover debt service expenditures.

Capital Projects Fund

A. Revenues:

1. The timing for collections of revenues fluctuates as most projects are funded on a reimbursement basis. Intergovernmental revenues are negative due to a reversal of an estimate from the prior year.
2. Investment earnings are negative due to recording of a reversal of fair value adjustment recognized in the prior fiscal year per GASB 31. Interest is distributed to the appropriate funds at year-end based on ending cash balances.

B. Expenditures:

1. Expenditures to date are low and can be due to timing of capital expenditures, which can take several years.

C. Other Financing Sources:

1. Other financing sources includes budget of \$45 million expected from the issuance of commercial paper for the Mt. Vernon Viaduct project. Commercial paper has not been issued as of September 30, 2019.

Nonmajor Governmental Funds – Excluding Council of Governments

A. Revenues:

1. The timing for collections of revenues fluctuates as most of the state grants are on a reimbursement basis. Intergovernmental revenues are negative due to a reversal of an estimate from the prior year.
2. Investment earnings are negative due to recording of a reversal of fair value adjustment recognized in the prior fiscal year per GASB 31. Interest is distributed to the appropriate funds at year-end based on ending cash balances.

B. Expenditures:

1. Expenditures to date are low and can be due to timing of capital expenditures, which can take several years.

C. Other Financing Sources:

1. Operating transfers out represent mainly cash transfers to fund the Indirect Cost Fund.
2. Operating transfers in represent cash transfers from the PACE fund to the Electric Vehicle Charging Station fund to cover expenditures until reimbursement is received from the Department of Energy (DOE).

Council of Governments Fund

A. Revenues:

1. The timing of collection of revenues fluctuates as this program is mostly funded on a reimbursement basis.
2. Investment earnings are negative due to recording of a reversal of fair value adjustment recognized in the prior fiscal year per GASB 31. Interest is distributed to the appropriate funds at year-end based on ending cash balances.

B. Expenditures:

1. Expenditures to date are low and can be due to timing of program activities.

C. Other Financing Sources:

1. Operating transfers out represent cash transfers to fund the Indirect Cost Fund.

Enterprise Fund

A. Expenditures:

1. Expenditures to date are low due to labor and fringe charges.

B. Other Financing Sources:

1. Operating transfers in will be processed at the end of the year.

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Financial Impact:

This item reports the status of expenditures against budget and imposes no financial impact on the Fiscal Year 2019/2020 Budget.

Reviewed By:

This item was received by the General Policy Committee on February 12, 2020.

Responsible Staff:

Hilda Flores, Chief Financial Officer

Approved
Board of Directors
Date: March 4, 2020

Witnessed By:

San Bernardino Council of Governments
San Bernardino County Transportation Authority

Fiscal Year 2019-2020
First Quarter Budget to Actual Report
September 30, 2019

	2019-2020 Original Budget	Amendments	2019-2020 Revised Budget	Actual Revenues & Expenditures to Date	Encumbrances	Balance	% of Budget Remaining
GENERAL FUND							
Revenues							
Sales Tax-MSI	1,669,000	-	1,669,000	147,607	-	1,521,393	91.16%
Charges for Services	594,214	-	594,214	272,854	-	321,360	54.08%
Investment Earnings	49,000	-	49,000	1,900,813	-	(1,851,813)	0.00%
Miscellaneous	-	-	-	4	-	(4)	0.00%
Total Revenues	<u>2,312,214</u>	<u>-</u>	<u>2,312,214</u>	<u>2,321,278</u>	<u>-</u>	<u>(9,064)</u>	<u>-0.39%</u>
Expenditures							
General Government	10,382,486	-	10,382,486	1,823,390	883,154	7,675,942	73.93%
Regional & Subregional Planning	1,212,025	-	1,212,025	188,297	-	1,023,728	84.46%
Transit	33,851,880	-	33,851,880	6,542,750	8,775,724	18,533,406	54.75%
Project Delivery	42,470	-	42,470	-	-	42,470	100.00%
Fund Administration	563,615	-	563,615	131,326	9,538	422,751	75.01%
Total Expenditures	<u>46,052,476</u>	<u>-</u>	<u>46,052,476</u>	<u>8,685,763</u>	<u>9,668,416</u>	<u>27,698,297</u>	<u>60.15%</u>
Other Financing Sources							
Transfers in	43,912,932	-	43,912,932	2,081,789	-	41,831,143	95.26%
Transfers out	(2,192,585)	-	(2,192,585)	1,073,715	-	(3,266,300)	148.97%
Total Other Financing Sources	<u>41,720,347</u>	<u>-</u>	<u>41,720,347</u>	<u>3,155,504</u>	<u>-</u>	<u>38,564,843</u>	<u>92.44%</u>
Revenues Over (Under) Expenditures	<u>(2,019,915)</u>	<u>-</u>	<u>(2,019,915)</u>	<u>(3,208,981)</u>	<u>(9,668,416)</u>	<u>10,857,482</u>	
Note: Transfers in are from LTF, STA, and SGR revenue for budget purposes. The comprehensive annual financial report accounts for the activity in the individual funds of LTF, STA, and SGR, not the general fund.							
FEDERAL HIGHWAY FUND							
Revenues							
Intergovernmental	127,712,714	-	127,712,714	-	-	127,712,714	100.00%
Investment Earnings	-	-	-	-	-	-	0.00%
Total Revenues	<u>127,712,714</u>	<u>-</u>	<u>127,712,714</u>	<u>-</u>	<u>-</u>	<u>127,712,714</u>	<u>100.00%</u>
Expenditures							
Commuter and Motorist Assistance	1,512,872	-	1,512,872	(238,054)	12,537	1,738,389	114.91%
Project Delivery	171,199,842	-	171,199,842	5,666,398	44,265	165,489,179	96.66%
Total Expenditures	<u>172,712,714</u>	<u>-</u>	<u>172,712,714</u>	<u>5,428,344</u>	<u>56,802</u>	<u>167,227,568</u>	<u>96.82%</u>
Other Financing Sources							
Transfers in	45,000,000	-	45,000,000	-	-	45,000,000	0.00%
Total Other Financing Sources	<u>45,000,000</u>	<u>-</u>	<u>45,000,000</u>	<u>-</u>	<u>-</u>	<u>45,000,000</u>	<u>0.00%</u>
Revenues Over (Under) Expenditures	<u>-</u>	<u>-</u>	<u>-</u>	<u>(5,428,344)</u>	<u>(56,802)</u>	<u>5,485,146</u>	
FEDERAL TRANSIT ADMINISTRATION FUND							
Revenues							
Intergovernmental	51,788,597	-	51,788,597	-	-	51,788,597	100.00%
Total Revenues	<u>51,788,597</u>	<u>-</u>	<u>51,788,597</u>	<u>-</u>	<u>-</u>	<u>51,788,597</u>	<u>100.00%</u>
Expenditures							
Commuter and Motorist Assistance	1,473,500	-	1,473,500	(15,002)	297,003	1,191,499	80.86%
Transit	50,315,097	-	50,315,097	788,067	-	49,527,030	98.43%
Total Expenditures	<u>51,788,597</u>	<u>-</u>	<u>51,788,597</u>	<u>773,065</u>	<u>297,003</u>	<u>50,718,529</u>	<u>97.93%</u>
Revenues Over (Under) Expenditures	<u>-</u>	<u>-</u>	<u>-</u>	<u>(773,065)</u>	<u>(297,003)</u>	<u>1,070,068</u>	
STATE HIGHWAY FUND							
Revenues							
Intergovernmental	83,453,355	-	83,453,355	-	-	83,453,355	100.00%
Total Revenues	<u>83,453,355</u>	<u>-</u>	<u>83,453,355</u>	<u>-</u>	<u>-</u>	<u>83,453,355</u>	<u>100.00%</u>
Expenditures							
General Government	14,648	-	14,648	643	-	14,005	95.61%
Regional & Subregional Planning	2,368	-	2,368	-	-	2,368	100.00%
Transit	25,279,155	-	25,279,155	735,428	256,183	24,287,544	96.08%
Project Delivery	57,539,200	-	57,539,200	2,707,309	-	54,831,891	95.29%
Fund Administration	546,002	-	546,002	132,762	-	413,240	75.68%
Total Expenditures	<u>83,381,373</u>	<u>-</u>	<u>83,381,373</u>	<u>3,576,142</u>	<u>256,183</u>	<u>79,549,048</u>	<u>95.40%</u>
Revenues Over (Under) Expenditures	<u>71,982</u>	<u>-</u>	<u>71,982</u>	<u>(3,576,142)</u>	<u>(256,183)</u>	<u>3,904,307</u>	

Attachment: Budget to actual fy 20 1st qtr (6463 : Budget to Actual Report - 1st Qtr 2019/2020)

**Fiscal Year 2019-2020
First Quarter Budget to Actual Report
September 30, 2019**

	2019-2020 Original Budget		2019-2020 Revised Budget		Actual Revenues & Expenditures to Date	Encumbrances	Balance	% of Budget Remaining
PROPOSITION 1B FUND								
Revenues								
Intergovernmental	5,252,560	-	5,252,560	-	-	5,252,560	100.00%	
Investment Earnings	52,000	-	52,000	82,217	-	(30,217)	0.00%	
Total Revenues	5,304,560	-	5,304,560	82,217	-	5,222,343	98.45%	
Expenditures								
Transit	16,730,000	-	16,730,000	271	-	16,729,729	100.00%	
Project Delivery	5,252,560	-	5,252,560	263,448	-	4,989,112	94.98%	
Total Expenditures	21,982,560	-	21,982,560	263,719	-	21,718,841	98.80%	
Revenues Over (Under) Expenditures	(16,678,000)	-	(16,678,000)	(181,502)	-	(16,496,498)		
LOCAL TRANSPORTATION FUND								
Revenues								
Sales Tax-LTF	96,746,294	-	96,746,294	8,460,181	-	88,286,113	91.26%	
Investment Earnings	750,000	-	750,000	(460,111)	-	1,210,111	0.00%	
Total Revenues	97,496,294	-	97,496,294	8,000,070	-	89,496,224	91.79%	
Expenditures								
Transit	92,690,000	-	92,690,000	64,518,753	28,171,247	-	0.00%	
Total Expenditures	92,690,000	-	92,690,000	64,518,753	28,171,247	-	0.00%	
Other Financing Sources								
Transfers out	(25,602,300)	-	(25,602,300)	1,104,393	-	(26,706,693)	104.31%	
Total Other Financing Sources	(25,602,300)	-	(25,602,300)	1,104,393	-	(26,706,693)	104.31%	
Revenues Over (Under) Expenditures	(20,796,006)	-	(20,796,006)	(55,414,290)	(28,171,247)	62,789,531		
STATE TRANSIT ASSISTANCE FUND								
Revenues								
Intergovernmental	28,521,026	-	28,521,026	-	-	28,521,026	100.00%	
Investment Earnings	453,000	-	453,000	(388,294)	-	841,294	0.00%	
Total Revenues	28,974,026	-	28,974,026	(388,294)	-	29,362,320	101.34%	
Expenditures								
Transit	24,550,148	-	24,550,148	32,924	11,166,607	13,350,617	54.38%	
Total Expenditures	24,550,148	-	24,550,148	32,924	11,166,607	13,350,617	54.38%	
Other Financing Sources								
Transfers in	-	-	-	(1,073,715)	-	1,073,715	0.00%	
Transfers out	(10,899,545)	-	(10,899,545)	(756,242)	-	(10,143,303)	93.06%	
Total Other Financing Sources	(10,899,545)	-	(10,899,545)	(1,829,957)	-	(9,069,588)	83.21%	
Revenues Over (Under) Expenditures	(6,475,667)	-	(6,475,667)	(2,251,175)	(11,166,607)	6,942,115		
SENATE BILL 1 Fund								
Revenues								
Intergovernmental	132,073,070	-	132,073,070	-	-	132,073,070	100.00%	
Investment Earnings	-	-	-	-	-	-	0.00%	
Total Revenues	132,073,070	-	132,073,070	-	-	132,073,070	100.00%	
Expenditures								
Commuter and Motorist Assistance	1,555,509	-	1,555,509	-	-	1,555,509	0.00%	
Regional & Subregional Planning Program	400,000	-	400,000	123,711	-	276,289	30.93%	
Transit	56,988,577	-	56,988,577	2,850,301	-	54,138,276	95.00%	
Major Project Delivery	73,128,984	-	73,128,984	6,889,874	-	66,239,110	9.42%	
Total Expenditures	132,073,070	-	132,073,070	9,863,886	-	122,209,184	92.53%	
MEASURE I 1990-2010 FUND								
Revenues								
Investment Earnings	50,000	-	50,000	(34,584)	-	84,584	169.17%	
Expenditures								
Environment and Energy Conservation	335,000	-	335,000	29	-	334,971	99.99%	
Commuter and Motorist Assistance	1,100,000	-	1,100,000	-	-	1,100,000	100.00%	
Project Delivery	5,716,092	-	5,716,092	(404,522)	12,000	6,108,614	106.87%	
Total Expenditures	7,151,092	-	7,151,092	(404,493)	12,000	7,543,585	105.49%	
Revenues Over (Under) Expenditures	(7,151,092)	-	(7,151,092)	(9,459,393)	(12,000)	2,320,301		

Attachment: Budget to actual fy 20 1st qtr (6463 : Budget to Actual Report - 1st Qtr 2019/2020)

Fiscal Year 2019-2020
First Quarter Budget to Actual Report
September 30, 2019

	2019-2020		2019-2020	Actual Revenues	Encumbrances	Balance	% of Budget Remaining
	Original Budget	Amendments	Revised Budget	& Expenditures to Date			
MEASURE I 2010-2040 FUND							
Revenues							
Sales Tax-MSI	165,231,000	-	165,231,000	14,613,094	-	150,617,906	91.16%
Investment Earnings	4,062,300	-	4,062,300	(1,295,302)	-	5,357,602	131.89%
Miscellaneous	-	-	-	68,615	-	(68,615)	0.00%
Total Revenues	169,293,300	-	169,293,300	13,386,407	-	155,906,893	92.09%
Expenditures							
General Government	1,164,851	-	1,164,851	205,926	8,400	950,525	81.60%
Environment and Energy Conservation	252,573	-	252,573	49,753	-	202,820	80.30%
Commuter and Motorist Assistance	1,760,729	-	1,760,729	36,356	13,336	1,711,037	97.18%
Regional & Subregional Planning	1,022,010	-	1,022,010	76,573	-	945,437	92.51%
Transit	28,786,549	-	28,786,549	1,654,535	14,555,800	12,576,214	43.69%
Project Delivery	108,020,714	-	108,020,714	3,447,533	708,957	103,864,224	96.15%
Fund Administration	88,768,120	-	88,768,120	3,899,548	84,868,572	-	0.00%
Total Expenditures	229,775,546	-	229,775,546	9,370,224	100,155,065	120,250,257	52.33%
Other Financing Sources							
Transfers out	(18,526,821)	-	(18,526,821)	(2,148,208)	-	(16,378,613)	88.40%
Total Other Financing Sources	(18,526,821)	-	(18,526,821)	(2,148,208)	-	(16,378,613)	88.40%
Revenues Over (Under) Expenditures	(79,009,067)	-	(79,009,067)	1,867,975	(100,155,065)	19,278,023	
Note: Sales tax - MSI is net of the 1% for Measure I Administration and accounted for in the General Fund.							
DEBT SERVICE FUND							
Revenues							
Investment Earnings	-	-	-	14,679	-	(14,679)	0.00%
Total Revenues	-	-	-	14,679	-	(14,679)	0.00%
Expenditures							
Debt Service	12,905,255	-	12,905,255	7,500	-	12,897,755	99.94%
Total Expenditures	12,905,255	-	12,905,255	7,500	-	12,897,755	99.94%
Other Financing Sources							
Operating Transfers In	12,905,255	-	12,905,255	2,148,208	-	10,757,047	83.35%
Total Other Financing Sources	12,905,255	-	12,905,255	2,148,208	-	10,757,047	83.35%
Revenues Over (Under) Expenditures	-	-	-	2,155,387	-	(2,155,387)	
CAPITAL PROJECTS FUND							
Revenues							
Intergovernmental	27,044,034	-	27,044,034	(7,336)	-	27,051,370	100.03%
Investment Earnings	118,000	-	118,000	(34,234)	-	152,234	129.01%
Miscellaneous	14,471,029	-	14,471,029	(765)	-	14,471,794	100.01%
Total Revenues	41,633,063	-	41,633,063	(42,335)	-	41,675,398	100.10%
Expenditures							
Environment and Energy Conservation	1,200,000	-	1,200,000	-	-	1,200,000	100.00%
Commuter and Motorist Assistance	497,399	-	497,399	22,258	-	475,141	95.53%
Regional & Subregional Planning	300,000	-	300,000	-	-	300,000	100.00%
Transit	2,784,097	-	2,784,097	3,900	-	2,780,197	99.86%
Project Delivery	36,733,567	-	36,733,567	220,673	37,742	36,475,152	99.30%
Total Expenditures	41,515,063	-	41,515,063	246,831	37,742	41,230,490	99.31%
Other Financing Sources							
Operating Transfers out	(45,000,000)	-	(45,000,000)	-	-	(45,000,000)	100.00%
Proceeds from commercial paper	45,000,000	-	45,000,000	-	-	45,000,000	100.00%
Total Other Financing Sources	-	-	-	-	-	-	0.00%
Revenues Over (Under) Expenditures	118,000	-	118,000	(289,166)	(37,742)	444,908	

Attachment: Budget to actual fy 20 1st qtr (6463 : Budget to Actual Report - 1st Qtr 2019/2020)

Fiscal Year 2019-2020
First Quarter Budget to Actual Report
September 30, 2019

	2019-2020		2019-2020	Actual Revenues & Expenditures to Date	Encumbrances	Balance	% of Budget Remaining
	Original Budget	Amendments	Revised Budget				
NONMAJOR GOVERNMENTAL FUNDS - EXCLUDING COUNCIL OF GOVERNMENTS FUND							
Revenues							
Intergovernmental	8,942,407	-	8,942,407	(13,934)	-	8,956,341	100.16%
Charges for Services	7,000	-	7,000	-	-	7,000	100.00%
Investment Earnings	87,000	-	87,000	(10,433)	-	97,433	111.99%
Miscellaneous	-	-	-	-	-	-	0.00%
Total Revenues	9,036,407	-	9,036,407	(24,367)	-	9,060,774	100.27%
Expenditures							
General Government	128,611	-	128,611	19,884	-	108,727	84.54%
Environment and Energy Conservation	1,582,000	-	1,582,000	23,648	74,023	1,484,329	93.83%
Commuter and Motorist Assistance	3,951,566	-	3,951,566	857,984	48,593	3,044,989	77.06%
Regional & Subregional Planning	551,181	-	551,181	-	-	551,181	100.00%
Transit	881,826	-	881,826	-	770,508	111,318	12.62%
Project Delivery	1,100,000	-	1,100,000	1,711	-	1,098,289	99.84%
Total Expenditures	8,195,184	-	8,195,184	903,227	893,124	6,398,833	78.08%
Other Financing Sources							
Transfers in	5,412	-	5,412	-	-	5,412	100.00%
Transfers out	(249,287)	-	(249,287)	-	-	(249,287)	100.00%
Total Other Financing Sources	(243,875)	-	(243,875)	-	-	(243,875)	100.00%
Revenues Over (Under) Expenditures	597,348	-	597,348	(927,594)	(893,124)	2,418,066	
COUNCIL OF GOVERNMENTS FUND							
Revenues							
Intergovernmental	310,966	-	310,966	-	-	310,966	100.00%
Special Assessments	253,143	-	253,143	-	-	253,143	100.00%
Investment Earnings	10,800	-	10,800	(7,183)	-	17,983	166.51%
Miscellaneous	268,560	-	268,560	8,672	-	259,888	96.77%
Total Revenues	843,469	-	843,469	1,489	-	841,980	99.82%
Expenditures							
General Government	1,234,484	-	1,234,484	75,414	250	1,158,820	93.87%
Environment and Energy Conservation	379,213	-	379,213	6,017	-	373,196	98.41%
Regional & Subregional Planning	220,588	-	220,588	-	-	220,588	100.00%
Total Expenditures	1,834,285	-	1,834,285	81,431	250	1,752,604	95.55%
Other Financing Sources							
Transfers out	(145,250)	-	(145,250)	-	-	(145,250)	100.00%
Total Other Financing Sources	(145,250)	-	(145,250)	-	-	(145,250)	100.00%
Revenues Over (Under) Expenditures	(1,136,066)	-	(1,136,066)	(79,942)	(250)	(1,055,874)	
ENTERPRISE FUND							
Expenditures							
Enterprise	792,189	-	792,189	97,034	-	695,155	87.75%
Total Expenditures	792,189	-	792,189	97,034	-	695,155	87.75%
Other Financing Sources							
Transfers in	792,189	-	792,189	-	-	792,189	100.00%
Total Other Financing Sources	792,189	-	792,189	-	-	792,189	100.00%
Revenues Over (Under) Expenditures	-	-	-	(97,034)	-	97,034	

Attachment: Budget to actual fy 20 1st qtr (6463 : Budget to Actual Report - 1st Qtr 2019/2020)

Minute Action

AGENDA ITEM: 5

Date: March 4, 2020

Subject:

Release of Request for Proposal No. 20-1002339 for Disadvantaged Business Enterprise Consulting Services

Recommendation:

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

Authorize and approve release of Request for Proposal No. 20-1002339 for Disadvantaged Business Enterprise Consulting Services.

Background:

San Bernardino County Transportation Authority (SBCTA) has identified certain measures in order to comply with 49 CFR Part 26.51 and the California Department of Transportation (Caltrans) requirements, by having a Disadvantaged Business Enterprise (DBE) program that strongly encourages the participation of DBEs in the performance of work funded by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). SBCTA seeks to hire a qualified consultant to assist with reviews, goal calculations, good faith efforts, etc.

The firm will be responsible for the following:

- Reviewing SBCTA's DBE-related materials, including manuals and forms, to ensure DBE firms have maximum opportunities to participate in all procurement activities.
- Attend Pre-Bid and Pre-Proposal Conferences as needed.
- Assess and review contract-specific DBE goals for FHWA-funded projects.
- Monitor performance to ensure DBE participation at the level stated in contracts.
- Assist with DBE Program for FTA-funded contracts.

The contract, if awarded, will secure services for five (5) years.

Pursuant to policy direction, SBCTA is required to award these types of contracts on the basis of demonstrated competence and on the professional qualifications necessary for the satisfactory performance of the services at a fair and reasonable price to SBCTA. Such selection shall take into consideration prior experience of the firm and/or representatives, understanding of work to be completed, knowledge of the working environment, and particular skills and expertise of the firm and/or representatives proposed for the function.

Financial Impact:

This item has no impact on the Fiscal Year 2019/2020 Budget.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the General Policy Committee on February 12, 2020. SBCTA General Counsel, Procurement Manager, and Risk Manager have reviewed this item and the draft RFP.

Entity: San Bernardino County Transportation Authority

Board of Directors Agenda Item
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Responsible Staff:
Hilda Flores, Chief Financial Officer

Approved
Board of Directors
Date: March 4, 2020
Witnessed By:

SCOPE OF WORK

DISADVANTAGED BUSINESS ENTERPRISE CONSULTING SERVICES

Consultant shall assist SBCTA in the following areas:

- Implement policies and procedures to ensure DBE firms have maximum opportunities to participate in all procurement activities.
- Prepare semi-annual reports of DBE commitments and payments.
- Monitor contract performance to ensure DBE participation at the level stated in contract.
- Assist with DBE Program for FTA-funded contracts.

Services

Consultant shall, on an as-needed basis, provide the following services:

1. Review and update of DBE-related materials, including manuals and forms.

- Prepare or update procurement solicitation and contract templates with the correct DBE language. Provide updated language to be included in the Request For Proposals and Invitation For Bids templates for both FHWA- and FTA-funded projects.
- Review SBCTA's website and provide recommendations relative to current DBE information.

Deliverables:

- Electronic copy of DBE solicitation language and contract template language.

2. Pre-Bid/Pre-Proposal Conferences

The Consultant shall participate in the pre-bid/pre-proposal meetings for federally funded procurements as requested by SBCTA. The services shall include but are not limited to:

- Provide an overview of the DBE program and specific contract requirements.
- Provide DBE-related materials for the pre-bid/pre-proposal meeting.
- Review scopes of work and/or specifications to determine possible areas of work or materials for DBE subcontractors.

3. Assess and review contract-specific DBE goals for FHWA-funded projects and for FTA-funded projects as requested by Omnitrans

- Determine the availability of DBE participation for individual projects by reviewing the scopes of work/specifications and identifying potential subcontracting opportunities for DBE firms.
- Develop contract-specific DBE goals based on the availability of ready, willing and able DBE firms.
- Complete required DBE forms to be used to report project-specific goals.

- Review and verify DBE participation forms submitted by the proposing firm to determine responsiveness to the DBE goal.
- Review and verify the Good Faith Efforts submitted by proposing firms who did not meet the DBE goal to determine responsiveness to the DBE requirement.

Deliverables:

- Justification for the DBE contract specific goal participation.
- Report describing the review and findings of DBE participation by proposing firms on contract-specific goals.
- Report describing the review and findings of Good Faith Efforts by proposing firms who did not meet the contract-specific goals.

4. **Provide contract compliance and reporting services**

The Consultant shall provide the following:

- Conduct on-site monitoring of all contracts with DBE race conscious and race neutral goals.
- Post-award monitoring of DBE activity to ensure that the DBEs are hired to perform the work stated in the contract and that there are no improprieties.
- Assist in development of subrecipient monitoring plan for DBE compliance, including all necessary tools to be used in monitoring subrecipient contracts.
- Utilize subrecipient monitoring plan and tools developed to monitor subrecipient contracts for DBE compliance.
- Prepare any DBE reports required by Caltrans under their Local Assistance Program.
- Prepare a calendar of all required DBE reports, due dates, start dates, etc. Calendar is due annually on January 1st.
- Conduct on-site training for SBCTA staff as requested.
- Provide Web-Based Electronic Reporting System. Provide an automated system that requires real time entry of payments to subcontractors and receipts by prime contractors and subcontractors, and regular monitoring of that system. The system shall be a web-based electronic reporting system that requires prime contractors and subcontractors to report payments through this system. Consultant will monitor prompt payments to subcontractors using the electronic system.

Minute Action

AGENDA ITEM: 6

Date: *March 4, 2020*

Subject:

Authority to Act Upon Certain Claims Against San Bernardino County Transportation Authority and San Bernardino Associated Governments - Policy No. 10006

Recommendation:

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

- A. Adopt Resolution No. 20-040 amending Policy No. 10006 to authorize the Executive Director, the Director of Special Projects and Strategic Initiatives, and the Risk Manager to act on certain claims against San Bernardino County Transportation Authority; and
- B. Repeal Policy No. 34508 Real Property Claims Process.

That the Board, acting as the San Bernardino Associated Governments:

- A. Adopt Resolution No. 20-043 amending Policy No. 10006 to authorize the Executive Director to act on certain claims against San Bernardino Associated Governments.

Background:

Policy No. 10006 was adopted in June 2009, describing the process for handling claims against the agency. Pursuant to Government Code section 935.4 and San Bernardino County Transportation Authority (SBCTA) Administrative Code, the authority to reject, accept, compromise and/or settle claims may be delegated by Board policy adopted by resolution.

Staff is recommending the Board of Directors adopt Resolutions No. 20-040 and No. 20-043 amending Policy No. 10006 to delegate certain levels of authority to the Executive Director, the Director of Special Projects and Strategic Initiatives, and the Risk Manager to act upon claims filed against SBCTA and San Bernardino Associated Governments (SANBAG or SBCOG).

For claims filed against SBCTA, the proposed policy amendment delegates authority as follows:

- The Risk Manager, Director of Special Projects and Strategic Initiatives, or Executive Director may reject claims; and
- The Risk Manager or Director of Special Projects and Strategic Initiatives may accept, compromise and/or settle claims not exceeding \$10,000; and
- The Executive Director may accept, compromise and/or settle claims not exceeding the agency's self-insured retention or \$50,000, whichever is less; and
- The Risk Manager, Director of Special Projects and Strategic Initiatives and Executive Director may direct the Chief Financial Officer to issue payment within their settlement authority.

For claims filed against SANBAG/SBCOG, the proposed policy amendment authorizes the Executive Director to:

- Reject claims; and

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

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March 4, 2020

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- Accept, compromise and/or settle claims not exceeding the agency's self-insured retention or \$50,000, whichever is less; and
- Direct the Chief Financial Officer to issue payment within her settlement authority.

These levels of authority are based on the threshold for small claims actions (\$10,000) and the dollar limitation (\$50,000) set by Government Code section 935.4. Because Government Code section 935.4 authorizes the Board to delegate such authority to an agency employee or officer, and because SANBAG has no employees, authority to reject and compromise claims against SANBAG is delegated to the Executive Director, a SANBAG officer. Settlement of claims in excess of \$50,000 against either SBCTA or SANBAG/SBCOG will require Board approval.

In reviewing Policy No. 10006 and preparing this recommendation, staff identified Policy No. 34508, enacted in October 1995, which established a process for handling real property claims relating to then on-going construction activities. While this "policy" reflects a specific project, it is unclear whether the authority granted was limited to the project specified within the policy. Because of the ambiguity, staff also recommends that the Board repeal Policy No. 34508, so as to avoid confusion and potential duplication of Policy No. 10006.

Adoption of these resolutions to amend Policy No. 10006 will ensure compliance with the Government Code and SBCTA Administrative Code, as well as increase efficiency in responding to claims filed against SBCTA and SANBAG/SBCOG.

Financial Impact:

This item has no impact on the Fiscal Year 2019/2020 budget.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the General Policy Committee on February 12, 2020. SBCTA General Counsel and Risk Manager have reviewed this item, the resolutions and the proposed policy revisions.

Responsible Staff:

Eric Dahlen, Risk Manager

Approved
Board of Directors
Date: March 4, 2020

Witnessed By:

Resolution 20-040

RESOLUTION NO. 20-040

RESOLUTION OF THE BOARD OF DIRECTORS AMENDING POLICY NO. 10006 TO AUTHORIZE THE EXECUTIVE DIRECTOR, THE DIRECTOR OF SPECIAL PROJECTS AND STRATEGIC INITIATIVES AND THE RISK MANAGER TO ACT UPON CERTAIN CLAIMS AGAINST SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

WHEREAS, pursuant to California Government Code section 935.4, a local public entity may authorize an employee to perform those functions of the governing body relating to the allowance, compromise or settlement of claims; and

WHEREAS, sections 2-30-070 and 2-30-080 of SBCTA's Administrative Code authorize the delegation of authority to reject or settle claims filed under Government Code section 935 or the Government Claims Act by Board policy adopted by resolution or ordinance; and

WHEREAS, the Board desires to delegate authority to the Executive Director, the Director of Special Projects and Strategic Initiatives and the Risk Manager to accept, reject, compromise or settle certain claims filed against San Bernardino County Transportation Authority (SBCTA) by Board policy adopted by resolution; and

WHEREAS, Policy No. 10006 sets forth the manner in which claims filed against SBCTA are handled; and

WHEREAS, the Board desires to amend Policy No. 10006 to: 1) authorize the Executive Director, the Director of Special Projects and Strategic Initiatives, and the Risk Manager to reject claims; 2) authorize the Director of Special Projects and Strategic Initiatives and the Risk Manager to accept, compromise and/or settle claims not exceeding \$10,000; 3) authorize the Executive Director to accept, compromise and/or settle claims not exceeding SBCTA self-retention amount or \$50,000, whichever is less; and 4) authorize the Executive Director, the Director of Special Projects and Strategic Initiatives, and the Risk Manager to issue written order to the Chief Financial Officer to cause payment to be made in the amount for which the claim has been accepted, comprised and/or settled.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY AS FOLLOWS:

Section 1. Policy No 10006 is hereby amended, pursuant to SBCTA Administrative Code sections 2-30-070 and 2-30-080, to allow the Executive Director, the Director of Special Projects and Strategic Initiatives and the Risk Manager to act upon certain claims filed against the San Bernardino County Transportation Authority (SBCTA) as described in the attached Exhibit "A".

Section 2. This resolution shall take effect immediately upon its adoption.

PASSED AND ADOPTED at a meeting of the San Bernardino County Transportation Authority held on March _____, 2020.

By: _____
Darcy McNaboe, Board President
San Bernardino County Transportation Authority

ATTEST:

By: _____
Marleana Roman
Clerk of the Board

EXHIBIT “A”

San Bernardino Associated Governments County Transportation Authority and San Bernardino Associated Governments	Policy	10006
Adopted by the Board of Directors June 3, 2009	Revised	6/3/09 03/04/20
Authority to Deny Act Upon Certain Claims Against SBCTA or SANBAG	Revision No.	1

Important Notice: A hardcopy of this document may not be the document currently in effect. The current version is always the version on the [SANBAG/SBCTA Intranet](#).

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I. PURPOSE

The purpose of this policy is to authorize the ~~Risk Manager~~ Risk Manager, Director of Special Projects and Strategic Initiatives and Executive Director to ~~denyact upon certain~~ claims ~~filed against~~ presented to SBCTA and/or SANBAG pursuant to [the Government Claims Act](#) (Government Code sections 900 et seq.).

II. DEFINITIONS

None

III. POLICY

All claims presented to SBCTA and/or SANBAG pursuant to the Government Claims Act shall be handled according to this Policy, unless otherwise authorized by the Board.

IV. DELEGATION OF AUTHORITY

A. SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY (SBCTA)

1. Risk Manager and Director of Special Projects and Strategic Initiatives. The Risk Manager and the Director of Special Projects and Strategic Initiatives ~~is~~ are authorized to:
 - ~~a. Risk Manager Director of Special Projects and Strategic Initiatives is is~~ Reject claims.
 - a. [Reject claims.](#)
 - b. ~~Risk Manager Director of Special Projects and Strategic Initiatives~~ Authorized to ~~a~~ Accept, compromise and/or settle any claim not exceeding \$10,000.
 - c. [Issue written order to the Chief Financial Officer to cause payment to be made in the amount for which a claim has been accepted, compromised and/or settled.](#)
2. Executive Director. The Executive Director is authorized to:
 - a. [Reject claims.](#)
 - b. [Accept, compromise and/or settle any claim not exceeding the agency's Self-Insured Retention or \\$50,000, whichever is less.](#)
 - c. [Issue written order to the Chief Financial Officer to cause payment to be made in the amount for which a claim has been accepted, compromised, and/or settled.](#)

B. SAN BERNARDINO ASSOCIATED GOVERNMENTS (SANBAG or SBCOG)

~~1. Executive Director~~

~~The Executive Director is authorized to reject any claim presented to SBCTA and/or SANBAG.~~

~~The Executive Director is authorized to accept, compromise, and settle any claim not exceeding \$150,000.~~

~~Executive Director.~~ The Executive Director is authorized to:

- ~~a. The Executive Director is authorized to r~~Reject any claims presented to SBCTA and/or SANBAG.
- ~~b. The Executive Director is authorized to a~~Accept, compromise, and/or settle any claim not exceeding the agency's Self-Insured Retention or \$50,000, whichever is less.
- ~~c. Issue written order to the Chief Financial Officer to cause payment to be made in the amount for which a claim has been accepted, compromised, and/or settled.~~

~~The Executive Director is authorized to deny any tort liability claim or action that is filed against SANBAG, its officers or employees pursuant to Government Code section 900 et seq.~~

~~A. All claims received by SANBAG are immediately dated and logged into the agency's official log of all incoming external correspondence. Claims are then immediately submitted to the Clerk of the Board who is responsible for maintaining the records of all claims received by the agency. The Clerk of the Board will submit all claims to the Executive Director for review.~~

~~B. Prior to making a determination to deny, the claim will be reviewed by SANBAG Counsel and Insurance carrier, as appropriate.~~

~~C. SANBAG will review the claims history annually to assess risk.~~

IV. REVISION HISTORY

Revision No.	Revisions	Adopted
0	Adopted by the Board of Directors.	06/03/09
1	<u>Updated agency name to SBCTA. Authorized the Risk ManagerRisk Manager, - Director of Special Projects and Strategic Initiatives, and the Executive Director to denyreject claims, and added dollar value limits for accepting, compromising, and settling claims.</u>	<u>03/04/20</u>

Policy No. 34508



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

Minute Action
14
AGENDA ITEM _____

*Policy 34508
Adopted 10/4/95*

Date: October 4, 1995

Subject: Real Property Claims Process

Recommendation: Approve proposed process for handling real property claims relating to on-going construction activities.

Background: In the course of SANBAG's on-going construction activities, a number of homeowners have come forward alleging that they have experienced property damage as a result of ground vibrations, settlement, or other causes. Staff have met with County Counsel and with Caltrans to determine the chain of potential liability as well as to develop a response to the situation. Under the circumstances, the contractor cannot be held liable unless he performs items of work, or performs work in a manner, not provided in the construction plans. To the best of anyone's knowledge, that has not occurred. Under normal circumstances, then, the liability would fall to Caltrans. Since, however, SANBAG is funding the entire project, a strong case can be made that the responsibility, if not the liability, falls to SANBAG. Under the terms of the reimbursement agreement with Caltrans, any settlement costs would, in all probability, be passed on to SANBAG anyway. By simply stepping forward to address these claims initially, SANBAG may also provide a "kinder and gentler," and certainly more expedited, alternative to standard Caltrans procedures. As a policy matter, SANBAG may desire to deal as fairly and expeditiously as possible with the legitimate concerns of County residents without the burden of extensive process.

To date, homeowners in two specific areas have lodged complaints. The first is a group of about six homeowners on Skyview Ridge in Chino Hills. This area is

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TN 96366

OPPOSED MEMBERS:
NOURSE
DAVIS
BAGLEY
CHRISTMAN
CROMMIE

Approved
San Bernardino Associated Governments
Board of Directors
Date: 10-4-95
MINOR Seconded: FOSTER
22 5
JWATSON

Attachment: Policy 34508 (6475 : Authority to Act Upon Certain Claims Against SBCTA - Policy # 10006)

Board Agenda Item
October 4, 1995
Page 2

appropriately known as the "hilltop area" as it sits adjacent to, and high above, the Chino Valley Freeway just south of Chino Ave. We (the contractor, Caltrans and SANBAG) have experienced significant soil stability problems in this area, including some modest soil slippage, which have led to extensive geotechnical reexamination and redesign of the planned hillside slope. Residents in this area have complained about cracks in patio slabs and garden walls, loosened grout, and similar problems of seemingly modest scope. The second area is on the opposite side of the freeway in the same vicinity just south of Chino Ave. along Wagonwheel Court. In this area, directly opposite a location where extensive pile driving was performed, at least one resident is complaining of potentially more significant types of damage (significant slab cracking and separation, patio cover structure canting, fireplace damage, etc.).

In order to be able to respond quickly to these residents, staff have prepared a claim form and procedure (see attachments). The essence of the procedure is that the resident is asked to complete and submit a claim form. Following receipt, representatives from SANBAG and Caltrans familiar with the on-going construction activities, potentially an adjuster-type from County risk management and perhaps a Caltrans right of way agent will schedule a visit to the homeowner, if possible within two weeks. This team will investigate the damage, attempt to make a fair determination as to whether or not it likely resulted from the construction activity, and make an assessment as to the appropriate remediation. Following that determination, the appropriate response in many cases will simply be to have the homeowner secure bids for repair or replacement. In some cases, direct repair or replacement for damage sustained may be reasonable and appropriate. In other cases, however, it must be recognized that repair may not be feasible (such as a minor crack in an otherwise safe and useable wall) and it will be necessary to attempt to determine a dollar valuation equivalent to the actual damage sustained. Admittedly, the determination of appropriate compensation may be difficult, but SANBAG should not pay for unnecessary repair or replacement.

Following the site visit, the investigation team will prepare a report to the management team, consisting of the Director of Program Management, the Fluor Daniel Manager, and a designated management representative from Caltrans. Others may also be asked to consult. The report will discuss the probable relationship between the damage and the construction activity, making a recommendation as to pay or no pay, and recommend dollar ranges for compensation. The management

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TN 96366

Attachment: Policy 34508 (6475 : Authority to Act Upon Certain Claims Against SBCTA - Policy # 10006)

Board Agenda Item
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team will review the report, conduct such other investigations as it may deem necessary and, with the concurrence of the SANBAG's Director of Program Management, decide on pay or no pay, and establish a range of payment. At that point, a real property agent will commence negotiations with the homeowner for settlement of the claim, including the signing of appropriate release documents.

Staff seek authorization for the Director of Program Management to approve claim settlements in an amount not to exceed \$15,000. Above that amount, claims approval would be by the SANBAG Board of Directors.

Financial Impact: Undetermined.

Reviewed By: This item was reviewed and unanimously approved by the Major Projects Task Force September 14, 1995.

Responsible Staff: Gary Moon

Attachment: Policy34508 (6475 : Authority to Act Upon Certain Claims Against SBCTA - Policy # 10006)

Resolution 20-043

RESOLUTION NO. 20-043

RESOLUTION OF THE BOARD OF DIRECTORS AMENDING POLICY NO. 10006 TO AUTHORIZE THE EXECUTIVE DIRECTOR TO ACT UPON CERTAIN CLAIMS AGAINST SAN BERNARDINO ASSOCIATED GOVERNMENTS

WHEREAS, pursuant to California Government Code section 935.4, a local public entity may authorize an employee or officer to perform those functions of the governing body relating to the allowance, compromise or settlement of claims; and

WHEREAS, the Board desires to delegate authority to the Executive Director to accept, reject, compromise or settle certain claims filed against San Bernardino Associated Governments (SANBAG or SBCOG) by Board policy adopted by resolution; and

WHEREAS, Policy No. 10006 sets forth the manner in which claims filed against SANBAG/SBCOG are handled; and

WHEREAS, the Board desires to amend Policy No. 10006 to authorize the Executive Director to: 1) reject claims; 2) accept, compromise and/or settle claims not exceeding not exceeding SANBAG’s self-retention amount or \$50,000, whichever is less; and 3) issue written order to the Chief Financial Officer to cause payment to be made in the amount for which the claim has been accepted, compromised and/or settled.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF THE SAN BERARDINO ASSOCIATED GOVERNMENTS AS FOLLOWS:

Section 1. Policy No 10006 is hereby amended, pursuant to California Government Code section 935.4, to allow the Executive Director to act upon certain claims filed against San Bernardino Associated Governments (SANBAG or SBCOG) as described in the attached Exhibit “A”.

Section 2. This resolution shall take effect immediately upon its adoption.

PASSED AND ADOPTED at a meeting of the San Bernardino Associated Governments held on March _____, 2020.

By: _____
Darcy McNaboe, Board President
San Bernardino Associated Governments

ATTEST:

By: _____
Marleana Roman
Clerk of the Board

Attachment: SANBAG RESOLUTION NO 20-043_Claims Policy Amendment [Revision 1] (6475 : Authority to Act Upon Certain Claims Against

EXHIBIT “A”

San Bernardino Associated Governments County Transportation Authority and San Bernardino Associated Governments	Policy	10006
Adopted by the Board of Directors June 3, 2009	Revised	6/3/09 03/04/20
Authority to Deny Act Upon Certain Claims Against <u>SBCTA or SANBAG</u>	Revision No.	1

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I. PURPOSE

The purpose of this policy is to authorize the ~~Risk Manager~~ Risk Manager, Director of Special Projects and Strategic Initiatives and Executive Director to ~~deny act upon certain~~ claims ~~filed against~~ presented to SBCTA and/or SANBAG pursuant to the Government Claims Act (Government Code sections 900 et seq.).

II. DEFINITIONS

None

III. POLICY

All claims presented to SBCTA and/or SANBAG pursuant to the Government Claims Act shall be handled according to this Policy, unless otherwise authorized by the Board.

IV. DELEGATION OF AUTHORITY

A. SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY (SBCTA)

1. Risk Manager and Director of Special Projects and Strategic Initiatives. The Risk Manager and the Director of Special Projects and Strategic Initiatives ~~is~~ are authorized to:
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 - a. Reject claims.
 - b. ~~Risk Manager Director of Special Projects and Strategic Initiatives~~ Authorized to ~~a~~ Accept, compromise and/or settle any claim not exceeding \$10,000.
 - c. Issue written order to the Chief Financial Officer to cause payment to be made in the amount for which a claim has been accepted, compromised and/or settled.
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 - a. Reject claims.
 - b. Accept, compromise and/or settle any claim not exceeding the agency's Self-Insured Retention or \$50,000, whichever is less.
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~~The Executive Director is authorized to deny any tort liability claim or action that is filed against SANBAG, its officers or employees pursuant to Government Code section 900 et seq.~~

~~A. All claims received by SANBAG are immediately dated and logged into the agency's official log of all incoming external correspondence. Claims are then immediately submitted to the Clerk of the Board who is responsible for maintaining the records of all claims received by the agency. The Clerk of the Board will submit all claims to the Executive Director for review.~~

~~B. Prior to making a determination to deny, the claim will be reviewed by SANBAG Counsel and Insurance carrier, as appropriate.~~

~~C. SANBAG will review the claims history annually to assess risk.~~

IV. REVISION HISTORY

Revision No.	Revisions	Adopted
0	Adopted by the Board of Directors.	06/03/09
1	Updated agency name to SBCTA. Authorized the Risk Manager Risk Manager, - Director of Special Projects and Strategic Initiatives, and the Executive Director to deny reject claims, and added dollar value limits for accepting, compromising, and settling claims.	03/04/20

Minute Action

AGENDA ITEM: 7

Date: *March 4, 2020*

Subject:

Fiscal Year 2019/2020 Initiatives and Action Plan - Second Quarter Report

Recommendation:

Receive the Fiscal Year 2019/2020 Initiatives and Action Plan - Second Quarter Report.

Background:

The San Bernardino County Transportation Authority's (SBCTA) Fiscal Year 2019/2020 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.

Financial Impact:

This item does not impact the Fiscal Year 2019/2020 budget.

Reviewed By:

This item was received by the General Policy Committee on February 12, 2020.

Responsible Staff:

Raymond Wolfe, Executive Director

Approved
Board of Directors
Date: March 4, 2020

Witnessed By:

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

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
FISCAL YEAR 2019/2020 INITIATIVES AND ACTION PLAN – SECOND QUARTER REPORT

Initiative #1: Transparent and Accountable Allocation Strategies				
Division Strategy: Complete timely audits of Measure I and Transportation Development Act recipients				
1A	Action Plan	Milestones	Milestone Status	Responsibility
	Manage and communicate with Audit firm to plan and complete annual audits	Convey time table and expectations to jurisdictions and transit operators – Q1	Completed – SBCTA staff met with transit operators to plan annual audit. Finance mailed in April letter to Jurisdictions explaining the audit process and responsibilities.	Finance
	Monitor progress of audits	Oversee audit scheduling and progress – Q3	Finance continues to manage MSI and TDA audits.	Finance
	Inform Committees and SBCTA Board of status of audits	Provide audit reports and recommendations – Q3	Finance will present audits in the General Policy Committee meeting in March 2020.	Finance
Notes				
Division Strategy: Update construction in progress and conduct annual inventory of capital assets				
1B	Action Plan	Milestones	Milestone Status	Responsibility
	Conduct annual inventory of capital and inventoriable assets, including updates to construction in progress (CIP)	Update capital asset listing and CIP by Q3	Completed – Capital asset listing September 2019.	Finance
		Conduct annual inventory by Q4	Completed – Annual inventory July 2019.	Finance
Notes				

1 Yellow shading means the work is behind schedule
 Red text signifies urgent and significant challenges in completing the task

Fiscal Year 2019/2020 Initiatives

Division Strategy: Use strategic programming to ensure that no funds are lost				
1C	Action Plan	Milestones	Milestone Status	Responsibility
	Manage projects closely with Caltrans to ensure adequate resources are available when projects are ready	May 1 is Caltrans' deadline for guaranteed access to federal Obligation Authority (OA) – Q4	SBCTA coordinates with Caltrans on a regular basis so that they are aware of our projects planned for obligation. With construction underway on I-10 Contract 1, SBCTA intends to have funds ready for obligation in advance of the May 1 deadline if other projects are not ready to proceed so that OA is not forfeited.	Fund Administration (Project Delivery)
		June 30 is CTC deadline for project allocation or extension requests – Q4	Current project schedules will allow SBCTA to allocate funds before the June 30 deadline.	Fund Administration
Notes				
Division Strategy: Protect San Bernardino County's equitable share of available state and federal funds				
1D	Action Plan	Milestones	Milestone Status	Responsibility
	Develop funding strategies that maximize resources available and result in opportunities to seize additional state and federal funds	Ensure that Obligation Authority (OA) and apportionment are available as new projects are ready for funding while continuing to draw down funds for I-10 Corridor Contract 1 – Q4	At the end of the Federal Fiscal Year (FFY) in September 2019, 136% of SBCTA OA was delivered for FFY 2018/2019, which resulted in access to an additional \$15M of federal funding in FFY 2019/2020, and protected SBCTA from a rescission of unobligated federal funds. Staff continues to monitor OA and apportionments for the current FFY.	Fund Administration
		Participate in development of guidelines for the next round of competitive programs from SB1 – Road Repair and Accountability Act of 2017 – to ensure San Bernardino County receives its equitable share of new revenues – Q4	Staff continues to participate in SB1 guidelines workshops and has provided input on guidelines and schedules for Cycle 2 of SB1 competitive grants.	Fund Administration

Attachment: Fiscal Year 2019-2020 Initiatives and Action Plan - Second Quarter Report.pdf (6457 :

2 | Yellow shading means the work is behind schedule
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Fiscal Year 2019/2020 Initiatives

		Participate in development of the 2020 State Transportation Improvement Program (STIP) Guidelines to seek to align STIP programming with the 2019 Update to the 10-Year Delivery Plan and to ensure San Bernardino County receives its equitable share in 2020 STIP – Q3	The Board approved SBCTA’s STIP submittal December. The proposal is targeting priority projects identified in the 10-Year Delivery Plan with funding gaps that meet the timeline of availability of STIP funding. The STIP is scheduled for approval by the California Transportation Commission in March 2020. Staff will monitor the approval process for any proposed changes to the submittal.	Fund Administration
Notes				
Division Strategy: Develop long-term bonding needs to help leverage other funds and deliver projects				
1E	Action Plan	Milestones	Milestone Status	Responsibility
	Establish plan for 2021 sales tax revenue bond program	Monitor implementation of the 2019 Update to the 10-Year Delivery Plan and Measure I revenue receipts to identify need for short-term borrowing ahead of the planned 2021 sales tax revenue bond program – Q4	Ongoing. Recent projected increases in the Interchange Program could result in a need to borrow ahead of the planned bond program.	Fund Administration (Finance, Project Delivery, Transit, Planning)
Notes				
Division Strategy: Manage geographic equity in fund distribution across the County				
1F	Action Plan	Milestones	Milestone Status	Responsibility
	Manage long-term strategy for ensuring geographic equity in fund distribution over the life of the Measure	Incorporate results of Strategy 7B – development of priorities for regional and interregional projects in the Mountain/Desert subareas – into a long-term funding plan – Q4	See Strategy 7B. Initial meetings among Subareas are underway.	Fund Administration

Attachment: Fiscal Year 2019-2020 Initiatives and Action Plan - Second Quarter Report.pdf (6457 :

3 | Yellow shading means the work is behind schedule
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Fiscal Year 2019/2020 Initiatives

		Develop methodology for factoring in time value of money considerations in allocation of Measure I Arterial and Major Local Highway Program funds – Q2	Reconciliation of the Valley Major Streets Program to account for completion of the Project Advancement Agreement payments has delayed this task. Staff will work through the Transportation Technical Advisory Committee (TTAC) to determine the need for the time-value-of-money requirement from the Valley Major Street Program policies due to jurisdictional equity already addressed in the established allocation process. Findings will be presented to the Board for consideration after concurrence from TTAC, which is anticipated in Q4.	Fund Administration (Planning)
Notes				
Division Strategy: Administer Transportation Development Act (TDA) funds in an efficient and transparent manner				
1G	Action Plan	Milestones	Milestone Status	Responsibility
	Implement a Transportation Development Act (TDA) database for tracking allocations and disbursements	Implement and train operators on database for internal tracking of TDA allocations and disbursements – Q4	Technical delays in the database testing environment delayed implementation of this milestone. Further, the potential replacement of the project management system in the planned financial system upgrades has resulted in the need to delay this task. Staff has developed an in-house database to facilitate allocations and disbursements. Options for online access to operators will be evaluated with the new financial system.	Fund Administration
	Work with transit agencies in development of constrained Short Range Transit Plans (SRTPs)	Adoption of Omnitrans SRTP – Q4	On Schedule	Transit
		Adoption of Victor Valley Transit Authority SRTP – Q4	On Schedule	Transit

4 Yellow shading means the work is behind schedule
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Fiscal Year 2019/2020 Initiatives

		Adoption of Morongo Basin Transit Authority SRTP – Q4	On Schedule	Transit
		Adoption of City of Needles SRTP – Q1	Completed	Transit
Notes				
In September bus operator related tasks, aside from administration of the Transit Development Act funding, were moved to the Transit Department including SRTP related items.				
Division Strategy: Manage SBCTA railroad right-of-way in an efficient and comprehensive fashion				
1H	Action Plan	Milestones	Milestone Status	Responsibility
	Manage SBCTA railroad right-of-way in an efficient and comprehensive fashion.	Continue management and incorporate Best Practices as appropriate.	Ongoing	Transit
Notes				
Initiative #2: Engender Public Trust				
Division Strategy: Secure an unmodified opinion of comprehensive annual financial report (CAFR)				
2A	Action Plan	Milestones	Milestone Status	Responsibility
	Plan meeting at interim field work with Executive Board officers and CPA firm	Schedule meeting – Q1	Completed – Meeting held in August 2019.	Finance
		Schedule interim field work in April 2019	Completed - Interim field work completed in April 2019.	Finance
		Schedule year-end field work to start in October 2019	Completed- Field work started in October 2019.	Finance
Notes				

Attachment: Fiscal Year 2019-2020 Initiatives and Action Plan - Second Quarter Report.pdf (6457 :

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Fiscal Year 2019/2020 Initiatives

Division Strategy: Obtain Certificate of Achievement for Excellence in Financial Reporting				
2B	Action Plan	Milestones	Milestone Status	Responsibility
	Apply for Government Finance Officers Association (GFOA) award for the Comprehensive Annual Financial Report (CAFR)	Submit application and CAFR to GFOA after meeting with Executive Board in December 2019	Application to GFOA submitted in December 2019.	Finance
Notes				
Division Strategy: Complete Measure I Biennial Agreed Upon Procedures				
2C	Action Plan	Milestones	Milestone Status	Responsibility
	Complete agreed upon procedures for Measure I programs	Issue task order to on-call audit firms to perform agreed upon procedures for Measure I programs and inform Executive Staff to obtain input on expenditures incurred for Measure I programs– Q2	Completed – Task order issued in October 2019.	Finance
		Schedule examination with selected CPA firm and review draft of report and present it to ITOC – Q4	Finance procured on-call auditor to perform agreed upon procedures to audit MSI programs and will present report to Independent Taxpayer’s Oversight Committee (ITOC) by February 2020.	Finance
		Present results to Committee and Board with ITOC recommendation. – Q4	Presentation scheduled for March 2020.	Finance
Notes				

Attachment: Fiscal Year 2019-2020 Initiatives and Action Plan - Second Quarter Report.pdf (6457 :

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Fiscal Year 2019/2020 Initiatives

Division Strategy: Obtain Distinguished Budget Presentation Award				
2D	Action Plan	Milestones	Milestone Status	Responsibility
	Apply for GFOA award for annual budget	Submit application to GFOA – Q1	Application submitted to GFOA in June 2019.	Finance
Notes				
Division Strategy: Complete internal control self-assessment to identify areas of improvement.				
2E	Action Plan	Milestones	Milestone Status	Responsibility
	Complete review of annual internal control self-assessment	Review procedure and questionnaire based on Code of Federal Regulations, Federal Transit Administration, and framework from the Committee of Sponsoring Organizations of the Treadway Committee (COSO) by Q2	Completed – Procedure and questionnaire for internal control assessment.	Finance
		Review procedure and questionnaire and present to executive staff and complete questionnaire by Q3	Completed - Finance staff reviewed procedure and questionnaire. On call auditor was procured to assess the responses to the assessment questionnaire.	Finance
		Identify and improve controls for areas that require improvement by Q4	In progress – On call auditor is reviewing response to questionnaire and will prepare staff report by Q4.	Finance
Notes				

Attachment: Fiscal Year 2019-2020 Initiatives and Action Plan - Second Quarter Report.pdf (6457 :

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Initiative #3: Focus on Creating and Strengthening Collaborative Partnerships with Governmental and Business Entities				
Division Strategy: Work with other governments and business groups to leverage resources for our region's benefit				
3A	Action Plan	Milestones	Milestone Status	Responsibility
	Create a Strategic plan for Housing Policy in San Bernardino County and collaborate with neighboring government entities and stakeholders	Inventory state housing legislation and identify impacts to local agencies by Q3	Have started collaboration with Western Riverside Council of Governments (WRCOG). Have retained consultant to assist with cataloging changes to housing law. On schedule.	COG
		Policy Maker forum/summit on Housing concerns by Q4	Will incorporate into the City/County Conference.	COG
		Partner with League of California Cities for advocacy efforts	Have reached out to League to participate in Housing session at City/County Conference.	COG
	Move forward a workforce development toolkit.	Complete inventory of existing projects and programs region-wide by local agencies, community colleges, school districts, and Community-Based Organizations	Draft inventory is complete and has been presented to Council of Governments (COG) Advisory group. Inventory will be finalized and action steps will be developed by Q4.	COG
		Complete Regional Study on Automation	Study results to be presented to City Managers in November and to the Board in December, 2019. Completed. Will include a session on topic at City/County Conference.	COG
	Complete Priority Dispatch Optimization Plan which will provide recommendations and cost benefit analysis for options to help alleviate undue burden on the 9-1-1 Emergency Medical Services System	Enter into contract for consultant by Q1	Contract approved September 2019.	COG
		Public Engagement during Plan process	Stakeholders group has been formed and will be active during Plan process.	COG
		Complete Plan by Q1 20/21	On schedule.	COG

Attachment: Fiscal Year 2019-2020 Initiatives and Action Plan - Second Quarter Report.pdf (6457)

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Fiscal Year 2019/2020 Initiatives

	Help increase accuracy and participation in 2020 Census for Hard to Count populations	Participate in the Inland Empire Complete Count Committee effort	Actively working with Inland Empire effort coordinated by the University of California, Riverside (UCR) and San Bernardino and Riverside Counties. Have facilitated the participation of cities in the planning efforts. Efforts are ongoing through the completion of the Census.	COG
		Report to local agencies via the COG Advisory Group and the City/County Manager's TAC as information becomes available and/or on a quarterly basis leading up to Census Day 2020 (April 1, 2020)		
	Work with Coalition Against Sexual Exploitation (CASE) to enhance their access to agencies and contacts for training purposes and provide technical assistance as needed	Create and establish contacts with agencies such as school districts by Q3	Project on hold while key staff is on leave. Project will be re-evaluated in Q3 if feasible to include in the FY20/21 work plan.	COG
Notes				
Division Strategy: Enhance COG role				
3B	Action Plan	Milestones	Milestone Status	Responsibility
	Work with the Board to make sure the COG is responsive to the needs of our members	Meet with COG Ad Hoc Committee to update COG work plan before the end of Q1	COG work plan will be updated with Ad Hoc Committee and Board by end of Q3.	COG
	Collaborate with Member Agencies through the COG Advisory Group during the decision-making process on items related to the COG work plan and any items related to the Countywide Vision	1. Meet at least six times with the Advisory Group on the work plan 2. Establish a partnership with the County on element group collaboration by Q2	1. Regular meetings of the Advisory Group are taking place. 2. Discussions with County have started to incorporate appropriate elements in next work plan.	COG
Notes				

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Red text signifies urgent and significant challenges in completing the task

Fiscal Year 2019/2020 Initiatives

Division Strategy: Enhance SBCOG's and the region's ability to compete for grant funding				
3C	Action Plan	Milestones	Milestone Status	Responsibility
	Host grant writing workshop for our members and other local government partners	Schedule grant workshop for Q2.	Delayed until Q4 due to key staff on leave.	COG
	Better communicate grant opportunities to member agencies	Establish formal process for notifications with City Managers TAC by Q2.	Delayed until Q4 due to key staff on leave.	COG
Notes				
Division Strategy: Assist local governments with environmental and efficiency initiatives				
3D	Action Plan	Milestones	Milestone Status	Responsibility
	Provide leadership and assistance to our members in implementing energy conservation projects	Host LED Holiday light exchanges in Q2	Hosted 4 exchanges.	Air Quality/Mobility
		Assist members of the Regional Energy Partnership achieve the next level of utility savings and rebates - Ongoing	Southern California Edison (SCE) is backing out of Partnership, but Southern California Gas (SoCalGas) remains a partner in 2020. Will continue working with agencies as resources allow.	Air Quality/Mobility
		Host lunch and learn workshop focusing on emerging technologies by Q3	Delayed until Q4 due to staff transition.	Air Quality/Mobility
		Explore establishing a Regional Energy Network and submit a business plan to the California Public Utilities Commission (CPUC) by Q4	On schedule. Being done in cooperation with Western Riverside Council of Governments (WRCOG) and Coachella Valley Associated Governments (CVAG).	Air Quality/Mobility

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Fiscal Year 2019/2020 Initiatives

	Assist local agencies and the region with tools and funding to encourage pollution reductions through alternative fueled vehicles and new advanced technologies	Finish regional Electric Vehicle (EV) strategic plan by Q2. Conduct outreach to cities when funding becomes available to implement EV strategic plans	EV Readiness Plan was presented to the Board and City Managers TAC in Q2. The Plan is available electronically and via hard copy.	Air Quality/Mobility
		Complete Phase II battery truck deployment at two Burlington Northern Santa Fe (BNSF) yards and Fontana logistics facility	On schedule for completion by Q3. Project received the Model Community Achievement Award from South Coast Air Quality Management District (SCAQMD) in Q2, Project final report due - Q3.	Air Quality/Mobility
		Pursue state grant funds to install public EV charging infrastructure	Ongoing review of grant opportunities that will be communicated to agencies as the grants are announced.	Air Quality/Mobility
Notes				

Initiative #4: Accelerate Delivery of Capital Projects

Division Strategy: Deliver the Redlands Passenger Rail Project & Implement Arrow Service

4A	Action Plan	Milestones	Milestone Status	Responsibility
	Ensure construction of the mainline and maintenance facility infrastructure commences, manufacturing of the vehicles begins, and assist Omnitrans with procurement of the Arrow service operation and maintenance contractor	Begin mainline construction – Q1	Completed	Transit
		Begin maintenance facility construction – Q2	Completed	Transit
		Assist Omnitrans with release of the Arrow service operation and maintenance contract – Q3	Releasing RFP for a new contract is no longer applicable based on approval to transfer Arrow service to SCRRA. SCRRA is in the process of securing their operations and maintenance contract and change order will be issued to include Arrow service.	Transit
Notes				

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Fiscal Year 2019/2020 Initiatives

Division Strategy: Support Delivery of Gold Line Phase 2B				
4B	Action Plan	Milestones	Milestone Status	Responsibility
	Enter necessary agreements to facilitate delivery of Gold Line Phase 2B pending additional funding for the LA County portion of the Gold Line Phase 2B project	Execute agreement with the Gold Line Construction Authority (GLCA) for delivery of the project – TBD	On hold	Transit
		Execute operating & maintenance agreement with LA Metro for operation of Gold Line service in SB County – TBD	On hold	Transit
Notes				
The construction bids exceeded the engineer’s estimate by \$550 million. The GLCA re-scoped the project to include Pomona as the initial terminus, with an option to build to Claremont, and then another option from Claremont to Montclair based on funding availability. The portion of work in San Bernardino County has increased from \$80 million to \$97 million. The draft construction agreement was prepared by SBCTA and issued to GLCA for review and comment. Negotiations on hold at the request of the GLCA. Draft operating agreement provided by LA Metro for review. On-hold pending re-scoping of the Project.				
Division Strategy: Deliver the West Valley Connector				
4C	Action Plan	Milestones	Milestone Status	Responsibility
	Obtain environmental approval	Environmental Approval – Q2/FY2020	Delayed to Q4 – Release of environmental document for public circulation was delayed due to Federal Transit Administration legal reviews taking longer than anticipated.	Transit
Notes				
Environmental clearance anticipated April 2020. Further project developments dependent upon securing grant funds.				
Division Strategy: Produce Zero or Low Emission Multiple Unit				
4D	Action Plan	Milestones	Milestone Status	Responsibility
	Produce Zero or Low Emission Multiple Unit	Present proposed alternative propulsion technology to Board – Q1	Completed	Transit
		Award Contract for Vehicle Procurement – Q2	Completed	Transit

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Fiscal Year 2019/2020 Initiatives

		Work with Metrolink and Federal Railroad Administration on regulations for alternative propulsion – ongoing	Ongoing	Transit
Notes				
Division Strategy: Delivery of Capital Projects				
4E	Action Plan	Milestones	Milestone Status	Responsibility
	Project Study Report (PSR) and Project Approval and Environmental Document (PA/ED) Milestones	I-215 University Interchange: PA/ED Approved – Q2	Approval anticipated in Q3.	Project Delivery
		I-215 Bi-County Landscape: PA/ED Approved – Q2	Approval anticipated in Q4.	Project Delivery
		I-10 Truck Climbing Lane: PA/ED Approved – Q2	Approval anticipated in Q4.	Project Delivery
Notes				
Division Strategy: Delivery of Capital Projects				
4F	Action Plan	Milestones	Milestone Status	Responsibility
	Plans, Specifications and Estimate (PS&E) Milestones	SR 60 Archibald: PS&E Approved – Q1	Complete	Project Delivery
		SR 60 Central: PS&E Approved – Q1	Approval anticipated in Q3.	Project Delivery
		I-10 University St: PS&E Approved – Q1	Completed in Q2.	Project Delivery
Notes				

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Fiscal Year 2019/2020 Initiatives

Division Strategy: Delivery of Capital Projects				
4G	Action Plan	Milestones	Milestone Status	Responsibility
	Construction Milestones	I-215 Barton Road: End Construction – Q4	On Schedule	Project Delivery
		SR 60 Archibald: Start Construction – Q3	On Schedule	Project Delivery
		SR 60 Central: Start Construction - Q3	Construction start anticipated in Fiscal Year 2020/2021 Q1.	Project Delivery
		I-10 University Interchange: Start Construction - Q2	Construction start anticipated in Fiscal Year 2020/2021 Q1.	Project Delivery
		I-215 Segment 2 Landscaping: Complete for Beneficial Use - Q2	Complete	Project Delivery
		SR-210 Lane Addition: Start Construction – Q2	Construction start anticipated in Q3.	Project Delivery
		SR-210 Baseline Interchange: Start Construction – Q2	Construction start anticipated in Q3.	Project Delivery
		Monte Vista Grade Separation: Complete for Beneficial Use – Q1	Complete	Project Delivery
		Mount Vernon Avenue Viaduct: Start Construction – Q3	On hold pending State funding participation.	Project Delivery
		SR 210 Freeway Expansion Landscaping: Complete Landscaping - Q2	Complete	Project Delivery
Notes				

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Initiative #5: Maximize Funding Opportunities and Cost-Effectiveness of Investments				
Division Strategy: Conduct regional forums to discuss issues of importance across our region				
5A	Action Plan	Milestones	Milestone Status	Responsibility
	Advocate for policies and funding formulas at the state and federal levels that are favorable for SBCTA to construct and deliver transportation projects	Monitor Annual State/Federal Appropriations	Ongoing	Legislative/Public Affairs
		Support/Oppose legislation favorable/harmful to SBCTA's ability to deliver transportation projects	Ongoing	Legislative/Public Affairs
		Host a legislative roundtable with district staff from SBCTA's state and federal delegation	Completed: Held September 25th	Legislative/Public Affairs
		Host an Ontario Airport Transit Access focused roundtable with SB County stakeholders.	Ongoing	Legislative/Public Affairs
Notes				
Initiative #6: Awareness of SBCTA Programs, Services, and Transit Options				
Division Strategy: Build awareness of SBCTA programs and services				
6A	Action Plan	Milestones	Milestone Status	Responsibility
	Highlight Measure I's contributions to the region's transportation system	Actively identify speaking opportunities to promote programs and major projects; participate in regional forums; enhance visibility. (Examples include presentations to West End Real Estate Professionals, Ontario-Montclair School District, SB Supt. Alliance for Education, and various educational career days	Ongoing	Legislative/Public Affairs, Fund Administration

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Fiscal Year 2019/2020 Initiatives

	Market San Bernardino County Transportation Authority (SBCTA) identity, promote awareness of programs and services and continue to enhance traditional and social media presence	Leverage projects to gain more local media coverage. Procure media relations expert to advance media placement and agency reputation with editors	Ongoing	Legislative/Public Affairs	
Notes					
Division Strategy: Leverage and grow public outreach and communication services					
6B	Action Plan	Milestones	Milestone Status	Responsibility	
	Utilize On-Call Public Outreach Contracts, On-Call Graphic Design Services Contracts, Marketing and Branding Services Contract, and Redlands Passenger Rail Project Outreach Contract to utilize new tools and capitalize on communication opportunities throughout the region	Participate in local events like Run through Redlands, Redlands Bike Classic, 66ers games and other events as identified throughout the year	Ongoing	Legislative/Public Affairs	
	Utilize On-Call Graphic Design Services Contracts and Marketing and Branding Services Contract to support each Division in their efforts to communicate internally and externally				
	Notes				

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Fiscal Year 2019/2020 Initiatives

Division Strategy: Highlight transit options in San Bernardino County				
6C	Action Plan	Milestones	Milestone Status	Responsibility
	In partnership with transit operators, highlight transit connectivity options in the region	Leverage existing resources to build awareness of transit services in San Bernardino County	Ongoing	Legislative/Public Affairs, Transit
		Continue Private Transportation Provider Pilot Program to ONT	Ongoing	Transit
		Continue the Metrolink San Bernardino Line Fare Discount Program & monitor its performance	Ongoing	Transit
		Actively participate in the Metrolink Member Agency Advisory Committee	Ongoing	Transit
Notes				

Initiative #7: Long Range Strategic Planning

Division Strategy: Analyze long range transportation strategy in a financially constrained framework				
7A	Action Plan	Milestones	Milestone Status	Responsibility
	Update Long Range Transit Plan (LTRP)	Complete Draft LRTP – Q3	L RTP put on hold due to initiation of Consolidation Study.	Planning, Transit, Fund Administration
		Complete Final LRTP – Q4		Planning, Transit, Fund Administration
	Update Countywide Transportation Plan (CTP)	Complete Final 2019 CTP – Q2	To be completed in Q3 to be in sync with 2020 RTP/SCS. Key sections completed as input to the RTP/SCS.	Planning, Fund Administration
	Complete Zero-emission Bus Analysis for San Bernardino County	Complete Final – Q3	On Schedule	Transit, Planning
Notes				

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Fiscal Year 2019/2020 Initiatives

Division Strategy: Conduct strategic planning of Measure I projects and update policies to be consistent with practice				
7B	Action Plan	Milestones	Milestone Status	Responsibility
	Update Development Mitigation Nexus Study	Update Project List – Q3		Planning, Transit, Fund Administration
		Adopt Updated Nexus Study – Q4		Planning, Transit, Fund Administration
	Prepare updated priority list of Valley Interchange Projects	Conduct analysis – Q3		Planning
		Prepare recommendations – Q4		Planning
	Work with Caltrans and Mountain/Desert jurisdictions to identify priority regional and interregional projects and to develop a strategy for implementation	Prepare recommendations – Q4	Staff has coordinated several Subarea meetings with Caltrans and local jurisdiction staff for all Mountain/Desert Subareas. Meetings are planned through Q4 to begin to develop project lists for review by the Board.	Fund Administration, Planning
Notes				
Division Strategy: Provide current, quality planning data				
7C	Action Plan	Milestones	Milestone Status	Responsibility
	Support other departments with data analysis and mapping/GIS	Ongoing	Completed Dynamic Data Story project and rolled out to TTAC and PDTF	Planning
		Draft RTP/SCS – Q2	All input provided on projects and growth forecasts. Comment letter on draft RTP/SCS and PEIR provided on 1/24/20.	Planning
	Notes			
Division Strategy: Conduct subarea and modal studies				
7D	Action Plan	Milestones	Milestone Status	Responsibility
	Prepare Comprehensive Multimodal Corridor Plans with RCTC and Caltrans, to address SB 1 Solutions for Congested Corridors requirements	Initiate preparation of CMCPs – Q1	Held kick-off and subsequent CMCP meetings with Caltrans and RCTC.	Planning
		Complete Existing Conditions Memo – Q4		Planning
	Conduct SR-18/138 Corridor Study with Metro and Caltrans	Initiate study – Q3		Planning
Notes				

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Initiative #8: Environmental Stewardship, Sustainability, and Grant Applications				
Division Strategy: Monitor and Provide Input to State, Federal, and Regional Plans and Guidelines				
8A	Action Plan	Milestones	Milestone Status	Responsibility
	Provide technical comments on draft reports, plans, and guidelines from Caltrans, CTC, OPR, CARB, CalSTA, and other state agencies	As draft reports and guidelines are released for review	Provided comments to SCAG on Regional Housing Needs Assessment	Planning, COG
	Prepare and Submit Grant Applications for SB 1 and other funding	SB 1 Grant Applications – Q3	Submittal date for SB 1 applications delayed until June 2020. Submitted TIRCP funding application for West Valley Connector zero-emission buses on January 17, 2020.	Planning, Fund Administration
Notes				
Division Strategy: Assist jurisdictions, developers, and other stakeholders with area-wide sustainability studies				
8B	Action Plan	Milestones	Milestone Status	Responsibility
	SB 743 Countywide Implementation Study	Complete Phase 1 – Q3 Complete Phase 2 (SCAG portion) – Q4	Should have Phase 1 draft of Phase 1 SB 743 Implementation Study in March. SCAG procurement for Phase 2 running behind. Will not likely start till end of Fiscal Year.	Planning
	Prepare Climate Adaptation Plan (with WRCOG)	Prepare Draft Plan – Q2 Prepare Final Plan – Q4	Climate Adaptation Plan presented to WRCOG and SBCOG planning directors in December/January. Draft report being finalized.	Planning
	Prepare Countywide GHG Reduction Plan	Draft GHG Reduction Plan – Q3		Planning
		Draft GHG Reduction Plan – Q4		Planning
Notes				

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Fiscal Year 2019/2020 Initiatives

Division Strategy: Prepare effective active transportation plans					
8C	Action Plan	Milestones	Milestone Status	Responsibility	
	Conduct Active Transportation Plans: Redlands Rail Accessibility Study, Safe Routes to School Program (with County), and Countywide Sidewalk Inventory	Redlands Rail – Draft Plan – Q2	Submitted for review by city	Planning	
		Redlands Rail - Final Plan – Q4		Planning	
		SRTS Program: Complete Phase 1 – Q3		Planning	
		Initiate SRTS Phase 2 – Q3			
		Sidewalk Inventory-100% Inventory – Q1	Completed.	Planning	
		Sidewalk Inventory – Draft Report – Q2	Completed.	Planning	
		Sidewalk Inventory – Final Report – Q3		Planning	
	Create Digital Active Transportation Plan	Draft Plan – Q2		Completed	Planning
		Ongoing maintenance/updates			Planning
	Notes				
Division Strategy: Implement components of ATP Metrolink Station Accessibility Grant					
8D	Action Plan	Milestones	Milestone Status	Responsibility	
	Construction of Phase 2 of the Bicycle and Pedestrian improvements around the six Metrolink Stations as identified in the Transit Access Plan	Environmental – Q2	Submitted to Caltrans for review and approval	Planning, Project Delivery	
		Final Design – Q4	Ongoing		
	Notes				

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Fiscal Year 2019/2020 Initiatives

Division Strategy: Develop and administer programs to improve the efficient use of our existing freeway network				
8E	Action Plan	Milestones	Milestone Status	Responsibility
	Administer programs to reduce congestion and traffic delays	Submit county-wide vanpool program annual report in Q1	Completed	Transit
		Explore combining Inland Empire Rideshare programs with other So Cal programs for improved service and efficiencies	Ongoing	Transit
		Implement new Freeway Service Patrol Beat in Cajon Pass by start of Q3	The Cajon Pass Beat began providing services to motorists beginning of Q3.	Air Quality/Mobility
		Explore possible improvements to 511 system through regional collaboration	Draft agreement between Los Angeles Metropolitan Transportation Authority (LA Metro), Riverside County Transportation Commission (RCTC), Orange County Transportation Authority (OCTA), and Ventura County Transportation Commission (VCTC) is being circulated. Expect to bring item to Board by Q1 of FY 20/21.	Air Quality/Mobility
		Explore possible partnerships with private sector technology providers (e.g. Waze, Ride Amigos) to improve our commuter programs, first/last mile connections	Exploring with possible integration of regional 511 Q4 of FY 20/21.	Air Quality/Mobility and Transit
		Implement a mobile call box/511 program by Q4 20/21	Currently in Phase 1 of implementation, which includes initial discussions with Caltrans and local California Highway Patrol	Air Quality/Mobility
		Implement a mobile call box/511 program by Q4 20/21	Currently in Phase 1 of implementation, which includes initial discussions with Caltrans and local California Highway Patrol	Air Quality/Mobility
Notes				

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Minute Action

AGENDA ITEM: 8

Date: *March 4, 2020*

Subject:

Release of Request for Proposal No. 20-1002323 for Freeway Service Patrol Beats 11 and 29

Recommendation:

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

Approve release of Request for Proposal No. 20-1002323 for the procurement of tow operator services for Freeway Service Patrol Beats 11 and 29.

Background:

Freeway Service Patrol (FSP) consists of a fleet of tow trucks that patrol selected San Bernardino County freeways during peak periods of congestion to assist motorists with their disabled vehicles. The segment of highway that the tow trucks patrol up and down is referred to as a “Beat.” Over the years, the FSP program has demonstrated many benefits to the motoring public by reducing the amount of time a motorist is in an unsafe situation, reducing traffic congestion, and decreasing fuel consumption, vehicular emissions, and secondary incidents.

San Bernardino County Transportation Authority (SBCTA) began FSP operations on January 3, 2006, and now has 19 primary tow trucks on nine (9) separate Beats in operation. The services are provided Monday through Friday in two separate shifts to accommodate peak traffic hours: 5:30 a.m. to 9:00 a.m. and from 2:00 p.m. to 7:00 p.m. On December 2, 2017, SBCTA launched a weekend service pilot, which brought service to six (6) of the current nine (9) service areas on Saturdays and Sundays from 10:00 a.m. to 6:00 p.m. Beats 11 and 29 currently have one truck each participating in the weekend service pilot, as detailed in the scope of work.

The FSP program is managed through SBCTA staff and is supervised in the field by the California Highway Patrol (CHP).

The following service areas are available for procurement at this time:

- Beat 11: I-10 Sierra Avenue to Waterman Avenue
- Beat 29: I-10 Waterman Avenue to County Line Road

In October of 2015, Beat 11 was awarded to Airport Mobil Towing and Beat 29 was awarded to Pepe’s Towing. Both contracts will end their five (5) year term on September 30, 2020.

The draft Scope of Work is included with this item as Attachment A. The estimate for each of these contracts is approximately \$2,489,600 for a five (5) year term. The successful proposer(s) will have approximately 90 days from the date of award to purchase tow trucks. Both contracts are scheduled to begin on October 1, 2020. Staff recommends approval to release Request for Proposal (RFP) No. 20-1002323 for procurement of Freeway Service Patrol Beats 11 and 29; timely procurement will enable continued service on Beats 11 and 29 with no service interruption to the motoring public.

Entity: San Bernardino County Transportation Authority

Board of Directors Agenda Item
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Financial Impact:

This item is consistent with the Fiscal Year 2019/2020 Budget, 80% is funded by State FSP funds and 20% by Department of Motor Vehicle funds.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the General Policy Committee on February 12, 2020. SBCTA General Counsel, Procurement Manager and Risk Manager have reviewed this item and the draft RFP.

Responsible Staff:

Jenny Herrera, Management Analyst III

Approved
Board of Directors
Date: March 4, 2020

Witnessed By:

ATTACHMENT A
FREEWAY SERVICE PATROL

BEAT 11: I-10 FROM SIERRA AVENUE TO WATERMAN AVENUE
BEAT 29: I-10 FROM WATERMAN AVENUE TO COUNTY LINE ROAD

SCOPE OF WORK

1.0 Summary of Scope of Work

CONTRACTOR shall provide the rapid removal of disabled vehicles and those involved in minor accidents from the freeway. Each Beat shall require the appropriate number of Freeway Service Patrol (FSP) Certified Trucks:

Two (2) primary certified FSP tow trucks and one (1) certified back-up FSP tow truck.

The CONTRACTOR's FSP trucks shall be exclusively dedicated to providing FSP services during the designated hours of operation. All tow truck maintenance activities for the primary and back-up tow trucks shall be conducted during non-designated service hours.

CONTRACTOR's FSP Certified Tow Truck Drivers ("Driver or Drivers") shall assist motorists involved in minor accidents and those with disabled vehicles. When and where conditions warrant, service may take place on the freeway shoulders. Where conditions do not warrant, Drivers will remove the vehicles from the freeway to provide services pursuant to the Standard Operating Procedures (SOP) Manual. The Drivers shall continuously patrol their assigned Beat, respond to California Highway Patrol (CHP) dispatched calls for service, and use the designated turnaround locations and designated drop locations assigned by CHP.

The Drivers may be required to change flat tires, provide "jump" starts, provide one gallon of gasoline or diesel fuel, temporarily tape cooling system hoses, and refill radiators. These services are not all-inclusive. Where conditions permit, safe removal of small debris may also be required. The Drivers are to spend a maximum of ten (10) minutes per disablement in attempting to mobilize a vehicle.

If a disabled vehicle cannot be mobilized within the ten-minute (10) time limit, it shall be offered to be towed to a designated drop location identified by the CHP. The motorist can request the FSP Driver to contact the CHP Communications Center to request a CHP Rotation Tow or other services. A Driver shall not be allowed to tow as an independent CONTRACTOR from an incident that occurred during the FSP shift. This is only allowed after the shift is over and the CONTRACTOR is called as a Rotation Tow by CHP. If called as a Rotation Tow Operator after a FSP shift, the Driver must remove all FSP markings such as vests, uniforms and any sort of FSP signage

All FSP services shall be provided at no cost to the motorist. The Drivers shall not accept any gratuities, gifts or money to perform any other services, recommend secondary tows, or recommend repair/body shop businesses. The CONTRACTOR shall follow the SOP Manual. The CHP is responsible for the day-to-day field supervision of the FSP Program; therefore, policies and procedures are outlined in the SOP Manual. To promote a safe work environment and to maintain a high level of professionalism, the CONTRACTOR and their Drivers must follow the SOP Manual as this document and all updates will be incorporated into the CONTRACTOR's agreement. Please note that the SOP Manual is updated as needed, and that the CONTRACTOR is responsible to operate and adhere to the most recent version of the SOP Manual at all times.

There may be some instances where the Driver may be requested to provide assistance to CHP Officers in the field. When a CHP Officer in the field directs a Driver to complete a task, the Driver shall follow those directions provided, given the task does not endanger the Driver or the public and is within the Driver's skills and training. The Driver shall only advise the officer of the possible dangers. If the task is not within the FSP policy, an FSP CHP Officer should be notified of the incident. Drivers should not tell the CHP Officer they will not perform the task requested UNLESS they believe they are unable to perform the task safely. Afterwards, CHP will take the necessary steps to avoid future misunderstandings between the Officer and FSP.

At times, SBCTA and/or the California Department of Transportation (Caltrans) will have construction projects on the highways that may require Construction FSP. Typically this will take place along a highway segment that is a construction zone with no inside or outside shoulder areas, or the shoulders available are not wide enough to accommodate vehicles. SBCTA and Caltrans have an agreement under which these types of services can be provided. Days and hours may vary for each construction project and will typically take place during non-FSP hours.

CONTRACTOR or its designated management-level representative shall attend the required FSP Technical Advisory Committee (TAC) meeting every other month. The FSP TAC will encompass focused and informal/formal discussions concerning but not limited to: scope, services, schedule, and current progress of services, relevant cost issues, and future project objectives. CONTRACTOR shall be responsible for having a representative attend all meetings (FSP TAC meetings) who has the ability to make management-level decisions on the behalf of the CONTRACTOR while at the meeting. If the CONTRACTOR cannot have a management-level representative at a meeting, CONTRACTOR shall notify SBCTA and CHP at least two (2) business days prior to the meeting. Management-level attendance at these meetings shall be considered part of the CONTRACTOR's contractual responsibility. Meetings are scheduled for the entire calendar year; CHP provides the schedule via email.

Please refer to Contract Exhibit "C" for further details on violations and penalties.

2.0 Contract Representatives.

SBCTA, Caltrans, and the CHP will jointly oversee the FSP services (referred to, singularly or jointly, as “FSP Management”). CHP is responsible for dispatch services to incident locations within the tow truck's patrol limits, otherwise referred to as “Beats”. The dispatching will be done in accordance with the contract for the service. An SOP Manual will be provided to the successful CONTRACTOR explaining the types of incidents to which a Driver may be dispatched. Please note that this SOP Manual is updated as needed and that the CONTRACTOR is responsible to adhere to the most current version of the SOP Manual at all times. Also note that SBCTA’s contract with the successful Proposer(s) will incorporate the SOP Manual and any updates; thus, adhering to the SOP Manual is a contractual requirement.

3.0 Service Location.

The FSP operates on selected freeway segments referred to as “Beats”. Each Beat has specific turnaround locations and designated drop locations identified by the CHP. The limits are identified in the SOW.

SBCTA reserves the right, at any time during the contract's term, to adjust Beat specifications (length of the Beat for example) and Beat hours to better accommodate demand for the service. These changes can occur during the course of the contract through written permission (e.g., email). The CONTRACTOR may be requested by CHP to go beyond the limits of its assigned Beat area to assist a motorist in an adjacent Beat area. Drivers may be permitted to do this only upon CHP request. SBCTA reserves the right to add or delete holidays to the work schedule. Travel time to and from the Beat will be at the expense of the CONTRACTOR.

4.0 Equipment Requirements:

A. Tow Truck Requirements:

Primary FSP Tow Trucks will be exclusively dedicated to FSP services during the hours of FSP operations. They are not required to be exclusive during non-FSP hours.

The FSP Program will utilize, at a minimum, Class A tow trucks with a minimum gross vehicle weight rating of 14,000 pounds, dual wheel chassis, and four (4) ton recovery equipment rating. All trucks proposed for use in the FSP Program must be less than one (1) year old with a maximum of 50,000 miles and a clear, non-salvage title on the chassis and working parts of the truck. The truck must be free of any mechanical defects or physical damage at the onset of the contract. Lastly, the truck shall have seating capabilities for five (5) adults.

The CHP, in conjunction with SBCTA, will verify the original purchase dates to ensure compliance.

All FSP Tow Trucks must be Department of Transportation (DOT) compliant, as well as California Air Resources Board (CARB) compliant. This includes an engine that has been certified by CARB, as required by law in the State of California. Any tow truck that is utilized

for the FSP Program must comply with emission standards set forth by DOT and CARB, as well as all Local, State and Federal laws applicable to that truck, and as outlined in the RFP.

Prior to commencement of service, the CHP will inspect each tow truck designated for the FSP Program in San Bernardino County to ensure that it meets the tow truck specifications and to ensure that it meets or exceeds safety requirements. These inspections will occur prior to the start of service. Succeeding inspections will occur periodically as determined by the FSP CHP officers. Documentation of the vehicle identification number and successful completion of the inspection will be kept on file at the CHP office and CONTRACTOR's local office. Any unsafe, poorly maintained FSP Certified Tow Truck(s) or improperly equipped FSP Certified Tow Truck(s) shall not be allowed into service, and if discovered during the shift, shall be removed from service or repaired as directed by the CHP. The CONTRACTOR shall be fined three (3) times the hourly contract rate in one (1) minute increments for ALL service time lost. The CONTRACTOR will be required to have a FSP Certified Back-Up Tow Truck available for service during their FSP Beat(s) shift(s).

Please note that FSP Certified Back-Up Tow Trucks for existing FSP tow operator contracts with other FSP agencies (i.e., not with SBCTA) do not qualify as meeting the certified SBCTA FSP back-up truck requirement(s).

FSP tow trucks bearing the service patrol title, the FSP logo, and the vehicle identification number shall be painted all white (includes the hood, fenders, doors, boom and bed area). No trim will be allowed. Lettering shall be in block lettering and shall be no less than two inches by two inches and no greater than four inches in height. Lettering can **ONLY** be black in color and will be bold style parallel to the ground. Letters shall be placed on the lower body of the truck toward the cab. Names, phone numbers, advertising of any kind or any other lettering on the boom shall be prohibited during FSP operational hours. The overall look of the truck must be approved by CHP prior to service implementation; therefore, any questions regarding this policy is highly recommended to be discussed with the FSP CHP officers prior to implementing, as truck compliance with current State FSP standards is required. No other accessory equipment or signage (bumper stickers, employment advertisement, and so forth) shall be mounted or installed without prior FSP CHP officer approval. This includes but is not limited to brass, chrome wheel covers, window tint, etc.

Please refer to Contract Exhibit "C" for further details on violations and penalties.

SBCTA follows and relies on the policies and procedures set forth in the SOP Manual developed by the County of San Bernardino FSP CHP Program. Please note that the SBCTA FSP equipment list is subject to change at any time, and may be different from FSP Program equipment lists found in other counties. For the most updated SBCTA FSP equipment list, please refer to the latest SOP Manual.

Each FSP tow truck shall be equipped in accordance with the SOP Manual and shall include the following, please note that if a company decides to add on any of the OPTIONAL equipment, and is something CHP would test for proficiency, they will do so for every driver that is tested from that company:

1. Wheel lift towing equipment, with a minimum lift rating of 3,000 pounds. All tow equipment shall include proper safety straps.
2. Boom with a minimum static rating of 8,000 pounds.
3. Winch Cable - 8,000 pound rating on the first layer of cable.
4. Wire rope- 100 ft., 5/16-inch diameter, with a working limit of 3500 pounds.
5. Towing slings rated at 3,000 pounds minimum **OPTIONAL**
6. Two (2) Tow chains 3/8" alloy or OEM specs. J/T hooks assembly.
7. Rubber faced push bumper.
8. Mounted spotlight capable of directing a beam both front and rear.
9. Amber warning lights with front and rear directional flashing capability, with on/off switch in cab.
10. Public address system.
11. Power outlets ("hot boxes"), front and rear mounted, with outlets compatible to 12-volt booster cables.
12. Heavy duty, 60+ amp battery.
13. Radios with the ability to communicate with the CONTRACTOR's base office (Verizon).
14. Programmable scanners capable of scanning between the 39 and 48 MHz used by the CHP. Scanners need to be capable of scanning CHP Police frequencies, and must be mounted for safety concerns.
15. Suitable cab lighting.
16. Trailer hitch capable of handling a 1 7/8-inch ball and 2-inch ball.
17. One (1) 1 7/8-inch ball and one (1) - inch ball.
18. Rear work lights (4)
19. Safety chain D-ring or eyelet mounted on rear of truck.
20. Motorcycle Straps (2)
21. Diesel fuel in plastic jerry cans (5 gallons)
22. Unleaded gasoline in plastic jerry cans (5 gallons)
23. Safety chains min. 5 ft. min. 5/16" Alloy or OEM Spec. (2)
24. First aid kit (small 5" x 9") (1)
25. Fire extinguisher aggregate rating of at least
4 B-C units (1)
26. Pry bar - 36" or longer (1)
27. Radiator water in plastic container (5 gallons)
28. Sling crossbar spacer blocks **OPTIONAL** (2)
29. 4" x 4" x 48" wooden cross beam (1)
30. 4" x 4" x 60" wooden cross beam (1)
31. 24" wide street broom (1)
32. Square point shovel (1)
33. Highway flares 360 minutes min.
34. Cones 18" height, reflectorized with tape
35. Hydraulic Floor Jack: 2-ton AND
2-ton jack stand (1)
36. Wheel chock (1)
37. Four-way lug wrench (1 std.) (1)

38. Four way lug wrench (1 metric)
39. Rechargeable compressor or refillable air bottle,
hoses and fittings to fit tire valve stems, 100
psi capacity (1)
40. Flashlight and spare batteries or charger (1)
41. Tail lamps/stop lamps, portable remote
with extension cord (1 set)
42. Booster cables, 25 ft. long minimum,
3-gauge copper wire with heavy-duty clamps
and one end adapted to truck's power outlets (1 set)
43. Funnel, multi-purpose, flexible spout (1)
44. Pop-Up Dolly (with tow straps), portable for removing
otherwise un-towable vehicles (1)
45. Five (5)-gallon can with lid filled with clean absorb-all (1)
46. Empty trash can with lid (five gallon) (1)
47. Lock out set (1)
48. Safety glasses

Each FSP Certified Tow Truck will be required to have a toolbox with the following minimum number of tools/supplies. A tool kit for small equipment items is required. The list may be supplemented at the CONTRACTOR's option and expense.

49. Screwdrivers-
 - i. Standard-1/8", 3/16", 1/4", 5/16" (1 each, min.)
 - ii. Phillips head - #1 and #2 (1 each, min.)
50. Needle nose pliers (1)
51. Adjustable rib joint pliers, 2" min. capacity (1)
52. Crescent wrench - 8" (1)
53. Crescent wrench - 12" (1)
54. Four (4) lb. hammer (1)
55. Rubber mallet (1)
56. Electrical tape, roll (1)
57. Duct tape, 20 yard roll (1)
58. Tire pressure gauge (1)
59. Mechanic's wire (roll) (1)
60. Bolt cutters (1)

The Driver shall be required to complete a pre-operation shift inspection log of the vehicle as well as inventory of the required equipment prior to the start of each shift. An Inspection form, which is in the tablet FSP data collection software, shall be completed by the Driver prior to the start of each shift and be available for inspection by the CHP and/or SBCTA. Any equipment that is malfunctioning or missing must be replaced prior to the start of the shift. All equipment on the truck shall be secured.

Installation of FSP related equipment:

Upon execution of the contract, SBCTA will designate and cover the cost of the selected installer for the SBCTA FSP digital radio equipment and SBCTA's Automatic Vehicle Locator (AVL) equipment. SBCTA covers the initial cost of the FSP digital radio and the AVL equipment as well. Please note that SBCTA, along with the installer, must be able to access the required primary and back up FSP Tow Trucks no later than seven (7) business days prior to the start date of the Beat(s). No exceptions. If SBCTA is not able to access the required primary and back up FSP tow trucks and/or service truck by the seventh (7th) business day deadline, the CONTRACTOR shall be assessed a fine as detailed in Exhibit "C" of the contract.

At times, equipment such as an "outside speaker" or a handheld "mic," for example, may need to be replaced due to normal wear and tear. If SBCTA-provided equipment needs to be replaced due to normal wear and tear, SBCTA will provide the CONTRACTOR with replacement equipment at no charge. However, please note that if FSP-related equipment needs to be replaced due to negligence by the CONTRACTOR or any of its staff, including Drivers, the cost of the equipment and the installation expense will be deducted from the CONTRACTOR'S invoice/payment that same month or the following month (depending on when the incident occurred). CONTRACTORS, supervisors and Drivers are required to contact SBCTA and one of the FSP CHP officers immediately when any SBCTA FSP equipment is damaged, failing or has failed, and the CONTRACTOR will be provided with a replacement part by SBCTA or by one of the FSP CHP officers. If a replacement part is not immediately available, then the CONTRACTOR will be asked to have their "FSP Certified Back-Up Tow Truck" on the Beat to cover the shift.

With the written permission of SBCTA (email is allowed), the CONTRACTOR may install some replacement equipment (e.g., an "outside speaker" or a "mic") as long as the CONTRACTOR installs the equipment per SBCTA and SBCTA FSP standards. If a CONTRACTOR is given the authorization to install FSP-related equipment, and has any questions regarding "installation standards", the CONTRACTOR is to contact SBCTA or one of the FSP CHP officers for further instructions/information. If provided the authorization by SBCTA or FSP CHP, the CONTRACTOR must install equipment in the safest possible manner, and the installation of the equipment must comply with all FSP equipment guidelines and San Bernardino FSP installation standards for safety reasons.

Please note that equipment requirements are subject to change at any time. For the most updated equipment list, please refer to the latest SOP Manual.

B. FSP Certified Back-Up Tow Truck.

The CONTRACTOR shall be required to have one FSP Certified Back-Up Tow Truck available for each Beat during FSP service hours that is in full compliance with this Contract, unless otherwise authorized by SBCTA in writing. The FSP Certified Back-Up Tow Truck should be used when a primary FSP Certified Tow Truck is unavailable. The FSP Certified Back-Up Tow Truck shall meet the same requirements for equipment, set-up and color as a primary Certified FSP Tow Truck. It shall meet all the vehicle equipment specifications.

Please refer to Exhibit “C” of the contract for further details on violations and penalties. FSP Certified Tow Trucks are subject to inspections during FSP services hours and non-FSP service hours by CHP.

As noted above, Primary FSP Tow Trucks will be exclusively dedicated to SBCTA FSP services during the hours of FSP operations. However, FSP Certified Back-Up Tow Trucks are not required to be exclusive to the SBCTA FSP Program during FSP service hours and non-FSP service hours. If a FSP Certified Back-Up Tow Truck is needed to replace one of the primary FSP Certified Tow Trucks on Beat, the CONTRACTOR shall meet all Contract obligations as outlined, which includes the vehicle’s availability to work the Beat area within the 45 (forty-five) minute time period (after which point penalties begin to accrue).

C. Vehicle Breakdown and Other Missed Service.

A FSP Certified Back-Up Tow Truck must be in service on the Beat within 45 (forty-five) minutes of the time when a primary FSP Tow Truck is taken out of service for any reason. The CONTRACTOR shall not be paid for the time period that the contractually required trucks are not in service. If a vehicle is not made available within the 45 (forty-five) minute time period, the CONTRACTOR shall be fined three (3) times the hourly contract rate in one (1) minute increments until a FSP Certified Back-Up Tow Truck is provided. This 45 (forty-five) minute period prior to imposition of fines shall not apply to trucks removed from service for failure to meet specifications or safety requirements as set forth in paragraph A above, in which case fines shall begin immediately. If a FSP Certified Tow Truck is not ready due to a breakdown at the start of a shift, the fine time will be calculated from the start of the shift. If the entire shift is missed, the CONTRACTOR shall be fined for the entire shift at three (3) times the hourly rate. FSP Tow Truck maintenance shall be performed during non-FSP service hours.

In the event that a FSP Certified Back-Up Tow Truck is required to continue the shift, the Driver must complete a new inspection worksheet and mileage log prior to the commencement of driving the tow truck and notify one of the FSP CHP Officers/Supervisors immediately. In addition, the Driver must indicate in the “notes” section of the Tablet Computer (per 4.0 E., below) that they have switched to a FSP Certified Back-Up Tow Truck.

In addition, failure to have a FSP Certified Back-Up Tow Truck Driver available is not an allowable excuse for failing to have a FSP Certified Back-Up Tow Truck on the Beat within the 45 (forty-five) minute time period.

Please refer to Contract Exhibit “C” for further details on violations and penalties.

Please note: Existing FSP tow operator contracts with the Riverside County Transportation Commission (RCTC) or any other FSP service do not qualify as meeting the back-up requirement noted above.

D. Vehicle Identification.

It shall be the Driver’s sole responsibility to place detachable FSP markings on each vehicle during the service hours and to remove or cover the FSP markings immediately upon

completion of each shift. SBCTA will supply each CONTRACTOR with the appropriate number of detachable markings for each Beat(s). If a marking is lost or damaged, the CONTRACTOR shall be responsible for the cost of the replacement markings. All FSP markings shall be returned immediately at the termination of the contract. The cost of any item or equipment supplied by SBCTA, Caltrans or CHP that is not returned shall be deducted from the CONTRACTOR's final payment.

FSP markings as well as vehicle numbers shall be required on both sides of all FSP tow trucks and FSP service trucks. The detachable markings (magnetic or other forms of FSP signage) provided by SBCTA must be placed on the center of both doors (driver and passenger doors) of the vehicle. The Driver shall be required to keep the title and logos clean, straight and in readable condition throughout the service patrol's operation. The CONTRACTOR is also required to keep all FSP-related signage completely flat, clean, out of direct sunlight and out of public view when being stored.

E. Communications Equipment.

Each FSP vehicle shall be equipped with various communication devices that will enable the Driver to communicate with the CHP Communications Center and FSP CHP Officers. All vehicles shall be equipped with an AVL system, radios, and handheld Tablet Computers for data collection. The AVL system, radio system, and handheld Tablet Computers shall be purchased, owned, supplied, and installed by SBCTA only. SBCTA shall select the equipment installation vendor.

The CONTRACTOR shall be responsible for maintaining the security of the SBCTA-owned vehicle communication equipment. The CONTRACTOR shall be liable for any damage other than normal wear and tear to the communication equipment. The CONTRACTOR shall also be liable for the full replacement value of the communication equipment installed in the trucks while in the care, custody and control of the equipment. SBCTA shall pay for repair of normal wear and tear to equipment. However, SBCTA will deduct from CONTRACTOR's monthly invoice, any repair fees and/or the full replacement cost of any SBCTA equipment damaged or altered due to CONTRACTOR's improper use or negligence. SBCTA-supplied vehicle equipment shall be returned immediately (within one to three business days – pursuant to direction by SBCTA FSP staff) upon contract termination. The cost of any equipment not returned shall be deducted from the CONTRACTOR's final payment.

Programmable scanners capable of scanning between the 39 and 48 MHz used by CHP shall be supplied by the CONTRACTOR and shall be installed and securely mounted in all FSP Certified Tow Trucks by the CONTRACTOR.

The CONTRACTOR is also required to use Push to Talk Plus for Verizon Wireless (or equivalent direct connect device that will pair with Verizon Push to Talk Plus CHP devices). ***Special Note: If you are considering purchasing something else other than a Verizon Push to Talk Plus device, please confirm with SBCTA and/or CHP as to whether or not the device will be compatible with existing CHP equipment. Equipment purchased for the FSP Program must be compatible with FSP CHP officer devices which are currently Verizon Push to Talk Plus devices*** in order to facilitate proper communication with the CHP

Communications Center and FSP CHP field supervisors. Verizon phones shall be purchased, owned, maintained, and paid for by the CONTRACTOR. The CONTRACTOR will also be responsible for all operating costs of the Verizon cell phones. In addition, Drivers are not permitted to take pictures or video, or to capture any other images while performing FSP duties during FSP operational hours, or capture any FSP-related images during non-FSP service hours. These actions will not be tolerated and a Driver that is found doing this will not be permitted to work in the FSP Program. Drivers are not permitted to download or share any data or images related to the FSP Program. If any FSP-related data or images are found on any social media outlet or networks not authorized by SBCTA, the driver or drivers associated with the incident will be removed from the program.

Data input to the Tablet Computer shall not be allowed while the vehicle is being operated/driven. Use of other devices, such as cellphones, while driving/operating a vehicle is subject to California State Law.

The FSP vehicles shall be equipped with a public address system. The public address system shall have the capability to audibly transmit instructions from the cab of the FSP vehicle to the motorist of the disabled vehicle when the FSP vehicle is directly to the rear of the disabled vehicle.

The CONTRACTOR shall purchase and maintain a computer workstation (not a laptop) with high speed internet access and email to communicate with SBCTA, staff, and FSP CHP officers. Please note email is the primary means by which FSP Management (SBCTA, CHP, and Caltrans) communicate various operations messages. It is essential that a representative of the CONTRACTOR check the email daily.

It is the CONTRACTOR's responsibility to ensure that all Tablet Computers are operational at all times. The exterior protective case of the Tablet Computer shall be cleaned regularly, and the screen protector shall be inspected for functionality and serviceability. **Damaged/Worn items shall be reported to SBCTA within three (3) hours of identification of a problem.** All Tablet Computers must be kept in a secure location. Tablet Computers shall not be left in any tow or service truck during non-FSP operational hours. During FSP operational hours, Tablet Computers must be with the Driver in their FSP Tow Truck; at all other times, Tablet Computers must be connected to a battery charger in the designated secure workstation of the CONTRACTOR'S facility. Any other location is not permitted.

CONTRACTOR shall immediately report any issues with the Tablet Computers to SBCTA or the FSP CHP Officers. CONTRACTOR is responsible for ensuring its Tablet Computers are operating at all times.

The CONTRACTOR shall provide SBCTA, FSP CHP Officers, and their designees, access to the Tablet Computers at any time during the course of the contract. If upon inspection SBCTA determines that the Tablet Computers are not being properly charged/stored, the CONTRACTOR will be subject to fines as outlined in Exhibit "C" of the Contract.

The CONTRACTOR shall provide a quarterly inspection report to SBCTA indicating the status of all equipment. SBCTA will provide the quarterly report submittal form to the CONTRACTOR. Accurate completion and timely return of this form is a contract requirement.

F. Equipment Modifications

Modifying FSP communication/tracking equipment so that it does not function properly to SBCTA's specifications, is disconnected, or is moved (without FSP Management authorization) from its original installed location is strictly prohibited. This includes, but is not limited to: breaking evidence tape/connection sealer on equipment connections, cutting wires or cable, moving mounted equipment (speakers, microphones, antennas, etc.), rerouting any wiring, not putting radio equipment back in its original installed location, disconnecting any connectors, etc. Interfering with the operations of the equipment is strictly prohibited.

If modification and/or interference is suspected, SBCTA shall conduct an inspection of the equipment on/near the Beat area or the vehicle may be sent to a designated location determined by SBCTA. CONTRACTOR shall not access the AVL equipment in any way until SBCTA has arranged an inspection.

- 1) If any alterations are found with AVL-related equipment owned by SBCTA, the CONTRACTOR shall be fined, at a minimum, two complete FSP shifts (7 - 9 hours) at three (3) times the hourly penalty rate. The final penalty shall be determined and assessed by FSP Management.
- 2) SBCTA shall designate the AVL installer and technician that to review and repair the AVL systems.
- 3) In the event of alterations, CONTRACTOR is responsible for any expenses, including but not limited to transportation, labor, repair, and replacement, incurred to repair the AVL equipment/system for the SBCTA FSP tow operations. Costs incurred to repair and document the equipment will be deducted from payment of the CONTRACTORS monthly invoice.

Please refer to Contract Exhibit "C" for further details on violations and penalties.

5.0 Drivers.

All Drivers shall be required to have a safe driving record and valid California Class C driver's license. All Drivers shall be at least 18 years of age at the time of background check. All Drivers shall be subject to driving record and criminal background checks through the CHP.

FSP Driver Certification Requirements

The following are required to be completed before the issuing of a California Tow Truck FSP driver Certificate DL64:

1. CHP 234F Form (Tow FSP Driver/FSP Driver Information) submitted to CHP.

2. Successfully pass a driving record and criminal history check.
3. Pay all processing fees.
4. Submit to fingerprinting.
5. Successfully pass a CHP-administered Proficiency Test.
6. Complete a SHRP 2 /TIMS training course and provide a certificate of completion.
7. Attend and pass a FSP driver certification class.
8. Obtain a Medical Examiner's Certificate (MEC) MCSA-5875.
9. Issued a FSP Driver Identification Card.
10. Successfully complete ten (10) shifts of ride-a-longs with an approved FSP driver trainer.

Drivers shall be sufficiently experienced in the tasks of tow truck operations and proficient with all required FSP equipment to provide safe and proper service. Drivers from other FSP service areas will be evaluated by the CHP on a case-by-case basis. All Drivers must be capable of demonstrating their tow operating abilities prior to formal CHP training. Additionally, the Drivers will be required to exercise good, sound judgment in carrying out their duties.

The CONTRACTOR's Drivers shall be required to inform the CHP Communications Center at any time he/she leaves the assigned Beat, whether to replenish expendable items such as gasoline or fire extinguisher, to take breaks, etc. The Driver shall be required to immediately notify the CHP Communications Center upon a tow truck breakdown.

Each Driver shall be responsible for accurately entering the following into their Tablet Computer:

- Inspection worksheet prior to the commencement of driving the tow truck/service truck. This should be completed at the tow yard, prior to leaving the yard and driving to the Beat.
- Log of mileage prior to commencement of driving the tow truck/service truck on the Beat. This should be completed in a safe location at or near the Beat location, prior to beginning the shift.

The Driver shall also be required to complete an assist record, on the Tablet Computer, for each incident.

Driver will be required to utilize a Tablet Computer to input the mileage log, inspection worksheet, and each assist, which will include location, vehicle make, model, license number, type of assistance provided, etc. Driver will be trained to use the Tablet Computers to enter accurate data using SBCTA data collection software.

Other important forms Driver must complete and turn in when assisting motorists are the Liability Release Forms and the Damage Release Forms. It is critical these forms are completed in a clear and accurate manner and returned to SBCTA as quickly as possible and no longer than thirty (30) business days from the date of the assist. Any CONTRACTOR who fails to complete and turn in these required forms may be subject to penalties as outlined in Exhibit "C" of the contract.

The CONTRACTOR is required to participate in the California Department of Motor Vehicles DMV Pull Notice Program.

If a Driver is convicted of a crime listed in California Public Resources Code Section 5164 or California Vehicle Code 13377, the CONTRACTOR may be required to remove that Driver from the FSP program. If a Driver is charged with any such crimes, the CONTRACTOR may be required to suspend that Driver from duties under this Contract pending the outcome of the criminal case. If the Driver is not convicted, or is ultimately convicted of a lesser crime not described above, CHP may direct SBCTA to have the CONTRACTOR remove that Driver from the duties under the FSP program.

Mandatory CHP refresher training classes/meetings shall be scheduled during non-FSP hours. A minimum of four (4) hours refresher training per year is required. The SBCTA FSP Program conducts a one hour refresher training class/meeting each quarter, for a total of four hours of on-going training each year. CONTRACTOR shall pay all Drivers and Back-Up Drivers for attendance at the required training.

As required by California Vehicle Code Sections 2430.5 and 2431, all applicants and owners are required to have a driver's license and criminal history check. After CHP receives and accepts a completed CHP 234F, CHP will perform a driver's license and criminal history check. CHP will perform background checks ONLY upon acceptance of a CHP 234F.

The driver's license check will consist of confirming that the applicant has a valid driver's license and the applicant's point count is within standards set forth in the SOP.

The criminal history check will consist of a preliminary background check to determine whether the applicant meets the criteria for a Driver Certificate, as outlined in California Vehicle Code Section 13377 and the FSP contract.

If the applicant passes the preliminary check, then the applicant shall submit to fingerprinting to complete the background check at the CONTRACTOR's expense.

In addition, SBCTA and/or CHP may, in their sole discretion, require a CONTRACTOR to replace any Driver or potential Driver who is determined not to be a suitable representative of the FSP Program to the public based on the background check or any other reason.

Driver Equipment.

CONTRACTOR is responsible for providing Drivers with specified uniforms, black protective toe boots, nameplates, and other equipment. The equipment includes navy blue jump suits or shirts and pants. If coveralls are worn, they shall have a collar with a zipper. Optionally, drivers may wear a standard navy blue (long-sleeve only) uniform shirt, with a fluorescent orange (must be only 2.5" wide) trim, with a ½" silver reflective tape down the middle. This allowed reflective tape must be on both sleeves as indicated in the updated contractor exhibit. The only approved trim color is fluorescent orange with a ½ " silver reflective tape in the middle. The fluorescent tape cannot be wider than the allowed 2.5" wide. All uniforms shall be clean, properly maintained, and replaced whenever excessively worn.

A detachable brass or gold nameplate shall be worn with the first initial of the first name and full last name. Letters shall not exceed ½ inch tall; nameplate must be approved by a FSP CHP officers. The nameplate shall be worn above the right chest pocket on the vest.

A safety vest with reflective stripes shall be worn; SBCTA will supply vests. A small FSP logo patch shall be sewn on the front of the safety vest over the left front pocket of the uniform, and a small FSP logo patch shall be sewn on the left sleeve of the vest. A large FSP logo patch shall be sewn across the middle portion of the back of each safety vest. SBCTA will supply vests to the CONTRACTOR with the FSP logo patches already sewn on per CHP's required patch placement locations. The brass or gold nameplate with the Driver's first initial of first name and full last name shall be displayed on the front of the safety vest over the right front pocket. **The CONTRACTOR is responsible for obtaining FSP CHP officer approval of the Driver nameplates, and the CONTRACTOR is responsible for the purchase and placement of the Driver nameplate.** An FSP logo patch is not required to be sewn on the navy blue Driver uniform.

All Drivers shall wear black work boots with protective (steel or composite) toe.

During cold weather, a navy blue jacket may also be worn at the Driver's option, if it meets all the uniform specifications. The CONTRACTOR and/or the Driver may contact CHP for any uniform questions.

Rain gear shall be waterproofed material, navy blue or yellow in color.

Hats, if worn, shall be baseball type cap, navy blue in color. An "FSP" logo patch may be sewn on the hat above the brim. No other logos/names shall be accepted. A beanie may also be worn which must be navy blue in color and worn only with a jacket or long sleeve shirt under the vest. A picture of the uniform is provided toward the end of this scope of work.

CONTRACTOR should refer to the most current SOP Manual in making sure it is following the most recent Driver equipment requirements.

6.0 Local Office.

The CONTRACTOR shall provide a local office for contract administration purposes. This office shall be staffed by either the CONTRACTOR or its representative, who is authorized to conduct business and make decisions on behalf of the CONTRACTOR. The office shall have business hours coinciding with CONTRACTOR's Beat(s) hours of operation. Through the Proposal document shown in section 7.0 of the Scope of Work, Contractor Representative Form, the CONTRACTOR shall designate representatives who will be available at the office during hours of operation to make decisions on behalf of the CONTRACTOR. The office shall be established within close proximity to the CONTRACTOR's Beat(s) and shall be located in Riverside, San Bernardino, Los Angeles or Orange Counties. A FSP Certified Back-Up Tow Truck and a FSP Certified Back-Up Tow Truck Driver must be available within a 45 minute request regardless of the CONTRACTOR's office location.

The CONTRACTOR shall also provide telephone, scanner and email through which he/she, or a responsible representative authorized to conduct business and make decisions on behalf of the CONTRACTOR, can be reached during the non-service hours of operation for the length of the contract. During non-business hours, an answering machine, provided at the CONTRACTOR'S expense, shall be available to log calls, take complaints, etc. An email address that is monitored daily shall be provided for "noticing" purposes during operational and non-service hours. The CONTRACTOR will be responsible for having a company representative monitor and review messages/notices on a daily basis and respond in a timely manner. Please see Exhibit "C" of this contract for penalties associated with failure to respond to communications from CHP and/or SBCTA.

7.0 Beat Descriptions.

SAN BERNARDINO COUNTY FREEWAY SERVICE PATROL

BEAT DESCRIPTIONS

Beat #	Beat Description	One-Way Length in Miles	# Primary FSP Trucks in both AM and PM	# FSP certified Back-Up Tow Trucks
11	I-10 Sierra Avenue to Waterman Avenue	9.04	2	1
29	I-10 Waterman Avenue to County Line Road	7.30	2	1

All Beats are currently scheduled to operate from 5:30 a.m. to 9:00 a.m. and from 2:00 p.m. to 7:00 pm (Monday through Thursdays). On Fridays, the PM shift begins at 12:00p.m. to 7:00p.m.

Both Beats require two (2) Primary FSP Certified Tow Trucks and one (1) Primary FSP Certified Back Up Tow Truck available during all FSP operational service hours.

Beats and 11 and 29 shall participate in SBCTA’s weekend service pilot. CONTRACTOR shall deploy one (1) FSP truck in the field Saturdays and Sundays from 10:00 a.m. to 6:00 p.m.

SBCTA reserves the right to change Beat operating times and operational requirements (i.e., length of Beat) during the course of the Contract.

Please refer to Attached Map of Beat areas

“Extra Work” for emergency coverage may be assigned for any of the nine (9) SBCTA FSP service areas:

1. Beat 5: SR-60 from Milliken Avenue to Reservoir Street (LA County line)
2. Beat 9: I-10 from Indian Hill Street (LA County line) to Haven Avenue
3. Beat 10: I-10 from Haven Avenue to Sierra Avenue
4. Beat 11: I-10 from Sierra Avenue to Waterman Avenue
5. Beat 14: I-215 from the Riverside County line to Devore Road
6. Beat 23: I-15 from the Riverside County line to Sierra Avenue
7. Beat 29: I-10 from Waterman Avenue to County line Road (Riverside County line)
8. Beat 27: I-15 from Sierra Avenue to Oak Hill Road
9. Beat 31: I-210 from the Los Angeles County line to Citrus Avenue

Beats 11 and 29 are the priority Beats for this contract, which means that should a primary truck go down; the “Extra Work” Beat truck shall be deployed back to the primary Beat. SBCTA shall evaluate all travel times made from the “Extra Work” Beat to the primary Beat in a penalty time situation on a monthly basis. Final penalty determination shall be made by CHP and SBCTA.

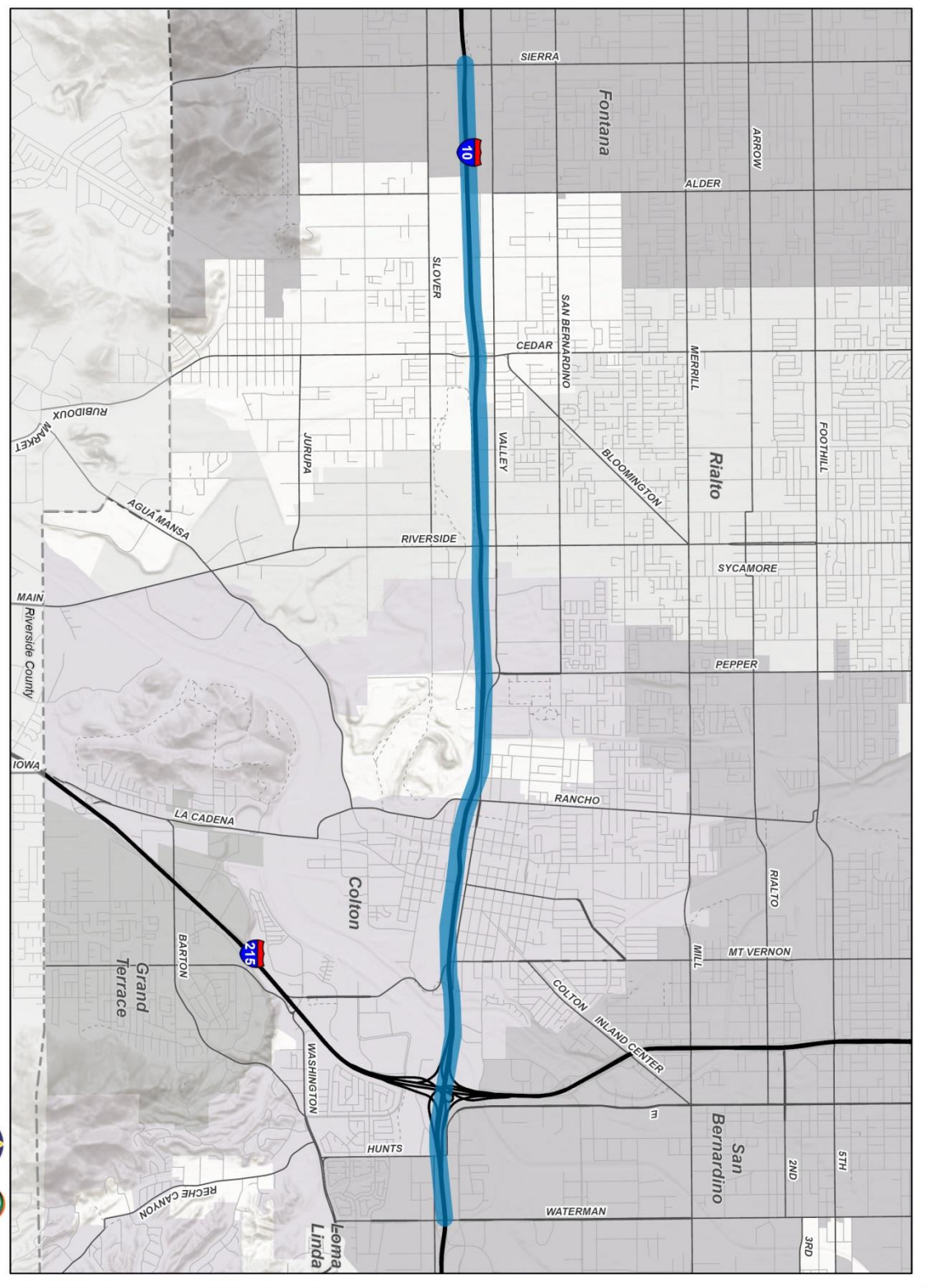
The contractor shall hold to all required standards about truck image and maintenance for the FSP Certified Back-Up Tow Truck being used during “Extra Work”, as CHP shall retain all

rights to inspect and put the trucks out of service for non-compliance. Penalties shall still apply. In the event that the “Extra Work” Beat truck must be sent to cover the primary Beat, no penalty time shall be assessed for not having that back-up truck on the “Extra Work” Beat.

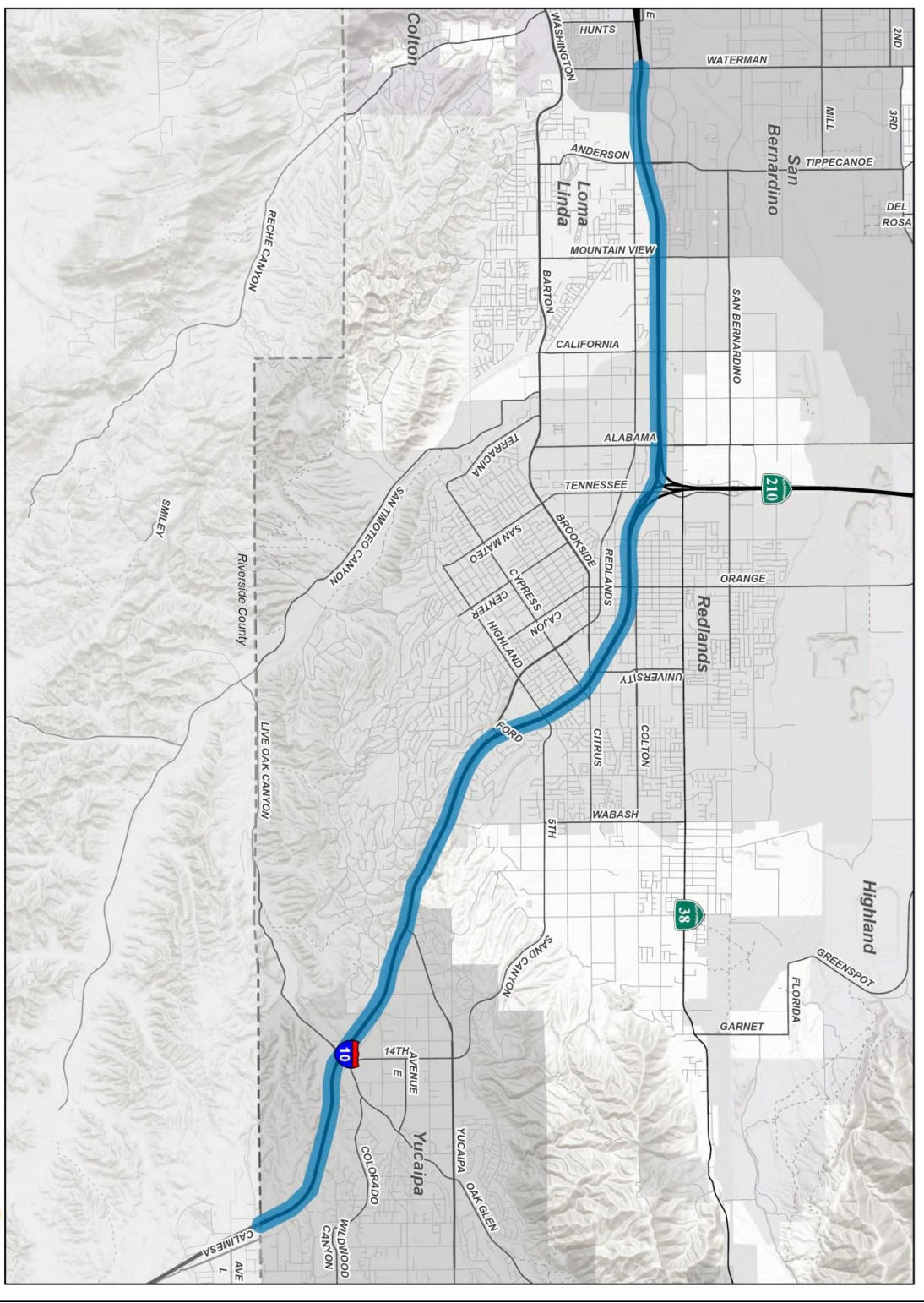
SBCTA reserves the right to change Beat hours and operational requirements during the course of the Contract. Written notice from SBCTA shall be required for commencement and termination of “Extra Work”.

Freeway Service Patrol - Beat 11: I-10 from Sierra Ave. to Waterman Ave.

Figure 8: FreewayServicePatrolBeat_200714_CMAA_0720208



Freeway Service Patrol - Beat 29: I-10 from Waterman Ave. to County Line Rd.



Attachment: FSP Beat 11 and Beat 29 SOW (6484 : Release of Request for Proposal No. 20-1002323 for FSP Beats 11 and 29)

8.0 FSP Holidays.

PRELIMINARY LIST OF FREEWAY SERVICE PATROL HOLIDAYS

Services are to be provided Monday through Friday at the hours designated in the Contract with the exception of the following holidays:

1. Martin Luther King, Jr. Day (Monday)
2. Presidents' Day (Monday)
3. Memorial Day (Monday)
4. Independence Day (July 4 - varies)
5. Labor Day (Monday)
6. Veterans Day (varies)
7. Thanksgiving Day (Thursday)
8. Day after Thanksgiving (Friday)
9. Christmas Day (December 25 - varies)
10. New Year's Day (January 1 – varies)

Approximate total ANNUAL service hours per vehicle per year: estimated to be 2,108 hours Monday through Friday for Beat 5, and an estimated 2,908 hours Monday through Sunday for Beat 27.

In addition to the above service hours, at the discretion of SBCTA and the CHP, additional service may be requested on certain "high traffic days" prior to or following certain holidays (e.g., July 4th, Labor Day, Sunday following Thanksgiving Day, Memorial Day). SBCTA may also alter the schedule to accommodate "summer traffic." CONTRACTORS will be notified at least one week prior when FSP service hours are altered due to when certain holidays fall on the calendar. Each year could be different. Please note that FSP service hours can be altered for other unforeseen purposes as well.

9.0 FSP UNIFORM REQUIREMENTS



Attachment: FSP Beat 11 and Beat 29 SOW (6484 : Release of Request for Proposal No. 20-1002323 for FSP Beats 11 and 29)

STRIPE EXAMPLES:



Minute Action

AGENDA ITEM: 9

Date: *March 4, 2020*

Subject:

State Route 60 Central Avenue Interchange City Funding Agreement Amendment, Caltrans Construction Cooperative Agreement and Authorize Release of Invitation for Bids

Recommendation:

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

A. Approve Amendment No. 3 to Cooperative Agreement No. R14050 with the City of Chino (City) for the State Route 60 (SR 60) Central Avenue Improvement Project to update the total project cost and revise the termination date to align with project completion. The updated total cost estimate is \$33,649,197 with an increase in receivable contribution from the City in the amount of \$1,184,051, for a total receivable contribution of \$20,053,528 for the City's share of the project, and an increase of Measure I Valley Interchange Program funds of \$759,573 for a total of \$13,595,669.

B. Approve Cooperative Agreement No. 19-1002121 with the California Department of Transportation for the Construction Phase of the SR 60 Central Avenue Interchange Project which specifies roles, responsibilities, and funding between the two agencies including specifying San Bernardino County Transportation Authority as the implementing agency for construction and responsible for locally funding the project costs.

C. Authorize the Executive Director or designee to release Invitation for Bids No. 19-1002196 for construction of the SR 60 Central Avenue Interchange Project, subject to approval as to form by General Counsel and approval of the Plans, Specifications, and Estimates package.

Background:

The State Route (SR 60) Central Avenue Interchange Project (Project) will improve local traffic circulation and freeway access for the City of Chino and the region by widening the existing bridge and providing ramp improvements.

On June 4, 2014, the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) approved Cooperative Agreement No. R14050 (15-1001091) with the City of Chino (City) setting out the roles, responsibilities, and funding shares for the SR 60 Central Avenue Interchange Project. According to the agreement, SBCTA would lead project delivery, including acquisition of Right-of-Way (ROW) and construction, and the City would provide oversight. SBCTA and the City based the total estimated Project cost of \$20,591,000 on a concept design and the latest costs for materials and labor in 2014. Total project costs, with the exception of Project Management costs, are shared using a ratio of 41.2% public share (SBCTA) and 58.8% development share (City). Since the approval of Cooperative Agreement No. R14050, an environmental and engineering services contract was approved in 2015, and project development activities began.

In November 2017, Cooperative Agreement No. R14050 was amended to clarify the roles and responsibilities of each agency with respect to ROW acquisition and to allow SBCTA to condemn property as needed to construct and manage the Project. In January 2019, an amendment to the cooperative agreement was taken to the Board to adjust the cost to cover key

Entity: San Bernardino County Transportation Authority

scope changes that were not contemplated in the original cooperative agreement. These changes included the addition of a third lane to both on-ramps, changes to the on-ramp retaining walls, mainline improvements, bridge aesthetics, landscaping, and much larger stormwater treatment facilities.

Amendment No. 3 to Cooperative Agreement No. R14050 would again adjust costs based on several factors which include additional engineering work to address final changes to the project design and appropriate construction estimate updates, based on the latest engineer's construction cost estimate. Construction cost increases are attributed to adjustments to final item quantities and unit prices, updates of the aesthetic and architectural features of the project, and changes to some structural features of the project. Lastly, the amendment includes a nominal increase in project management costs to account for anticipated coordination required with the California Department of Transportation (Caltrans) Three Bridges Improvement Project. The cost increase reflected in this amendment is \$1,943,624 (\$1,184,051 from the City and \$759,573 from SBCTA).

The Measure I share of the project cost exceeds the estimate contained in the 10-Year Delivery Plan by \$687,000. Depending on the final cost of the project and other projects within the Interchange Program, this could result in a need for cash flow borrowing to support the Interchange Program in advance of the next planned bond issuance and increased bonding costs or restrictions in the Interchange Phasing Program. Staff will continue to monitor Program costs and revenue for potential long-term impacts.

As the project is nearing completion of the design and ROW phase and preparing for advertising for construction, a construction cooperative agreement with Caltrans is required to define roles, responsibilities, and funding commitments of each agency before starting on this phase. Under Construction Cooperative Agreement No. 19-1002121, SBCTA would be the implementing agency for construction and would fund the project in accordance with Cooperative Agreement No. R14050, and Caltrans will provide oversight at no cost to SBCTA. This Caltrans Cooperative Agreement does not have a direct financial impact as it is neither a payable nor receivable agreement. Costs for Department Furnished Materials will be included in the future construction administrative contract and is typically recommended for authorization when the future construction contract is brought to the Board for approval. Staff is recommending approval of Construction Cooperative Agreement No. 19-1002121 with Caltrans so the project may proceed to the construction phase once the design is approved.

The 100% Plans, Specifications, and Estimates (PS&E) package has been submitted to Caltrans for final review and their approval is anticipated within the next month along with required project certifications for ROW and design. An Invitation for Bids (IFB) has been prepared based on this PS&E package. Staff is recommending that the Board authorize the Executive Director or designee to advertise the construction contract for the project through the release of IFB No. 19-1002196 subject to approval as to form by General Counsel and final approval of the PS&E package. The project can then be advertised for construction with an anticipated award of a construction contract to be brought to the Board for approval in Spring 2020 and construction can start by mid-2020.

Board of Directors Agenda Item

March 4, 2020

Page 3

In order to maintain the schedule, staff will proceed directly to Board for construction contract award without prior Metro Valley Study Session review to award the contract as soon as possible.

Staff recommends approval of all three recommendations.

Financial Impact:

This item is consistent with the Fiscal Year 2019/2020 Budget under Task No. 0830 Interchange Projects, Sub-Task No. 0893 SR 60 Central Avenue Interchange.

Reviewed By:

This item was reviewed and recommended for approval (15-0-0) with a quorum of the Board present at the Board of Directors Metro Valley Study Session on February 13, 2020. SBCTA General Counsel, Procurement Manager, and Risk Manager have reviewed this item and drafts of the agreements.

Responsible Staff:

Paula Beauchamp, Director of Project Delivery and Toll Operations

Approved
Board of Directors
Date: March 4, 2020

Witnessed By:

AMENDMENT NO. 3 TO AGREEMENT NO. R14050

FOR

**PLANNING, PROJECT REPORT AND ENVIRONMENTAL DOCUMENT,
PLANS, SPECIFICATIONS AND ESTIMATES (PS&E), RIGHT OF WAY (ROW),
AND CONSTRUCTION PHASES FOR THE INTERCHANGE AT CENTRAL
AVENUE AND STATE ROUTE 60 IN THE CITY OF CHINO**

(CITY OF CHINO)

THIS AMENDMENT No. 3 (AMENDMENT) is made and entered into by and between the San Bernardino County Transportation Authority (SBCTA) and the City of Chino (CITY). AUTHORITY and CITY may be collectively referred to herein as PARTIES.

RECITALS

- A. PARTIES entered into Cooperative Agreement No. R14050 (AGREEMENT) on July 15, 2014 to delineate roles, responsibilities, and funding commitments relative to the Project Management, Planning, Environmental, PS&E, ROW, and Construction activities of the Interchange at Central Avenue and State Route 60 in the City of Chino (PROJECT); and
- B. On November 29, 2017, PARTIES amended AGREEMENT to authorize SBCTA to acquire properties needed for PROJECT by Eminent Domain if necessary and require CITY to accept conveyances of PROJECT acquired right of way within CITY's jurisdictional boundaries conveyed by AUTHORITY; and
- C. On February 7, 2019, PARTIES amended AGREEMENT to adjust total estimated cost of PROJECT to \$31,705,573; and
- D. Estimated total cost of PROJECT has increased by \$1,943,624 from \$31,705,573 to \$33,649,197; and
- E. PARTIES desire to amend AGREEMENT to define funding responsibilities for the estimated cost increase of PROJECT.

IT IS THEREFORE MUTUALLY AGREED TO AMEND THE AGREEMENT AS FOLLOWS:

- 1. Replace Revised Attachment A in its entirety with the attached Revised Attachment A.1.
- 2. Revise Paragraph B of Section I in its entirety to read as follows:

“B. AGREEMENT shall terminate upon completion of the Parties’ obligations associated with the PA/ED, PS&E, ROW, and Construction phases described herein. The indemnification provisions shall remain in effect until terminated or modified, in writing, but mutual agreement. Should any claims arising out of PROJECT be asserted against CITY and/or AUTHORITY, AGREEMENT shall be extended until such time as the claims are settled, dismissed or paid.”

- 3. The Parties understand that PROJECT costs provided in this Amendment No. 3 is an estimate and there is a potential for cost increases or decreases. If a cost increase becomes apparent, PARTIES agree to work in good faith to amend AGREEMENT.
- 4. The recitals of this Amendment No. 3 are incorporated into AGREEMENT by reference.
- 5. All other provisions of AGREEMENT, and amendments thereto, shall remain in full force and effect and are incorporated into this Amendment No. 3.
- 6. This Amendment No. 3 is effective on the date signed by AUTHORITY.
- 7. This Amendment No. 3 may be signed in counterparts, each of which shall constitute an original.

-----SIGNATURES ON THE FOLLOWING PAGE-----

Attachment: 15-1001091-03 (6467 : SR 60 Central Ave IC Construction Coop with Caltrans and Release of IFB)

IN WITNESS WHEREOF, the PARTIES have duly executed this Amendment No. 3 below.

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

CITY OF CHINO

By: _____
Darcy McNaboe
President, Board of Directors

By: _____
Matthew Ballantyne
City Manager

Date: _____

Date: _____

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: _____
Julianna Tillquist
General Counsel

By: _____
Fred Galante
City Attorney

APPROVED AS TO CONTENT:

By: _____
Amer Jakher
Director of Public Works

ATTEST:

By: _____
Angela Robles
City Clerk

Attachment: 15-1001091-03 (6467 : SR 60 Central Ave IC Construction Coop with Caltrans and Release of IFB)

Revised Attachment A.1

PROJECT DESCRIPTION

AUTHORITY and CITY propose to widen the existing SR-60 Central Avenue Bridge Overcrossing, widen both eastbound and westbound on-ramps to two general purpose lanes and one High Occupancy Vehicle Lane preferential lane, construct retaining walls along both eastbound and westbound on-ramps, construct stormwater facilities, and replacement landscaping.

PROJECT FUNDING TABLE

Public Share: 41.2%

Nexus Development Impact Fee Share (DIF, "Development Share"): 58.8%

Local Jurisdictional Split of the DIF Share between Chino, San Bernardino County, and Montclair.

Public Share is AUTHORITY's contribution. Development Share is CITY's contribution.

Phase	Estimated Cost	Public Share	Development Share
Project Study Report	\$444,500	\$183,134	\$261,366
Project Report and Environmental Approval	\$637,999	\$262,856	\$375,143
Plans, Specifications, and Estimates	\$1,898,356	\$782,123	\$1,116,233
Right of Way Acquisition	\$711,023	\$292,941	\$418,082
Construction & Construction Management	\$28,975,319	\$11,937,831	\$17,037,488
Landscape Maintenance	\$332,000	\$136,784	\$195,216
AUTHORITY Project Management	\$650,000	\$0	\$650,000
TOTAL	\$33,649,197	\$13,595,669	\$20,053,528

PROJECT SCHEDULE

Milestones	Estimated Completion Date
Environmental Approval	January 2018
Plans, Specifications, and Estimates Approval	April 2020
Right of Way Certification	April 2020
Construction Start	July 2020
Completion for Beneficial Use and Begin One-Year Landscape Plant Establishment	January 2022
Begin Four-Year Landscape Maintenance	January 2023

General Contract Information

Contract No: 19-1002121 Amendment No.: _____ Sole Source? N/A
 Vendor No.: 0450 Vendor/Customer Name: Caltrans
 Description: SR 60 Central Construction Cooperative Agreement
 Estimated Start Date: 03/04/2020 Expiration Date: 03/04/2025 Revised Expiration Date: 12/31/2039
 List Any SBCTA Related Contracts Nos.: _____

Dollar Amount						
Original Contract	\$	-	Original Contingency	\$	-	
Prior Amendments	\$	-	Prior Amendments	\$	-	
Current Amendment	\$	-	Current Amendment	\$	-	
Total/Revised Contract Value	\$	-	Total Contingency Value	\$	-	
Total Dollar Authority (Contract Value and Contingency)					\$	-

Contract Authorization

Board of Directors _____ Date: 03/04/2020 Board _____ Item # 6467

Contract Management (Internal Purposes Only)

MOU/COOP/JPA _____ MOU/COOP/JPA/Zero Dollar Contracts _____ N/A _____

Accounts Payable												
Total Contract Funding: \$						Total Contingency: \$						
GL:						-	GL:					-
GL:						-	GL:					-
GL:						-	GL:					-
GL:						-	GL:					-
GL:						-	GL:					-
GL:						-	GL:					-
GL:						-	GL:					-
GL:						-	GL:					-
GL:						-	GL:					-
GL:						-	GL:					-
GL:						-	GL:					-

Accounts Receivable												
Total Contract Funding: \$												
Funding Agreement No: _____						Reversion Date: _____						
GL:						-	GL:					-
GL:						-	GL:					-
GL:						-	GL:					-
GL:						-	GL:					-
GL:						-	GL:					-

Paul Melocoton Paula Beauchamp
 Project Manager (Print Name) Task Manager (Print Name)

Additional Notes:

Attachment: CSS 19-1002121 (6467 : SR 60 Central Ave IC Construction Coop with Caltrans and Release of IFB)

COOPERATIVE AGREEMENT (DRAFT)

This AGREEMENT, effective on _____, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

San Bernardino County Transportation Authority, a public corporation/entity, referred to hereinafter as SBCTA.

RECITALS

1. PARTIES are authorized to enter into a cooperative agreement for improvements to the State Highway System per the California Streets and Highways Code, Sections 114 and 130.
2. For the purpose of this AGREEMENT, *this project is located at Central Avenue and SR-60 in the City of Chino. The project proposes to improve traffic operations at the interchange by widening the Central Avenue Bridge over SR-60 and widening both eastbound and westbound on-ramps. The project also includes construction of drainage improvements and replacement landscaping.* (PROJECT). The PROJECT scope of work is defined in the project initiation and approval documents (e.g. Project Study Report, Permit Engineering Evaluation Report, or Project Report).
3. All obligations and responsibilities assigned in this AGREEMENT to complete the following PROJECT COMPONENT will be referred to hereinafter as WORK:
 - CONSTRUCTION

Each PROJECT COMPONENT is defined in the CALTRANS Workplan Standards Guide as a distinct group of activities/products in the project planning and development process.

4. The term AGREEMENT, as used herein, includes this document and any attachments, exhibits, and amendments.

This AGREEMENT is separate from and does not modify or replace any other cooperative agreement or memorandum of understanding between the PARTIES regarding the PROJECT.

PARTIES intend this AGREEMENT to be their final expression that supersedes any oral understanding or writings pertaining to the WORK. The requirements of this AGREEMENT will preside over any conflicting requirements in any documents that are made an express part of this AGREEMENT.

If any provisions in this AGREEMENT are found by a court of competent jurisdiction to be, or are in fact, illegal, inoperative, or unenforceable, those provisions do not render any or all other AGREEMENT provisions invalid, inoperative, or unenforceable, and those provisions will be automatically severed from this AGREEMENT.

Except as otherwise provided in the AGREEMENT, PARTIES will execute a written amendment if there are any changes to the terms of this AGREEMENT.

PARTIES agree to sign a CLOSURE STATEMENT to terminate this AGREEMENT. However, all indemnification, document retention, audit, claims, environmental commitment, legal challenge, maintenance and ownership articles will remain in effect until terminated or modified in writing by mutual agreement or expire by the statute of limitations.

5. The following work associated with this PROJECT has been completed or is in progress:
 - CALTRANS approved the Categorical Exemption on October 18, 2017.
 - SBCTA is developing the R/W Certification (Cooperative Agreement No. 08-1626).
 - SBCTA is developing the Plans, Specifications and Estimate (Cooperative Agreement No. 08-1626).
6. In this AGREEMENT, capitalized words represent defined terms, initialisms, or acronyms.
7. PARTIES hereby set forth the terms, covenants, and conditions of this AGREEMENT.

RESPONSIBILITIES

Sponsorship

8. A SPONSOR is responsible for establishing the scope of the PROJECT and securing the financial resources to fund the WORK. A SPONSOR is responsible for securing additional funds when necessary or implementing PROJECT changes to ensure the WORK can be completed with the funds obligated in this AGREEMENT.

PROJECT changes, as described in the CALTRANS Project Development Procedures Manual, will be approved by CALTRANS as the owner/operator of the State Highway System.

9. SBCTA is the SPONSOR for the WORK in this AGREEMENT.

Implementing Agency

10. The IMPLEMENTING AGENCY is the PARTY responsible for managing the scope, cost, schedule, and quality of the work activities and products of a PROJECT COMPONENT.

- SBCTA is the CONSTRUCTION IMPLEMENTING AGENCY.

CONSTRUCTION includes construction contract administration, surveying/staking, inspection, quality assurance, and assuring regulatory compliance. The CONSTRUCTION component budget identifies the capital costs of the construction contract/furnished materials (CONSTRUCTION CAPITAL) and the cost of the staff work in support of the construction contract administration (CONSTRUCTION SUPPORT).

11. The IMPLEMENTING AGENCY for a PROJECT COMPONENT will provide a Quality Management Plan (QMP) for the WORK in that component. The Quality Management Plan describes the IMPLEMENTING AGENCY's quality policy and how it will be used. The Quality Management Plan will include a process for resolving disputes between the PARTIES at the team level. The Quality Management Plan is subject to CALTRANS review and approval.
12. Any PARTY responsible for completing WORK will make its personnel and consultants that prepare WORK available to help resolve WORK-related problems and changes for the entire duration of the PROJECT, including PROJECT work that may occur under separate agreements.

Funding

13. Funding sources, PARTIES committing funds, funding amounts, and invoicing/payment details are documented in the Funding Summary section of this AGREEMENT.

PARTIES will amend this AGREEMENT by updating and replacing the Funding Summary, in its entirety, each time the funding details change. Funding Summary replacements will be executed by a legally authorized representative of the respective PARTIES. The most current fully executed Funding Summary supersedes any previous Funding Summary created for this AGREEMENT.

14. PARTIES will not be reimbursed for costs beyond the funds obligated in this AGREEMENT.

If an IMPLEMENTING AGENCY anticipates that funding for the WORK will be insufficient to complete the WORK, the IMPLEMENTING AGENCY will promptly notify the SPONSOR.

15. Unless otherwise documented in the Funding Summary, overall liability for project costs within a PROJECT COMPONENT will be in proportion to the amount contributed to that PROJECT COMPONENT by each fund type.
16. Unless otherwise documented in the Funding Summary, any savings recognized within a PROJECT COMPONENT will be credited or reimbursed, when allowed by policy or law, in proportion to the amount contributed to that PROJECT COMPONENT by each fund type.
17. WORK costs, except those that are specifically excluded in this AGREEMENT, are to be paid from the funds obligated in the Funding Summary. Costs that are specifically excluded from the funds obligated in this AGREEMENT are to be paid by the PARTY incurring the costs from funds that are independent of this AGREEMENT.

CALTRANS' Quality Management

18. CALTRANS, as the owner/operator of the State Highway System (SHS), will perform quality management work including Independent Quality Assurance (IQA) and owner/operator approvals for the portions of WORK within the existing and proposed SHS right-of-way.
19. CALTRANS' independent quality assurance (IQA) efforts are to ensure that SBCTA's quality assurance results in WORK that is in accordance with the applicable standards and the PROJECT's quality management plan (QMP). An IQA does not include any efforts necessary to develop or deliver WORK or any validation by verifying or rechecking WORK.

When CALTRANS performs IQA it does so for its own benefit. No one can assign liability to CALTRANS due to its IQA.

- 20. CALTRANS, as the owner/operator of the State Highway System, will approve WORK products in accordance with CALTRANS policies and guidance and as indicated in this AGREEMENT.
- 21. SBCTA will provide WORK-related products and supporting documentation upon CALTRANS' request for the purpose of CALTRANS' quality management work.

CEQA Lead Agency

- 22. CALTRANS is the CEQA Lead Agency for the PROJECT.

Environmental Permits, Approvals and Agreements

- 23. PARTIES will comply with the commitments and conditions set forth in the environmental documentation, environmental permits, approvals, and applicable agreements as those commitments and conditions apply to each PARTIES responsibilities in this AGREEMENT.
- 24. Unless otherwise assigned in this AGREEMENT, the IMPLEMENTING AGENCY for a PROJECT COMPONENT is responsible for all PROJECT COMPONENT WORK associated with coordinating, obtaining, implementing, renewing, and amending the PROJECT permits, agreements, and approvals whether they are identified in the planned project scope of work or become necessary in the course of completing the PROJECT.
- 25. The PROJECT requires the following environmental permits/approvals:

ENVIRONMENTAL PERMITS/REQUIREMENTS
401, Regional Water Quality Control Board

CONSTRUCTION

- 26. As the CONSTRUCTION IMPLEMENTING AGENCY, SBCTA is responsible for all CONSTRUCTION WORK except those activities and responsibilities that are assigned to another PARTY and those activities that are excluded under this AGREEMENT.

27. CALTRANS will be responsible for completing the following CONSTRUCTION SUPPORT activities:

CALTRANS Work Breakdown Structure Identifier (If Applicable)	AGREEMENT Funded Cost
100.20.10.xx Quality Management	No

28. Physical and legal possession of the right-of-way must be completed prior to advertising the construction contract, unless PARTIES mutually agree to other arrangements in writing.
29. Right-of-way conveyances must be completed prior to WORK completion, unless PARTIES mutually agree to other arrangements in writing.
30. SBCTA will include a Disadvantaged Business Enterprise (DBE) utilization goal in the PROJECT construction contract(s) in accordance with the *Local Assistance Procedures Manual*. SBCTA will award the construction contract to the lowest responsive bidder who makes a Good Faith Effort to meet the DBE goal.
31. CALTRANS will not issue an encroachment permit to SBCTA for construction work until the following conditions are met:
- CALTRANS accepts the final plans, specifications, and estimate
 - CALTRANS accepts the Right-of-Way Certification
 - Any new or amended maintenance agreement required for the WORK are executed.
 - Any new or amended Freeway Agreement required for the WORK is executed.
32. SBCTA will require the construction contractor to furnish payment and performance bonds naming SBCTA as obligee, and CALTRANS as additional obligee, and to carry liability insurance in accordance with CALTRANS Standard Specifications.

Attachment: 19-1002121 (6467 : SR 60 Central Ave IC Construction Coop with Caltrans and Release of IFB)

33. SBCTA will advertise, open bids, award, and approve the construction contract in accordance with the California Public Contract Code and the California Labor Code. By accepting responsibility to advertise and award the construction contract, SBCTA also accepts responsibility to administer the construction contract.
34. CALTRANS will not issue an encroachment permit to SBCTA's construction contractor until CALTRANS accepts:
 - The payment and performance bonds
 - The CONSTRUCTION Quality Management Plan
35. The CONSTRUCTION Quality Management Plan (QMP) will describe how construction material verification and workmanship inspections will be performed at manufacturing sources and the PROJECT job-site. The construction material and source inspection QMP is subject to review and approval by the State Materials Engineer.
36. The CONSTRUCTION Quality Management Plan will address the radiation safety requirements of the California Code of Regulations 17 CCR § 30346 when the work requires Gamma-Gamma Logging acceptance testing for Cast in Drilled Hole (CIDH) pile or whenever else it is applicable. In accordance with these regulations SBCTA, as the "well operator", will have a written agreement with any consultant or external entity performing these tests.
37. SBCTA will provide a Resident Engineer and CONSTRUCTION SUPPORT staff that are independent of the construction contractor. The Resident Engineer will be a Civil Engineer, licensed in the State of California, who is responsible for construction contract administration activities.
38. SBCTA will provide a landscape architect who will be responsible for all landscaping activities within the State Highway System.

39. CALTRANS will review and concur with:
- Change Orders affecting public safety, public convenience, protected environmental resources, the preservation of property, all design and specification changes, and all major changes as defined in the CALTRANS Construction Manual. These Change Orders must receive written concurrence by CALTRANS prior to implementation.
 - The Stormwater Pollution Prevention Plan (SWPPP) or the Water Pollution Control Plan (WPCP).
40. SBCTA will administer and process all construction contract claims pursuant to the requirements set forth under Public Contract Code, Section 9204. CALTRANS will provide Independent Quality Assurance for the claims process.
41. SBCTA is designated as the Legally Responsible Person pursuant to the Construction General Permit, State Water Resources Control Board (SWRCB) Order Number 2009-0009-DWQ, as defined in Appendix 5, Glossary, and assumes all roles and responsibilities assigned to the Legally Responsible Person as mandated by the Construction General Permit. SBCTA is required to comply with the CALTRANS MS4 National Pollutant Discharge Elimination System (NPDES) permit for all work within the State Highway System.
42. As the CONSTRUCTION IMPLEMENTING AGENCY, SBCTA is responsible for maintenance of the State Highway System (SHS) within the PROJECT limits as part of the construction contract until the following conditions are met:
- Any required maintenance agreements are executed for the portions of SHS for which relief of maintenance is to be granted.
 - CALTRANS approves a request from SBCTA for relief from maintenance of the PROJECT or a portion thereof.
43. PARTIES confirm that upon WORK completion, no maintenance agreement will be necessary.
44. Upon WORK completion, ownership or title to all materials and equipment constructed or installed for the operations and/or maintenance of the State Highway System (SHS) within SHS right-of-way as part of WORK become the property of CALTRANS.

CALTRANS will not accept ownership or title to any materials or equipment constructed or installed outside SHS right-of-way.

45. Within one hundred eighty (180) calendar days following the completion and acceptance of the PROJECT construction contract, SBCTA will furnish CALTRANS with a complete set of “As-Built” plans and Change Orders, including any changes authorized by CALTRANS, on a CD ROM and in accordance with CALTRANS’ then current CADD User’s Manual (Section 4.3), Plans Preparation Manual, and CALTRANS practice. The plans will have the Resident Engineer’s name, contract number, and construction contract acceptance date printed on each plan sheet, and with the Resident Engineer’s signature only on the title sheet. The As-Built plans will be in Microstation DGN format, version 7.0 or later. In addition, SBCTA will provide one set of As-Built plans and addenda in TIFF format.

The submittal must also include all CALTRANS requested contract records and land survey documents. The land survey documents include monument preservation documents and records of surveys prepared to satisfy the requirements of the California Land Surveyors Act (Business and Professions Code, Sections 8700 – 8805). Copies of survey documents and Records of Surveys filed in accordance with Business & Professions Code, Sections 8762 and 8771, will contain the filing information provided by the county in which filed.

46. Upon completion of the construction contract and one (1) year plant establishment period under this Agreement, SBCTA shall assume maintenance and the expense thereof for PROJECT, at its own expense, for a four (4) year landscape maintenance period to establish existing planting (EEP), after which, CALTRANS assumes full responsibility for maintenance. SBCTA’s maintenance responsibilities include, but are not limited to, inspection, providing emergency repair, weed abatement, litter removal, replacement and maintenance of landscaping within PROJECT limits. As part of SBCTA’s maintenance responsibilities, during construction of PROJECT and for the one (1) year plant establishment period and for the first two (2) years of the plant maintenance period following construction, SBCTA shall make all necessary arrangements with the local utility company for payment and billing of water supplied for PROJECT, after which time CALTRANS will make arrangements with the utility company to transfer billing and be responsible for payment of water supplied for PROJECT.

Schedule

47. PARTIES will manage the WORK schedule to ensure the timely use of obligated funds and to ensure compliance with any environmental permits, right-of-way agreements, construction contracts, and any other commitments. PARTIES will communicate schedule risks or changes as soon as they are identified and will actively manage and mitigate schedule risks.
48. The IMPLEMENTING AGENCY for each PROJECT COMPONENT will furnish PARTIES with a final report of the WORK completed.

Additional Provisions

Standards

49. PARTIES will perform all WORK in accordance with federal and California laws, regulations, and standards; FHWA standards; and CALTRANS standards. CALTRANS standards include, but are not limited to, the guidance provided in the:

- CADD User's Manual
- CALTRANS policies and directives
- Plans Preparation Manual
- Project Development Procedures Manual
- Workplan Standards Guide
- Construction Manual
- Construction Manual Supplement for Local Agency Resident Engineers
- Local Agency Structure Representative Guidelines

Noncompliant Work

50. CALTRANS retains the right to reject noncompliant WORK. SBCTA agrees to suspend WORK upon request by CALTRANS for the purpose of protecting public safety, preserving property rights, and ensuring that all WORK is in the best interest of the State Highway System.

Qualifications

51. Each PARTY will ensure that personnel participating in WORK are appropriately qualified or licensed to perform the tasks assigned to them.

Consultant Selection

52. SBCTA will invite CALTRANS to participate in the selection of any consultants that participate in the WORK.

Encroachment Permits

53. CALTRANS will issue, upon proper application, the encroachment permits required for WORK within State Highway System (SHS) right-of-way. SBCTA, their contractors, consultants, agents and utility owners will not work within the SHS right-of-way without an encroachment permit issued in their name. CALTRANS will provide encroachment permits to SBCTA, their contractors, consultants, agents, and utility owners at no cost. If the encroachment permit and this AGREEMENT conflict, the requirements of this AGREEMENT will prevail.
54. The IMPLEMENTING AGENCY for a PROJECT COMPONENT will coordinate, prepare, obtain, implement, renew, and amend any encroachment permits needed to complete the WORK.

Protected Resources

55. If any PARTY discovers unanticipated cultural, archaeological, paleontological, or other protected resources during WORK, all WORK in that area will stop and that PARTY will notify all PARTIES within 24 hours of discovery. WORK may only resume after a qualified professional has evaluated the nature and significance of the discovery and CALTRANS approves a plan for its removal or protection.

Disclosures

56. PARTIES will hold all administrative drafts and administrative final reports, studies, materials, and documentation relied upon, produced, created, or utilized for the WORK in confidence to the extent permitted by law and where applicable, the provisions of California Government Code, Section 6254.5(e) will protect the confidentiality of such documents in the event that said documents are shared between PARTIES.

PARTIES will not distribute, release, or share said documents with anyone other than employees, agents, and consultants who require access to complete the WORK without the written consent of the PARTY authorized to release them, unless required or authorized to do so by law.

57. If a PARTY receives a public records request pertaining to the WORK, that PARTY will notify PARTIES within five (5) working days of receipt and make PARTIES aware of any disclosed public documents. PARTIES will consult with each other prior to the release of any public documents related to the WORK.

Hazardous Materials

58. HM-1 is hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law, irrespective of whether it is disturbed by the PROJECT or not.

HM-2 is hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law only if disturbed by the PROJECT.

The management activities related to HM-1 and HM-2, including and without limitation, any necessary manifest requirements and disposal facility designations are referred to herein as HM-1 MANAGEMENT and HM-2 MANAGEMENT respectively.

59. If HM-1 or HM-2 is found the discovering PARTY will immediately notify all other PARTIES.

60. CALTRANS, independent of the PROJECT, is responsible for any HM-1 found within the existing State Highway System right-of-way. CALTRANS will undertake, or cause to be undertaken, HM-1 MANAGEMENT with minimum impact to the PROJECT schedule.

CALTRANS will pay, or cause to be paid, the cost of HM-1 MANAGEMENT for HM-1 found within the existing State Highway System right-of-way with funds that are independent of the funds obligated in this AGREEMENT.

61. If HM-1 is found within the PROJECT limits and outside the existing State Highway System right-of-way, responsibility for such HM-1 rests with the owner(s) of the parcel(s) on which the HM-1 is found. SBCTA, in concert with the local agency having land use jurisdiction, will ensure that HM-1 MANAGEMENT is undertaken with minimum impact to PROJECT schedule.

The cost of HM-1 MANAGEMENT for HM-1 found within the PROJECT limits and outside the existing State Highway System right-of-way will be paid from funds that are independent of the funds obligated in this AGREEMENT and will be the responsibility of the owner(s) of the parcel(s) where the HM-1 is located.

62. The CONSTRUCTION IMPLEMENTING AGENCY is responsible for HM-2 MANAGEMENT within the PROJECT limits.

63. CALTRANS' acquisition or acceptance of title to any property on which any HM-1 or HM-2 is found will proceed in accordance with CALTRANS' policy on such acquisition.

Claims

64. Any PARTY that is responsible for completing WORK may accept, reject, compromise, settle, or litigate claims arising from the WORK without concurrence from the other PARTY.
65. PARTIES will confer on any claim that may affect the WORK or PARTIES' liability or responsibility under this AGREEMENT in order to retain resolution possibilities for potential future claims. No PARTY will prejudice the rights of another PARTY until after PARTIES confer on the claim.
66. If the WORK expends state or federal funds, each PARTY will comply with the Federal Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards of 2 CFR, Part 200. PARTIES will ensure that any for-profit consultant hired to participate in the WORK will comply with the requirements in 48 CFR, Chapter 1, Part 31. When state or federal funds are expended on the WORK these principles and requirements apply to all funding types included in this AGREEMENT.

Accounting and Audits

67. PARTIES will maintain, and will ensure that any consultant hired by PARTIES to participate in WORK will maintain, a financial management system that conforms to Generally Accepted Accounting Principles (GAAP), and can properly accumulate and segregate incurred PROJECT costs and billings.
68. PARTIES will maintain and make available to each other all WORK-related documents, including financial data, during the term of this AGREEMENT.

PARTIES will retain all WORK-related records for three (3) years after the final voucher.

PARTIES will require that any consultants hired to participate in the WORK will comply with this Article.

69. PARTIES have the right to audit each other in accordance with generally accepted governmental audit standards.

CALTRANS, the state auditor, FHWA (if the PROJECT utilizes federal funds), and SBCTA will have access to all WORK-related records of each PARTY, and any consultant hired by a PARTY to participate in WORK, for audit, examination, excerpt, or transcription.

The examination of any records will take place in the offices and locations where said records are generated and/or stored and will be accomplished during reasonable hours of operation. The auditing PARTY will be permitted to make copies of any WORK-related records needed for the audit.

The audited PARTY will review the draft audit, findings, and recommendations, and provide written comments within thirty (30) calendar days of receipt.

Upon completion of the final audit, PARTIES have forty-five (45) calendar days to refund or invoice as necessary in order to satisfy the obligation of the audit.

Any audit dispute not resolved by PARTIES is subject to mediation. Mediation will follow the process described in the General Conditions section of this AGREEMENT.

70. If the WORK expends state or federal funds, each PARTY will undergo an annual audit in accordance with the Single Audit Act in the Federal Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards as defined in 2 CFR, Part 200.
71. When a PARTY reimburses a consultant for WORK with state or federal funds, the procurement of the consultant and the consultant overhead costs will be in accordance with the Local Assistance Procedures Manual, Chapter 10.

Interruption of Work

72. If WORK stops for any reason, each PARTY will continue to implement the obligations of this AGREEMENT, including the commitments and conditions included in the environmental documentation, permits, agreements, or approvals that are in effect at the time that WORK stops, and will keep the PROJECT in environmental compliance until WORK resumes.

Penalties, Judgments and Settlements

73. The cost of awards, judgments, or settlements generated by the WORK are to be paid from the funds obligated in this AGREEMENT.
74. The cost of legal challenges to the environmental process or documentation may be paid from the funds obligated in this AGREEMENT.

75. Any PARTY whose action or lack of action causes the levy of fines, interest, or penalties will indemnify and hold all other PARTIES harmless per the terms of this AGREEMENT.

Environmental Compliance

76. If during performance of WORK additional activities or environmental documentation is necessary to keep the PROJECT in environmental compliance, PARTIES will amend this AGREEMENT to include completion of those additional tasks.

GENERAL CONDITIONS

Venue

77. PARTIES understand that this AGREEMENT is in accordance with and governed by the Constitution and laws of the State of California. This AGREEMENT will be enforceable in the State of California. Any PARTY initiating legal action arising from this AGREEMENT will file and maintain that legal action in the Superior Court of the county in which the CALTRANS district office that is signatory to this AGREEMENT resides, or in the Superior Court of the county in which the PROJECT is physically located.

Exemptions

78. 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.

Indemnification

79. Neither CALTRANS nor any of their officers and employees, are responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by SBCTA, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon SBCTA under this AGREEMENT. It is understood and agreed that SBCTA, to the extent permitted by law, will defend, indemnify, and save harmless CALTRANS and all of their officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by SBCTA, its contractors, sub-contractors, and/or its agents under this AGREEMENT.

80. Neither SBCTA nor any of their officers and employees, are responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under or in connection with any work, authority, or jurisdiction conferred upon CALTRANS under this AGREEMENT. It is understood and agreed that CALTRANS, to the extent permitted by law, will defend, indemnify, and save harmless SBCTA and all of their officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories and assertions of liability occurring by reason of anything done or omitted to be done by CALTRANS, its contractors, sub-contractors, and/or its agents under this AGREEMENT.

Non-parties

81. PARTIES do not intend this AGREEMENT to create a third party beneficiary or define duties, obligations, or rights for entities not signatory to this AGREEMENT. PARTIES do not intend this AGREEMENT to affect their legal liability by imposing any standard of care for fulfilling the WORK different from the standards imposed by law.
82. PARTIES will not assign or attempt to assign obligations to entities not signatory to this AGREEMENT without an amendment to this AGREEMENT.

Ambiguity and Performance

83. SBCTA will not interpret any ambiguity contained in this AGREEMENT against CALTRANS. SBCTA waives the provisions of California Civil Code, Section 1654.

A waiver of a PARTY's performance under this AGREEMENT will not constitute a continuous waiver of any other provision.

84. A delay or omission to exercise a right or power due to a default does not negate the use of that right or power in the future when deemed necessary.

Defaults

85. If any PARTY defaults in its performance of the WORK, a non-defaulting PARTY will request in writing that the default be remedied within thirty (30) calendar days. If the defaulting PARTY fails to do so, the non-defaulting PARTY may initiate dispute resolution.

Dispute Resolution

86. PARTIES will first attempt to resolve AGREEMENT disputes at the PROJECT team level as described in the Quality Management Plan. If they cannot resolve the dispute themselves, the CALTRANS district director and the executive officer of SBCTA will attempt to negotiate a resolution. If PARTIES do not reach a resolution, PARTIES' legal counsel will initiate mediation. PARTIES agree to participate in mediation in good faith and will share equally in its costs.

Neither the dispute nor the mediation process relieves PARTIES from full and timely performance of the WORK in accordance with the terms of this AGREEMENT. However, if any PARTY stops fulfilling its obligations, any other PARTY may seek equitable relief to ensure that the WORK continues.

Except for equitable relief, no PARTY may file a civil complaint until after mediation, or forty-five (45) calendar days after filing the written mediation request, whichever occurs first.

PARTIES will file any civil complaints in the Superior Court of the county in which the CALTRANS district office signatory to this AGREEMENT resides or in the Superior Court of the county in which the PROJECT is physically located.

87. PARTIES maintain the ability to pursue alternative or additional dispute remedies if a previously selected remedy does not achieve resolution.

Prevailing Wage

88. When WORK falls within the Labor Code § 1720(a)(1) definition of "public works" in that it is construction, alteration, demolition, installation, or repair; or maintenance work under Labor Code § 1771, PARTIES will conform to the provisions of Labor Code §§ 1720-1815, and all applicable provisions of California Code of Regulations, Title 8, Division 1, Chapter 8, Subchapter 3, Articles 1-7. PARTIES will include prevailing wage requirements in contracts for public work and require contractors to include the same prevailing wage requirements in all subcontracts.

Work performed by a PARTY's own employees is exempt from the Labor Code's Prevailing Wage requirements.

If WORK is paid for, in whole or part, with federal funds and is of the type of work subject to federal prevailing wage requirements, PARTIES will conform to the provisions of the Davis-Bacon and Related Acts, 40 U.S.C. §§ 3141-3148.

When applicable, PARTIES will include federal prevailing wage requirements in contracts for public works. WORK performed by a PARTY's employees is exempt from federal prevailing wage requirements.

Attachment: 19-1002121 (6467 : SR 60 Central Ave IC Construction Coop with Caltrans and Release of IFB)

DEFINITIONS

PARTY – Any individual signatory party to this AGREEMENT.

PARTIES – The term that collectively references all of the signatory agencies to this AGREEMENT.

WORK BREAKDOWN STRUCTURE (WBS) – A WBS is a standardized hierarchical listing of project work activities/products in increasing levels of detail. The CALTRANS WBS defines each PROJECT COMPONENT as a group of work activities/products. The CALTRANS Work Breakdown Structure is defined in the CALTRANS Workplan Standards Guide.

SIGNATURES

PARTIES are empowered by California Streets and Highways Code to enter into this AGREEMENT and have delegated to the undersigned the authority to execute this AGREEMENT on behalf of the respective agencies and covenants to have followed all the necessary legal requirements to validly execute this AGREEMENT.

Signatories may execute this AGREEMENT through individual signature pages provided that each signature is an original. This AGREEMENT is not fully executed until all original signatures are attached.

**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION**

Michael Beauchamp
District 8 Director

**VERIFICATION OF FUNDS AND
AUTHORITY:**

Mary Risaliti
District Budget Manager

**CERTIFIED AS TO FINANCIAL TERMS
AND POLICIES:**

Darwin Salmos
HQ Accounting Supervisor

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY
NOT FOR SIGNATURE AT THIS TIME**

Darcy McNaboe
President, Board of Directors

APPROVED AS TO FORM

Julianna Tillquist
General Counsel

Attachment: 19-1002121 (6467 : SR 60 Central Ave IC Construction Coop with Caltrans and Release of IFB)

FUNDING SUMMARY NO. 01

<u>FUNDING TABLE</u> v. 2					
<u>IMPLEMENTING AGENCY →</u>			<u>SBCTA</u>		Totals
Source	Party	Fund Type	CONST. SUPPORT	CONST. CAPITAL	
LOCAL	SBCTA	Local	3,565,727	25,741,592	29,307,319
Totals			3,565,727	25,741,592	29,307,319

<u>SPENDING SUMMARY</u> v 21				
Fund Type	CONST. SUPPORT		CONST. CAPITAL	Totals
	CALTRANS	SBCTA	SBCTA	
Local	0	3,565,727	25,741,592	29,307,319
Totals	0	3,565,727	25,741,592	29,307,319

Attachment: 19-1002121 (6467 : SR 60 Central Ave IC Construction Coop with Caltrans and Release of

Funding

1. If there are insufficient funds available in this AGREEMENT to place the PROJECT right-of-way in a safe and operable condition, the appropriate IMPLEMENTING AGENCY will fund these activities until such time as PARTIES amend this AGREEMENT.

That IMPLEMENTING AGENCY may request reimbursement for these costs during the amendment process.

ICRP Rate

2. The cost of any engineering support performed by CALTRANS includes all direct and applicable indirect costs. CALTRANS calculates indirect costs based solely on the type of funds used to pay support costs. State and federal funds administered by CALTRANS are subject to the current Program Functional Rate. All other funds are subject to the current Program Functional Rate and the current Administration Rate. The Program Functional Rate and Administration Rate are adjusted periodically.

Invoicing and Payment

3. PARTIES will invoice for funds where the SPENDING SUMMARY shows that one PARTY provides funds for use by another PARTY. PARTIES will pay invoices within forty-five (45) calendar days of receipt of invoice when not paying with Electronic Funds Transfer (EFT). When paying with EFT, SBCTA will pay invoices within five (5) calendar days of receipt of invoice.
4. If SBCTA has received EFT certification from CALTRANS, then SBCTA will use the EFT mechanism and follow all EFT procedures to pay all invoices issued from CALTRANS.

CONSTRUCTION Support

5. No invoicing or reimbursement will occur for the CONSTRUCTION SUPPORT PROJECT COMPONENT.

CONSTRUCTION Capital

6. No invoicing or reimbursement will occur for the CONSTRUCTION CAPITAL PROJECT COMPONENT.

Minute Action

AGENDA ITEM: 10

Date: *March 4, 2020*

Subject:

I-215 University Parkway Interchange Project Right-of-Way Appraisals and Offers

Recommendation:

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

- A. Authorize staff to complete appraisal of properties identified in Table A and to make offers of just compensation to the property owners for the acquisition of property necessary for the Interstate 215 University Avenue Interchange Project; and
- B. Authorize the Director of Project Delivery to add or delete parcels in Table A as deemed necessary for the Project.

Background:

The San Bernardino County Transportation Authority (SBCTA) is proceeding with the delivery of the Interstate 215 (I-215) University Parkway Interchange project (Project). The acquisition of Temporary Construction Easements (TCE) and access control rights from three commercial properties are required to construct and operate the Project.

In July 2019, a cooperative agreement was approved between SBCTA and the City of San Bernardino authorizing expenditures for Right-of-Way (ROW) and defining SBCTA's role as the lead agency for acquisition of ROW. Costs for ROW on this project will be funded with Federal funds, Measure I, and City Developer Impact Fees. Presently, environmental approval is planned for Spring 2020, and staff would like to begin appraisals as soon as possible after that. The anticipated property rights needed for the project are listed in Table A below.

Upon completion of appraisals, just compensation will be offered to property owners of record in an amount not less than the appraised value of the property rights required for Project implementation. Staff will make diligent efforts to reach settlements with affected property owners. Per the terms of the cooperative agreement, in the event that settlement agreements cannot be reached with property owners, as the lead for eminent domain, the SBCTA Board of Directors would conduct Resolution of Necessity (RON) hearings to consider adoption of RONs as necessary.

As the final design progresses, the property rights needed and properties listed in Table A could slightly change. For the purposes of streamlining the ROW process, and in order to meet the Project schedule, staff recommends the Director of Project Delivery be authorized to make changes to Table A, provided the properties are environmentally cleared. Any changes will be presented at a future Board of Directors Metro Valley Study Session meeting as an informational item. The anticipated property rights needed currently consist of TCE's needed to construct the project and permanent access control limits needed to accommodate safe ingress and egress to adjacent properties when the future geometric configuration of the facility is in place.

Entity: San Bernardino County Transportation Authority

Board of Directors Agenda Item

March 4, 2020

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Table A: Anticipated Property Rights Needed

Assessor Parcel Number	Owner	Current Land Use	Rights Needed
0266-072-33	Kaymaz, Jimmi	Commercial	TCE, Access Control
0266-072-32	Choi, Junghwan and Elaine	Commercial	TCE, Access Control
0266-591-08	San Bernardino Scottish Rite	Commercial	TCE, Access Control

Staff recommends approval of this item to allow the project to proceed through ROW Certification.

Financial Impact:

This item is consistent with the Fiscal Year 2019/2020 Budget under Task No. 0830 Interchange Projects, Sub-Task No. 0853 I-215 University Parkway Interchange Project.

Reviewed By:

This item was reviewed and recommended for approval (15-0-0) with a quorum of the Board present at the Board of Directors Metro Valley Study Session on February 13, 2020.

Responsible Staff:

Paula Beauchamp, Director of Project Delivery and Toll Operations

Approved
Board of Directors
Date: March 4, 2020

Witnessed By:

San Bernardino County Transportation Authority

Minute Action

AGENDA ITEM: 11

Date: March 4, 2020

Subject:

Release of Request for Proposal for Program Project Management and other Technical Professional Services

Recommendation:

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

Approve release of Request for Proposal No. 20-1002357 for Program Project Management and other Technical Professional Services.

Background:

Staff is requesting approval to release Request for Proposal (RFP) No. 20-1002357 for Program Project Management and other Technical Professional Services in support of the Major Projects Program and the various projects included within. The current contract does not expire for some time; however, in order to provide a smooth transition of Project Management teams, staff is requesting authority to release an RFP at this time. This professional services solicitation is intended to result in a consultant under contract with San Bernardino County Transportation Authority (SBCTA) by fall 2020. SBCTA staff will provide overall direction for the transportation program and assign consultant staff to perform specific job responsibilities aimed at assisting SBCTA staff and providing the technical expertise necessary for managing and overseeing transportation projects.

Under this new five-year, \$30-\$35 million contract, the consultant will function both in-house as an extension of SBCTA staff and supplement SBCTA staff on an on-call basis. Specifically, on a full-time basis the consultant will assist SBCTA staff in the oversight, management, and completion of all work associated with the development and approval of the projects through construction. On an as-needed basis technical services will be requested as required to effectively and efficiently manage the program as well as individual projects. The following general categories describe the needs of the program:

- Program Management
- Project Management
- Technical Oversight and Support
- Procurement and Contract Management
- Project Controls
- Administrative Support
- Finance Support
- Construction Management
- Interdepartmental Coordination and Support

Staff is requesting authority to release RFP No. 20-1002357 for Program Project Management and Technical Services.

Entity: San Bernardino County Transportation Authority

Board of Directors Agenda Item

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Financial Impact:

This item is consistent with the Fiscal Year 2019/2020 Budget.

Reviewed By:

This item was reviewed and recommended for approval (15-0-0) with a quorum of the Board present at the Board of Directors Metro Valley Study Session on February 13, 2020. SBCTA General Counsel, Procurement Manager, and Risk Manager have reviewed this item and a draft of the RFP.

Responsible Staff:

Paula Beauchamp, Director of Project Delivery and Toll Operations

Approved
Board of Directors
Date: March 4, 2020

Witnessed By:

San Bernardino County Transportation Authority

Attachment A

SCOPE OF WORK

Program Project Management and other Technical Professional Services

The San Bernardino County Transportation Authority is contracting for Program Project Management Consultant services to support the implementation of various transportation projects.

1.0 BACKGROUND

San Bernardino County Transportation Authority (SBCTA) is responsible for managing transportation projects in San Bernardino County including planning, environmental, design, right of way, and construction. The projects mainly comprise improvements for freeways, highways, railroad grade crossings, and local roads, however other SBCTA or local projects are included as well. SBCTA is obligated to deliver the projects using the funds available and in a timely manner. The Program Project Management Consultant (CONSULTANT) will assist the SBCTA staff by providing staff assistance and technical expertise in managing and overseeing transportation projects.

Each project will be a significant undertaking that requires CONSULTANT assistance to serve as advisors, managers, and an extension to SBCTA staff.

2.0 GENERAL DESCRIPTION OF SERVICES

SBCTA will provide overall direction for the transportation program and assign its own staff to perform specific job responsibilities. Under this contract, CONSULTANT shall function as an extension of SBCTA staff and supplement SBCTA staff by providing specialized expertise as required to effectively manage the program as well as individual projects. CONSULTANT shall provide technical expertise and support in all areas of project management, construction management, project controls, contract management, and other technical subjects related to transportation projects. Specifically, CONSULTANT shall assist SBCTA staff in the oversight, management, and completion of all work associated with the development and approval of the projects through construction. The performance of these tasks may require extensive coordination with multiple SBCTA departments. CONSULTANT shall also assist in the procurement of professional services for project components. CONSULTANT's support shall be in the following general categories:

- Program Management
- Project Management
- Technical Oversight and Support
- Procurement and Contract Management
- Project Controls

- Administrative Support
- Finance Support
- Construction Management
- Interdepartmental Coordination and Support

3.0 SCOPE OF SERVICES

3.1 Program Management

CONSULTANT shall assist in managing and directing CONSULTANT personnel assigned in project management, technical oversight and support, contract management, project controls, administrative support, and construction management in an effort to deliver Measure I Projects from project initiation through construction closeout. CONSULTANT may also be required to provide personnel and services related to contract management and construction management for projects related to SBCTA's office facility. CONSULTANT shall provide technical expertise and support in all areas of program management required to successfully deliver SBCTA's transportation program. Reporting of project scope, schedule, and cost shall be performed routinely and as requested for various audiences. The CONSULTANT Program Manager, who will be assigned full time and reports to the SBCTA facility daily, will also serve as a project manager on specific SBCTA projects.

3.2 Project Management

CONSULTANT shall assist SBCTA in managing, from SBCTA's Offices, both corridor and individual transportation projects as well as capital improvement projects related to the building or local agency transportation facilities. CONSULTANT shall work with SBCTA, other consultants, federal agencies and its agents, Caltrans, County of San Bernardino, utility companies, various local agencies, resource agencies, and other stakeholders to assist in developing these projects. Activities include, but are not limited to:

- Provide project management direction and coordination to the project team.
- Develop and sustain an integrated team relationship with SBCTA's staff.
- Perform project management activities, collaborative practices, and problem solving for both corridor and project level.
- Write, maintain, review and/or audit project management plans, with particular emphasis on meeting Federal Highway Administration (FHWA) and Caltrans requirements, and maintain adherence to them.
- Support and participate in interagency coordination and public outreach. Prepare presentation materials, make presentations, as requested, and document the results.

- Coordinate SBCTA projects and document reviews with other project stakeholders such as Caltrans, County of San Bernardino, cities, utility companies, and other local agencies and stakeholders.
- Foster and maintain relationships with state, federal and local governments, resource agencies, and other consultants.
- Maintain and report scope, cost, and schedule for projects and programs.
- Manage and oversee other consultant's work, including performing peer reviews, and auditing consultant quality practices.
- Assure quality, efficient, and timely completion of all project components.

3.3 Technical Support

CONSULTANT shall assist SBCTA in the oversight of work performed by other consultants. This work may be performed by CONSULTANT staff assigned to SBCTA's office or by others working out of the CONSULTANT's office. As necessary, support in technical areas will be specifically requested and identified by SBCTA. Activities include, but are not limited to:

Technical Support

- Provide technical expertise in all major elements of architecture and engineering (civil, structural, electrical, traffic, landscape architecture, drainage and storm water, utilities, etc.) as they pertain to transportation projects.
- Develop, maintain, and assure compliance of required criteria and standards for transportation projects.
- Prepare and review cost estimates, independent cost estimates, and unit costs in accordance with FHWA and/or Caltrans guidelines.
- Advise SBCTA staff in technical matters and assist in the resolution of technical issues and problems, including claims review and resolution.
- Provide value engineering and constructability review expertise as needed.
- Provide utility mapping and coordination, agreement preparation, and execution assistance.
- Assist in the preparation and implementation of Project Management Plans.
- Coordinate peer reviews and partnering sessions.
- Provide expertise in preparing information to meet Project Approval/Environmental Document (PA&ED), Project, Specifications & Estimates (PS&E), Bid Package, and Advertise & Award requirements including any progress reporting.

- Provide Risk Analysis support
- Prepare graphics and visuals.
- Prepare technical reports as assigned, including pre- and post-construction surveys.
- Evaluate alternative project delivery methods.

3.4 Contract Management

CONSULTANT shall provide contract management assistance to the SBCTA staff. Activities include, but are not limited to:

- Support in procurements of other consultants required for the development of transportation projects, including assistance with alternative project delivery methods, and contract administration.
- Assist SBCTA staff in preparing cooperative agreements with other agencies, consultant agreements, amendments, and scopes of work.
- Assist in reviewing other consultant or local agency invoices for compliance with contract or cooperative agreement terms, including review for accuracy and consistency.
- Assist in administering payments and billings and other associated general administrative activities.
- Prepare contract status reports.

3.5 Project Controls

CONSULTANT shall assist the SBCTA staff with scheduling, budgeting, cost control, change control, quality control, and document control. Activities include, but are not limited to:

- Establish, maintain, and monitor the individual project schedules.
- Manage and maintain current cost estimates for each project and evaluate and incorporate any cost or project scope changes.
- Manage and maintain the program budget database, including the project's baseline cost and schedule, the current cost and schedule, and performance indicators such as earned value.
- Manage the Quality Assurance/Quality Control (QA/QC) program to ensure that the QA/QC program established by other consultants working on individual projects adheres to SBCTA's requirements.
- Update, manage, and maintain the SBCTA document control system and database per SBCTA procedures. All incoming and outgoing items shall be logged, filed and distributed. Other document control activities include the logging and storage of archival information, security of controlled documents, and electronic file maintenance. Accurate records of

correspondence, drawings, reports, and other project related documents and deliverables shall be maintained.

- Provide expertise on state-of-the-art knowledge of information technology practices as related to project controls.

3.6 Administrative Support

CONSULTANT shall provide day-to-day administrative support to the SBCTA Project Management Team developing transportation projects. This administrative support shall provide all necessary administrative and secretarial assistance. Anticipated activities include, but are not limited to:

- Prepare reports and correspondence.
- Perform data processing to develop databases, spreadsheets, flow diagrams, agendas, meeting reports, and assist in drafting power point presentations.
- Research and summarization as requested.
- Coordinate meeting accommodations and travel arrangements.
- Other administrative duties as assigned.

3.7 Construction Management Support

CONSULTANT will perform a wide variety of construction management, support and contract administration duties as needed for various projects in accordance with Caltrans Construction Manual and FHWA requirements.

SBCTA assigns a Construction Manager for each construction contract that it self-administers and when it has an oversight role. Typical tasks of the Construction Manager include:

- Develop consultant scopes-of-work, plan and administer the consultant selection process, and negotiate contract terms for individual project construction management consultants. Consultant management services may include inspection, materials testing, construction surveying, independent quality assurance, and public outreach.
- Coordinate development of the construction contract bid package with the design and construction management consultants;
- Oversee the advertisement and award of construction contract;
- Direct the work of the construction management consultant and other construction related consultants in administering the construction contract;
- Represent SBCTA in meetings with the construction management consultants, construction contractor and other stakeholders;

- Foster a partnering relationship with the construction contractor, construction management consultant, facility owner (generally Caltrans or local jurisdiction) and other stakeholders;
- Review and recommend approval of contractor progress payments and change orders.
- Review and assist in the analysis of contractor schedules, claims and change orders;
- Ensure that the work is executed in accordance with encroachment permits, environmental permits, cooperative agreements and other requirements of facility owner and regulatory agencies;
- Perform Labor Compliance and other contract compliance reviews;
- Oversee and direct work of construction management consultant to ensure compliance of contractor with certifications and licenses, materials certification and testing, labor compliance, and other contractual compliances.
- Execute construction close-out including, transferring improvements to facility owner, resolving claims, and completion of as-built plans and other project records.

4.0 STAFFING

4.1 Level of Support

All CONSULTANT staff shall work in an integrated team relationship with SBCTA staff members, as well as other consultants. The level of effort required by the CONSULTANT key staff team under this contract shall be of such level to provide the project management and project control to ensure the successful delivery of a well-managed program. The CONSULTANT key staff shall be assigned full-time and shall be available Monday through Friday at a minimum. The level of effort of this key staff will be re-evaluated periodically to assure that the appropriate level of support is maintained. SBCTA shall have sole discretion in defining and making changes in positions and tasks assigned to CONSULTANT during any re-evaluations. CONSULTANT shall provide support in the following functions:

- Program Management
- Corridor Project Management
- Project Management
- Technical Oversight, Peer Review, and Support
- Project Controls
- Contract Management
- Administrative Support
- Finance Support
- Construction Management
- Interdepartmental Coordination and Support

Due to the potential variability in the transportation program requirements, CONSULTANT shall supplement the core staff by providing SBCTA approved specialized personnel/expertise as required to assist in effectively providing the functions above.

4.2 Location

The CONSULTANT core staff shall be co-located with SBCTA staff at its administration facilities located at 1170 W 3rd St, San Bernardino, CA 92410.

4.3 Material and Services Provided By SBCTA

SBCTA will provide office space, furniture, basic computer hardware and software, telephones, office supplies, and printing services to individuals assigned to SBCTA's office in San Bernardino, California. Any special equipment, specialized computer software, or supplies required by these individuals shall be provided by CONSULTANT.

5.0 DELIVERABLES

5.1 Anticipated Deliverables

CONSULTANT shall be responsible for assuring an efficient and timely production of deliverables and performance of activities for the transportation program. Items and activities include, but are not limited to:

- Project management plans
- Project schedules
- Design/other consultant reviews
- Utility agreements
- Design criteria(s) and standards
- Cost estimates (capital and O&M)
- Value engineering, constructability and peer review session reports
- Risk analysis documentation
- Technical reports and studies as assigned
- Constructability Review
- Claims Review, Consultation
- Planning reports and studies as assigned
- Graphics and visuals
- Agency cooperative agreements
- Procurement and contract management documents
- Project status reports
- Program schedules
- Project budgets
- QA/QC monitoring reports
- Document control logs
- Project closeouts

Specific deliverables will be further defined during the term of the Agreement.

Minute Action

AGENDA ITEM: 12

Date: March 4, 2020

Subject:

Interstate 215 Barton Right-of-Way Agreement Funding Summary No. 10

Recommendation:

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

Approve Funding Summary No. 10 to Contract No. 00-1000665 (C12212) with the California Department of Transportation for the Design and Right-of-Way (ROW) phases of the Interstate 215 Barton Road Interchange Project to add \$1,390,000 for parcel acquisitions, \$451,250 for utility relocations and \$203,000 for ROW Legal Support, totaling an additional \$2,044,250 of Measure I Valley Freeway Funds to the ROW Capital and Support for a new total Design and ROW cost of \$43,298,337.

Background:

On May 30, 2012, Cooperative Agreement No. 00-1000665 (C12212) was executed between San Bernardino County Transportation Authority (SBCTA) and the California Department of Transportation (Caltrans) which delineated the Plans, Specifications and Estimates (PS&E) and Right-of-Way (ROW) responsibilities between the two agencies for the delivery of the Interstate 215 (I-215) Barton Road Interchange Improvement Project (Project). The Project has experienced changes in funding types, project delivery methods, agency roles and responsibilities, and associated cost updates. To accommodate these changes, Agreement No. 00-1000665 has been amended nine (9) times. Funding Summary No. 10 to Agreement No. 00-1000665 serves to increase the funding for the ROW phase by \$2,044,250 for a revised total ROW cost of \$37,401,250, and a total agreement cost for PS&E and ROW of \$43,298,337, as documented in Table 1. The requested additional funds will serve to accommodate cost increases to utility relocations, acquisitions, and legal services.

Table 1: Spending Summary

Fund Type	PS&E	ROW Support		ROW Capital	
	Caltrans	Caltrans	SBCTA	SBCTA	Total
STIP/IIP	\$ -	\$ -	\$ -	\$ 17,400,000	\$ 17,400,000
Section 112	\$ 1,980,000	\$ -	\$ -	\$ -	\$ 1,980,000
Demo	\$ 2,256,987	\$ 557,000	\$ -	\$ 3,666,645	\$ 6,480,632
Section 115	\$ 500,646	\$ -	\$ -	\$ -	\$ 500,646
STP	\$ 909,454	\$ 100,000	\$ -	\$ 4,466,694	\$ 5,476,148
Measure I	\$ 250,000	\$ 100,000	\$ 5,103,000	\$ 6,007,911	\$ 11,460,911
Total	\$ 5,897,087	\$ 757,000	\$ 5,103,000	\$ 31,541,250	\$ 43,298,337
Right-of-Way Total = \$37,401,250					

The Project initiated construction in December 2017, and the ROW phase has continued primarily due to outstanding utility relocations and property settlements. At the SBCTA Board of Directors (Board) Meeting on December 6, 2017, staff made the Board aware of the need for a future amendment to cover an unquantified but anticipated cost increase to the project associated

Entity: San Bernardino County Transportation Authority

with eminent domain and post construction ROW activities. Now that the scope of work is defined and cost estimates have been produced, staff can bring this amendment request forward for consideration.

The construction of the Project is estimated to be completed by early summer 2020, and the estimated ROW cost at completion is \$37,401,250. An additional \$203,000 is necessary for ROW legal services to continue the eminent domain process and \$1,841,250 is necessary to cover property settlements and utility relocations, as show in Table 2:

Table 2: Amendment 10 Cost Breakdown

	Amendment #10	MSI Total
I-215 Barton Utility Relocation	\$451,250	\$1,348,125
I-215 Barton Parcel Acquisition	\$1,390,000	\$4,659,786
I-215 Barton ROW Capital	\$1,841,250	\$6,007,911
I-215 Barton ROW Support	\$203,000	\$5,203,000
I-215 Barton ROW Total	\$2,044,250	\$11,210,911

The specifics regarding the cost increases are discussed below.

- As part of the eminent domain process, additional and ongoing legal support is required for 3 properties and 2 tenants; staff is estimating that an additional \$203,000 is needed to finalize litigation for the remaining properties, for a total of \$5,860,000 of ROW support.
- The ROW capital cost for parcel acquisition is estimated to increase by \$1,390,000 for a total of \$25,230,000. Of the 37 properties that were needed for the Project, SBCTA has not yet reached settlement on 3 properties and 2 tenants. SBCTA acquisition budgets consist of appraised values based on the estimated just compensation without consideration of settlements. Various factors are taken into consideration when negotiating settlements with property owners including appraisal assumptions, recent changes in the market, and potential litigation costs. During the litigation process, property values may be higher than the appraised property value; therefore, settlement costs for remaining properties are anticipated to be above the original appraised and Just Compensation valuations. While SBCTA is not aware of the potential for any Goodwill Claims at this time, \$100,000 has been assumed if these claims arise.
- Utility relocation costs have been higher than anticipated due to unknown conflicts when the utility relocation plans were developed. Relocation costs were based on estimates at completion provided by the utility companies; however, due to unforeseen circumstances, an additional \$451,250 is anticipated to be required to cover all utility relocation costs for a total of \$6,311,250 for utility relocations.

The current ROW cost estimate request does not exceed the ROW cost identified in the 2019 10-Year Delivery Plan nor does this impact the delivery of the currently programmed projects in the Freeway Program.

Board of Directors Agenda Item

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Financial Impact:

This item is consistent with the Fiscal Year 2019/2020 Budget under Task No. 0820 Freeway Projects, Sub-Task No. 0840 I-215 Barton Road.

Reviewed By:

This item was reviewed and recommended for approval (15-0-0) with a quorum of the Board present at the Board of Directors Metro Valley Study Session on February 13, 2020. SBCTA General Counsel, Procurement Manager, and Risk Manager have reviewed this item and the draft amendment.

Responsible Staff:

Paula Beauchamp, Director of Project Delivery and Toll Operations

Approved
Board of Directors
Date: March 4, 2020

Witnessed By:

San Bernardino County Transportation Authority

General Contract Information

Contract No: 00-1000665 Amendment No.: 10 Sole Source? N/A
 Vendor No.: 00450 Vendor/Customer Name: Caltrans
 Description: Cooperative Agreement for I-215 Barton PS&E and ROW
 Estimated Start Date: 05/02/2012 Expiration Date: 12/31/2039 Revised Expiration Date: N/A
 List Any SBCTA Related Contracts Nos.: 15-1001044 & 15-1001045 (Admin Contracts)

Dollar Amount

Original Contract	\$ 250,000.00	Original Contingency	\$ -
Prior Amendments	\$ 100,000.00	Prior Amendments	\$ -
Current Amendment	\$ -	Current Amendment	\$ -
Total/Revised Contract Value	\$ 350,000.00	Total Contingency Value	\$ -
Total Dollar Authority (Contract Value and Contingency)		\$ 350,000.00	

Contract Authorization

Board of Directors Date: 03/04/2020 Board Item # 6470

Contract Management (Internal Purposes Only)

Payable Other Contracts No Budget Adjustment

Accounts Payable

Total Contract Funding: \$ 350,000.00						Total Contingency: \$ -						
GL: 4110	40	0820	0840	52005	41100000	350,000.00	GL:					-
GL:							GL:					-
GL:						-	GL:					-
GL:						-	GL:					-
GL:						-	GL:					-
GL:						-	GL:					-
GL:						-	GL:					-
GL:						-	GL:					-
GL:						-	GL:					-
GL:						-	GL:					-
GL:						-	GL:					-

Accounts Receivable

Total Contract Funding:	<u> </u>	Reversion Date:	<u> </u>		
Funding Agreement No:	<u> </u>				
GL:		GL:			-
GL:		GL:			-
GL:		GL:			-
GL:		GL:			-
GL:		GL:			-

Andrea Nieto Paula Beauchamp
 Project Manager (Print Name) Task Manager (Print Name)

Additional Notes: *\$11,110,911 MSI funds are for Administrative and On-Call ROW Contracts

Attachment: 00-1000665 CSS Amendment 10 (6470 : I-215 Barton ROW Agreement Funding Summary 10)

AGREEMENT NO. 1537**FUNDING SUMMARY NO. 10 DRAFT**

1. PARTNERS, in accordance with the provisions of this AGREEMENT, hereby amend this AGREEMENT by replacing Funding Summary No. 09 in its entirety with Funding Summary No. 10.
2. Funding Summary No. 10 [to add an additional \$1,841,250 Measure I funds for R/W Capital and \$203,000 for R/W Support to Funding Summary No. 09].

<u>FUNDING TABLE</u>						
<u>IMPLEMENTING AGENCY</u> →			<u>CALTRANS</u>	<u>SBCTA</u>		Totals
Source	Party	Fund Type	PS&E	R/W SUPPORT	R/W CAPITAL	
STATE	CALTRANS	STIP/IIP	\$0	\$0	\$17,400,000	\$17,400,000
LOCAL-FEDERAL	SBCTA	DEMO	\$2,256,987	\$557,000	\$3,666,645	\$6,480,632
LOCAL-FEDERAL	SBCTA	SECTION 115	\$500,646	\$0	\$0	\$500,646
LOCAL-FEDERAL	SBCTA	SECTION 112	\$1,980,000	\$0	\$0	\$1,980,000
LOCAL-FEDERAL	SBCTA	STP	\$909,454	\$100,000	\$4,466,694	\$5,476,148
LOCAL	SBCTA	MEASURE	\$250,000	\$5,203,000	\$6,007,911	\$11,460,911
Totals			\$5,897,087	\$5,860,000	\$31,541,250	\$43,298,337

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SPENDING SUMMARY

Fund Type	PS&E		R/W Support		R/W CAPITAL	Totals
	<u>CALTRANS</u>	<u>SBCTA</u>	<u>CALTRANS</u>	<u>SBCTA</u>	<u>SBCTA</u>	
STIP/IIP	\$0	\$0	\$0	\$0	\$17,400,000	\$17,400,000
Section 112	\$1,980,000	\$0	\$0	\$0	\$0	\$1,980,000
DEMO	\$2,256,987	\$0	\$557,000	\$0	\$3,666,645	\$6,480,632
Section 115	\$500,646	\$0	\$0	\$0	\$0	\$500,646
STP	\$909,454	\$0	\$100,000	\$0	\$4,466,694	\$5,476,148
Measure	\$250,000	\$0	\$100,000	\$5,103,000	\$6,007,911	\$11,460,911
Totals	\$5,897,087	\$0	\$757,000	\$5,103,000	\$31,541,250	\$43,298,337

Funding

3. If there are insufficient funds available in this AGREEMENT to place the PROJECT right-of-way in a safe and operable condition, the appropriate IMPLEMENTING AGENCY will fund these activities until such time as PARTNERS amend this AGREEMENT.

That IMPLEMENTING AGENCY may request reimbursement for these costs during the amendment process.

4. If there are insufficient funds in this AGREEMENT to implement the obligations and responsibilities of this AGREEMENT, including the applicable commitments and conditions included in the PROJECT environmental documentation, permits, agreements, and/or approvals that are in effect at a time that WORK stops, each PARTNER accepts responsibility to fund their respective WORK until such time as PARTNERS amend this AGREEMENT.

Each PARTNER may request reimbursement for these costs during the amendment process.

Attachment: 00-1000665-10 (Agreement 1537 A-10) (6470 : I-215 Barton ROW Agreement Funding Summary 10)

ICRP Rate

5. The cost of any engineering support performed by CALTRANS includes all direct and applicable indirect costs. CALTRANS calculates indirect costs based solely on the type of funds used to pay support costs. State and federal funds administered by CALTRANS are subject to the current Program Functional Rate. All other funds are subject to the current Program Functional Rate and the current Administration Rate. The Program Functional Rate and Administration Rate are adjusted periodically.
6. If the WORK is funded with state or federal funds, any PARTNER seeking CALTRANS reimbursement of indirect costs must submit an indirect cost rate proposal and central service cost allocation plan (if any) in accordance with 2 CFR, Part 200 and Chapter 5 of the Local Assistance Procedures Manual. These documents are to be submitted annually to CALTRANS' Audits and Investigations for review and acceptance prior to CALTRANS' reimbursement of indirect costs.
7. Travel, per diem, and third-party contract reimbursements for WORK are to be paid from the funds in this AGREEMENT only after the contractor performs the work and incurs said costs.

Payments for travel and per diem will not exceed the rates paid rank and file state employees under current California Department of Personnel Administration (DPA) rules current at the effective date of this AGREEMENT.

If SBCTA invoices for rates in excess of DPA rates, SBCTA will fund the cost difference and reimburse CALTRANS for any overpayment.

8. In accordance with the CALTRANS Federal-Aid Project Funding Guidelines, PARTNERS must obtain approval from the Federal Highway Administration prior to any PROJECT funding changes that that will change the federal share of funds.

Invoicing and Payment

9. PARTNERS will invoice for funds where the SPENDING SUMMARY shows that one PARTNER provides funds for use by another PARTNER. PARTNERS will pay invoices within forty-five (45) calendar days of receipt of invoice when not paying with Electronic Funds Transfer (EFT). When paying with EFT, SBCTA will pay invoices within five (5) calendar days of receipt of invoice.

10. If SBCTA has received EFT certification from CALTRANS then SBCTA will use the EFT mechanism and follow all EFT procedures to pay all invoices issued from CALTRANS.
11. CALTRANS will draw from state and federal funds that are provided by SBCTA without invoicing SBCTA when CALTRANS administers those funds and CALTRANS has been allocated those funds by the CTC and whenever else possible.
12. When a PARTNER is reimbursed for actual cost, invoices will be submitted each month for the prior month's expenditures. After all PROJECT COMPONENT WORK is complete, PARTNERS will submit a final accounting of all PROJECT COMPONENT costs. Based on the final accounting, PARTNERS will invoice or refund as necessary to satisfy the financial commitments of this AGREEMENT.
13. If an executed Program Supplement Agreement (PSA) or STIP Planning, Programming, and Monitoring Program Fund Transfer Agreement (PPM) exists for this PROJECT then SBCTA will abide by the billing and payment conditions detailed for the fund types identified in the PSA or PPM.
14. If CALTRANS reimburses SBCTA for any costs later determined to be unallowable, SBCTA will reimburse those funds.

Plans, Specifications, and Estimate (PS&E)

15. CALTRANS will invoice and SBCTA will reimburse for actual costs incurred and paid.

RIGHT-OF-WAY Support

16. CALTRANS will invoice and SBCTA will reimburse for actual costs incurred and paid.

RIGHT-OF-WAY Capital

17. SBCTA will invoice and SBCTA will reimburse for the accepted offer price of parcels.

Signatures

PARTNERS are empowered by California Streets and Highways Code to enter into this AGREEMENT and have delegated to the undersigned the authority to execute this Funding Summary on behalf of the respective agencies and covenants to have followed all the necessary legal requirements to validly execute this Funding Summary.

Signatories may execute this Funding Summary through individual signature pages provided that each signature is an original. This Funding Summary is not fully executed until all original signatures are attached.

**STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION**

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

Not for signatures at this time

Michael Beauchamp
District Director

Darcy McNaboe
President, Board of Directors

Date _____

Date _____

Mary Risaliti
District Budget Manager

HQ Accounting

Attachment: 00-1000665-10 (Agreement 1537 A-10) (6470 : I-215 Barton ROW Agreement Funding Summary 10)

Minute Action

AGENDA ITEM: 13

Date: March 4, 2020

Subject:

Ontario International Airport Rail Access Alternatives Analysis

Recommendation:

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

- A. Allocate \$3,000,000 in Valley State Transit Assistance – Population Share funds to activities related to development of the Ontario International Airport Rail Access Alternatives Analysis.
- B. Authorize the release of Request for Proposals No. 20-1002369 for the Ontario International Airport Rail Access Alternatives Analysis.

Background:

The Ontario International Airport (ONT) has thrived under local control. It is seeing record growth in both passenger travel, recognizing 5.6 million annual passengers (MAP) in 2019; the most since 2008, and on the commercial freight side with 782,000 tons of air cargo in 2019, a 5.1% increase over 2018. With the growing use of the airport, it is important to ensure there is adequate alternative access for travelers as well as employees to access the facility.

Two key initiatives have been implemented. Omnitrans worked with ONT to bring fixed route bus service, Route 61, their highest performing route with 1.5 million annual passengers and Route 80, with 152,000 annual passengers, directly to Terminal 2 and Terminal 4. San Bernardino County Transportation Authority (SBCTA) instituted the Private Transportation Provider Pilot Program with Lyft, which provides up to a \$35 subsidy per ride, with the intention of fully subsidizing the majority of rides, between ONT and the four closest Metrolink Stations: Montclair, Upland and Rancho Cucamonga on the San Bernardino Line, and East Ontario on the Riverside Line. Under development is a third initiative: the West Valley Connector Phase I Project (WVC). WVC will enhance the service currently provided by Route 61, providing sbX branded rapid 10-minute peak frequency service connecting ONT with the Metrolink Riverside Line at Downtown Pomona and the Metrolink San Bernardino Line at Rancho Cucamonga, as well as other work and leisure centers. Funding was also allocated to a shuttle service that would have been run by Omnitrans in partnership with the Greater Ontario Convention & Visitor Bureau, but ultimately it was not implemented due to logistical challenges.

In addition, in mid-2018, the ONT Roundtable (Roundtable) was formed to bring stakeholders together to facilitate discussions regarding efficient, effective, and sustainable access to the airport as well as other key initiatives that support a symbiotic relationship that benefits the region and ONT. The November 2019 Roundtable discussion included an overview of the next actions necessary to progress with a rail connection to the airport. SBCTA laid out the general steps and timeline to implement rail revenue service to ONT. Staff also touched on the previous studies that have been done. Prior to the November 2019 Roundtable, SBCTA staff consulted with the Federal Transit Administration (FTA) and agreed that while studies have been done, it would be appropriate to initially proceed with an Alternatives Analysis (AA). Taking into account an AA, and following the federalized delivery process working with the FTA, staff estimates it will take approximately ten years to provide rail service to ONT should the required

Entity: San Bernardino County Transportation Authority

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funding be secured. At the November 2019 Roundtable, staff committed to bring an action item forward to the SBCTA Board of Directors in early 2020 requesting an allocation of funding and authorization to proceed with an AA. The total cost of the AA, including oversight and public outreach, is estimated to be approximately \$3,000,000. Pending approval by the SBCTA Board of Directors, this would position the project to be ready to begin preliminary engineering and environmental clearance in 2023, which is estimated to cost \$14.5 million at that time.

While rail access to ONT was not anticipated in the 2010-2014 Measure I Expenditure Plan, staff recommends moving forward with the AA. This is done recognizing completion of the project, which is estimated to cost between \$1 billion and \$1.5 billion in 2020 dollars, will require a large infusion of revenue that is unknown at this time. Further, funding for operations and maintenance (O&M), which is estimated to cost between \$7 million and \$9 million annually in 2020 dollars, has not been identified and is not available from the traditional sources accessible to SBCTA today. However, due to the extensive time it takes to develop a project of this scale, staff recommends proceeding with an AA in a manner that will assist with securing state and federal funding, understanding the current fiscally constrained situation.

Staff is requesting an allocation of \$3,000,000 of State Transit Assistance Funds from the Valley Population share to fund the Rail Access to Ontario International Airport Alternatives Analysis, project management support services, and associated public outreach efforts. Staff is also requesting authorization to release a Request for Proposals for the Rail Access to Ontario International Airport Alternatives Analysis based on the draft scope of work provided in Attachment A. Staff anticipates refining the scope of work based on input from the Transit Committee and others. Further, staff has created a new budget subtask for this effort which will be included in Task 0315, Transit Capital Projects, and pending approval of this action will use the administrative budget process to add funding to the Fiscal Year 2019/2020 Budget.

In November of 2014, SBCTA completed the Ontario Airport Rail Access Study (2014 Study): reviewing options, costs, and ridership estimates to provide a rail connection between ONT and the adjacent rail corridors. The 2014 Study is available on the SBCTA website for reference. As a follow up, in July 2016, the SBCTA Transit Committee requested additional analysis comparing the results of the 2014 Study to existing rail connections with other airports, specifically the Oakland Airport-BART Connector system. The two preferred rail alternatives to access ONT identified in the 2014 Study were a seven (7) mile extension of the Gold Line (now the L Line) Light Rail Transit service from Montclair or a separate five (5) mile Light Rail Transit (LRT) or Diesel Multiple Unit (DMU) service from the Metrolink Rancho Cucamonga Station. Capital and operating cost estimates were completed for all three of these scenarios. The follow up research included the Oakland Airport-BART Connector system, an automated people mover (APM), and seven (7) other LRT and APM rail systems that were somewhat similar in nature to the system proposed for Ontario.

Attachment A provides details on the proposed alternatives to be further studied in the proposed AA. They include the two preferred alignments resulting from the 2014 Study with one modification: the DMU alternative from the Rancho Cucamonga Station will be studied as a zero-emission multiple unit (ZEMU) service based on SBCTA's progress related to development of the ZEMU, which is planned to be operational in 2024. The AA will also study the use of the Alhambra Subdivision, as it is the closest existing rail line to ONT, as well as a private partnership project with an emerging technology company such as The Boring Company using their Loop technology. Loop is a high-speed underground public transportation system in which San Bernardino County Transportation Authority

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passengers are transported via compatible autonomous electric vehicles. It is estimated the AA will take eighteen (18) months to complete and it will be done in consultation with the FTA and the Federal Aviation Administration when applicable.

SBCTA will be the lead agency on this project as the statutorily-designated transportation planning agency for San Bernardino County. However, the AA will be a highly collaborative process, overseen by a technical committee of representatives from multiple agencies in both Los Angeles and San Bernardino Counties, with frequent status reports provided to policy committees in both counties. Just as the Ontario International Airport Authority (OIAA) has proved to be a good steward of ONT, SBCTA will serve as a steward of the effort that will lead all the stakeholders to an optimum solution for rail access to the airport. The Los Angeles County Metropolitan Transportation Authority (LA Metro) will serve as the primary channel for communication to Los Angeles (LA) County stakeholders, as the sister agency to SBCTA having transportation planning responsibility for LA County.

Financial Impact:

This item is not consistent with the Fiscal Year 2019/2020 Budget. An administrative budget amendment will be processed pending Board of Directors' action.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the Transit Committee on February 13, 2020. SBCTA General Counsel, Procurement Manager, and Risk Manager have reviewed this item and the draft Scope of Work.

Responsible Staff:

Steve Smith, Director of Planning

Approved
Board of Directors
Date: March 4, 2020

Witnessed By:

San Bernardino County Transportation Authority

RFP20-1002369
ATTACHMENT “A”
SCOPE OF WORK

The San Bernardino County Transportation Authority (“SBCTA”) is seeking professional services for the preparation of an Alternatives Analysis (“AA”) that follows Federal Transit Administration (FTA) guidelines for the Ontario International Airport (ONT) Rail Access Project (“Project”).

SBCTA Valley State Transit Assistance – Population Share funds will be used to cover the cost of the AA. Funding for the next phases is not determined or available yet, and it is anticipated that state and federal funds will be utilized. As such, the AA should comply with applicable state and federal requirements and specifically lend itself to be useful as part of the FTA New Starts Capital Improvement Grant Program process.

INTRODUCTION:

SBCTA will be the lead agency on this project as the statutorily-designated transportation planning agency for San Bernardino County. However, the AA will be a highly collaborative process, overseen by a technical committee of representatives from multiple agencies in both Los Angeles and San Bernardino Counties, with frequent status reports provided to policy committees in both counties. Just as the Ontario International Airport Authority (OIAA) has proved to be a good steward of ONT, SBCTA will serve as a steward of the effort that will lead all the stakeholders to an optimum solution for rail access to the airport. The Los Angeles County Metropolitan Transportation Authority (LA Metro) will serve as the primary channel for communication to LA County stakeholders, as the sister agency to SBCTA having transportation planning responsibility for LA County.

It is widely recognized that ONT is an important regional asset. Agencies within San Bernardino County recognized that when they assumed local control of ONT in November 2016, under the direction of the Ontario International Airport Authority (OIAA). Having now become the fastest growing commercial airport in the United States, ONT has recovered from a low of less than 4 million annual passengers (MAP) in 2013 to 5.6 MAP in 2019. Commercial freight also increased significantly in recent years, with 2019 seeing a 5.1% increase over 2018 with more than 782,000 tons of shipments. In the draft 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, the Southern California Association of Governments (SCAG) shows a continued strong growth track for ONT to an estimated 33 MAP in 2045.

Finding an optimal solution for passenger rail access to ONT is complex, and decisions made in the next few years will shape transit access to ONT for the decades to come. The rail access decision is complex for a variety of reasons:

- We must envision the decision not based on conditions as they are today, but on conditions that will exist years from now: demographics, distribution of the future population, needs of both the local and regional business community, potential changes enabled by technology, etc.
- There are multiple “customers” to consider: outgoing passengers, incoming passengers, employees, and business interests, with origins and destinations spread throughout Southern

California.

- Regardless of the alternative selected, the costs will be large, and much is at stake in terms of both capital investment and ongoing operations. Coming out of the AA, there will need to be an understanding of how these costs should be distributed across the agencies in Los Angeles and San Bernardino Counties. SBCTA and LA Metro, as the primary transportation agencies responsible for fund allocation, will take the lead in holding these conversations at the proper time in the study.
- It is an opportunity to make “statements” on the environment, work force development, disadvantaged community (DAC) benefits, and other non-transportation considerations. Finding the right solution for rail access to ONT is not merely a construction project, but requires consideration of local air quality benefits (with San Bernardino County having some of the worst air quality “hot spots” in the nation), greenhouse gas reduction, benefits to DACs (with many such communities in the San Bernardino and San Gabriel Valleys), and workforce development, among others. Again, SBCTA and LA Metro are leaders in taking these considerations into account, and will manage a collaborative and transparent process throughout.

Several prior studies by LA Metro, SBCTA, and SCAG have analyzed the opportunities and possible options for rail access to ONT, as will be described later. The AA is envisioned as the effort that will narrow down the range of the alternatives from prior studies, conduct more detailed analysis, and inform the decision-making process in a way that will converge on a locally preferred alternative (LPA) for passenger rail service to ONT.

Efficient, multimodal transportation access to ONT is not only important for the sake of the region, but will make a statement to the outside world as well. Airports often give the “first impression” to those who come from elsewhere in the U.S. or from other countries, and the ease of access is part of that first impression. While the AA sets the stage for building and operating a transportation project, how we come to a collective regional decision on rail access to ONT will be fundamental to how the experience of coming to Southern California is perceived by those from outside. While we expect ONT to have a strong growth track, and serve a more significant regional role as that growth occurs, it cannot be done at the expense of the local communities. SBCTA will ensure that these local concerns are considered and addressed as the study proceeds.

PROJECT OVERVIEW:

The Project proposes to bring rail access to ONT in a manner conducive with the Ontario International Airport Authority’s (OIAA) ultimate vision of how the airport terminals will be accessed by multimodal passengers plus employees, and in compliance with all Federal Aviation Administration (FAA) requirements. SBCTA completed the Ontario Rail Access Study in November 2014, available for reference at www.gosbcta.com, as an initial first step to defining how to make this critical network link. The primary goal of the AA is to improve and expand the information available to the decision-makers considering this major transit improvement and to serve as the technical basis for selecting a locally preferred alternative (LPA).

The AA includes an assessment of alternatives for accessing ONT via public transportation modes from the surrounding subareas, with a focus on access from both the east and west of ONT. One of

the initial steps in the AA will be to determine assumptions for the future baseline transit network. This will be discussed early in the AA with stakeholders and take into account the Other Projects, Plans and Initiatives identified below.

The AA includes an assessment of a range of public transportation or multimodal alternatives and addresses how to best access the ONT within the surrounding subarea, as further described below. It will provide ample information to enable SBCTA to work with the Federal Transit Administration (FTA) to make the findings of project justification and ultimately local and non-local financial commitment.

The AA will support the selection of a LPA and enable SBCTA as the regional transportation planning agency to adopt the LPA as part of the long-range transportation plan and Federal Transportation Improvement Program (FTIP), enabling the receipt of federal funding.

Metrolink and LA Metro will be consulted for compliance with the appropriate design standards, depending on the alternative being analyzed. In addition, compliance with all applicable regulations, such as FTA, FAA, Federal Railroad Administration (FRA), Federal and the California Public Utilities Commission (CPUC), is required.

BACKGROUND:

A. Study Area

As shown in Exhibit 1, the study area is vast in its allowance for the following key alternatives to be considered:

- Metro light-rail via the Montclair Transcenter
- Metrolink zero-emission multiple unit service on the San Bernardino Line via the Rancho Cucamonga station area
- Similar service from Los Angeles Union Station via the Alhambra Subdivision which runs immediately north of ONT
- Private partnership for emerging technology that could ultimately connect the Metrolink San Bernardino Line and Riverside Line with ONT

Each of the options listed above could provide rail or similar access to ONT. However, each potentially serves vastly different regions and markets seeking alternative access to the ONT. Important activity centers to consider when reviewing the study area include but are not limited to existing and planned transit-oriented developments along the Metrolink San Bernardino Line, the Ontario Convention Center, Toyota Arena, and the office parks both north and south of I-10 in the proximity of ONT.

B. Other Projects, Plans, and Initiatives

LA Metro, in partnership with the Gold Line Construction Authority, is currently constructing the extension of the Gold Line (now known as the L Line) from its current terminus at Azusa Pacific University in Azusa to the Pomona North Metrolink Station on the San Bernardino Line in Pomona by 2024. Efforts are underway to secure the additional funding to continue construction of the L Line in the Metrolink corridor from the Pomona North station to the Montclair Transcenter in San Bernardino County, with one intermediate

stop at Claremont, by 2028. The L Line stop in Claremont will be located where the Claremont Metrolink station is currently located. The Claremont Metrolink station will be relocated east of South College Avenue. The L Line stop in Montclair will be co-located with the Montclair Metrolink station, with a shared center platform envisioned between the two services. While LA Metro will determine the frequency of L Line service in Los Angeles County, SBCTA has considered reduced frequency in San Bernardino County based on demand and the availability of funding for operations.

Metrolink's Southern California Optimized Rail Expansion (SCORE) program is an ambitious capital program that will upgrade Metrolink's system in time for the 2028 Olympic and Paralympic Games. Work on the initial phase of SCORE is underway and includes infrastructure improvements to the Metrolink San Bernardino Line that provide for 30-minute bi-directional service, with the planned baseline being 30-minute bi-directional peak service and 60-minute off-peak service. Final determination of the operating interval is dependent upon the availability of funding for operations.

SBCTA is implementing a blended service on the Metrolink San Bernardino Line between the San Bernardino Transit Center and the University of Redlands along the Redlands Subdivision in early 2022. It includes Arrow service, which is the deployment of three tier 4 diesel multiple units (DMUs) running 30-minute bi-directional peak service and 60-minute off-peak service, overlaid with one Metrolink locomotive hauled coach round trip run to Downtown Redlands each weekday. In addition, SBCTA is under contract to receive a zero-emission multiple unit based on the initial DMUs by 2024, which will be incorporated into the Arrow fleet. The Arrow fleet will be maintained at the Arrow Maintenance Facility, located off the San Bernardino Line between the San Bernardino Depot and Interstate 215. The AMF can accommodate six (6) two-car consists.

SBCTA instituted the Private Transportation Provider Pilot Program with Lyft, which provides up to a \$35 subsidy per ride between ONT and the four closest Metrolink Stations: Montclair, Upland, and Rancho Cucamonga on the San Bernardino Line and East Ontario on the Riverside Line.

In addition, SBCTA is developing the West Valley Connector Phase I Project (WVC). WVC will enhance the service currently provided as Route 61, providing sbX branded rapid 10-minute peak frequency service connecting ONT with the Metrolink Riverside Line at the Downtown Pomona station and the Metrolink San Bernardino Line at Rancho Cucamonga station, as well as other work and leisure centers. WVC is planned to be operational in 2023, contingent upon the availability of grant funding. The parallel fixed-route service will be reduced to 60-minute frequency.

The City of Ontario in partnership with ONT has a master plan under development for airport and surrounding area. A focused study is also underway entitled "Ontario Multimodal Transportation Center (MTC) Concept Plan" a \$735,000 Caltrans Sustainable Transportation Planning Grant. The scope of work for the Caltrans grant is attached.

UPS recently expanded operations at ONT resulting in an estimated 500 jobs to be added between 2018 and 2022. Discussions are underway with FedEx that would also increase the number of jobs at ONT.

C. Document and Resources for Review

- Ontario Rail Access Study, 2014
<https://www.gosbcta.com/wp-content/uploads/2019/10/Ontario-Airport-Rail-Access-Study-Report.pdf>
- Hybrid Rail Study, 2018
https://www.gosbcta.com/wp-content/uploads/2019/09/20181119RPT_SBCTA_Hybrid_Rail_Study_Final.pdf
- Los Angeles and San Bernardino Inter-County Transit and Rail Connection Study, 2018
<https://www.scag.ca.gov/programs/Pages/InterCountyTransitRail.aspx>
- Strategic Planning Study Report for Metro Gold Line Extension to the Ontario International Airport, 2008
<https://foothillgoldline.org/images/uploads/Metro%20Gold%20Line%20-%20Ontario%20Final%20%20Dec%2031%202008.pdf>
- Advanced Regional Rail Integrated Vision – East (ARRIVE) Study, 2014
https://www.gosbcta.com/wp-content/uploads/2019/09/ARRIVE_Final-Report.pdf
- Los Angeles-San Bernardino Inter-County Transit and Rail Study, 2018
<https://www.scag.ca.gov/programs/Pages/InterCountyTransitRail.aspx>
- City of Ontario Specific Plan documents
<https://www.ontarioca.gov/Planning/SpecificPlans>
- City of Rancho Cucamonga Planning Information
<https://www.cityofrc.us/divisions/planning>

PROJECT INFORMATION:

A. Project Stakeholders

SBCTA is the lead agency for this project. The project will be closely coordinated with key partner agencies, including the City of Ontario, Ontario International Airport Authority (OIAA), the County of San Bernardino, and the Cities of Rancho Cucamonga, Upland, and Montclair. Other key stakeholder groups include neighborhood and business associations, special service districts, property owners, residents, developers, and transit riders. This includes the ONT Roundtable, a consortium of elected officials, business leaders, education institution representatives, and transportation experts formed to support the healthy growth of the airport as well as understanding the symbiotic relationship to broader county activities. It is anticipated that the following structure will be used to advise and manage the AA process.

- Policy Advisory Committee (PAC) – This committee will include elected and appointed officials from SBCTA and OIAA. This committee will provide overall policy guidance on the project and recommend a locally preferred alternative to the SBCTA Board of Directors.
- Technical Advisory Committee (TAC) – This committee will include staff from SBCTA, OIAA, LA Metro, Metrolink, Caltrans, County of San Bernardino and the Cities of Ontario, Rancho Cucamonga, Upland and Montclair. The TAC will advise SBCTA on technical issues, review documents, and provide key communications links with the staff of the organizations represented.
- Project Management Team (PMT) – The smallest of the groups, the PMT will consist of select staff members from SBCTA and OIAA who have experience with project management. The PMT will lead the planning process and facilitate coordination between the consultant, FTA, FAA, and FRA, as well as the other project committees.

B. Description of the Conceptual Alternatives

As defined by the FTA, an AA is the first step of the New Starts project development process. An AA is the local forum for evaluating the costs, benefits, and impacts of a range of transportation alternatives designed to address mobility problems and other locally-identified objectives in a defined transportation corridor, and for determining which particular investment strategy should be advanced for more focused study and development. At a minimum, the AA will evaluate the following alternatives:

- No-build
- Traffic Systems Management, if required
- Metro light-rail via the Montclair Transcenter
- Metrolink zero-emission multiple unit service on the Metrolink San Bernardino Line via the Rancho Cucamonga station area
- Similar service from Los Angeles Union Station via the Alhambra Subdivision, which runs immediately north of ONT
- Private partnership for emerging technology that could ultimately connect the Metrolink San Bernardino Line and Riverside Line with ONT

These alternatives will be structured to maintain a high level of access while improving the speed, reliability and quality of transit service in the corridor. It is possible that additional alternatives, other propulsion technologies and/or hybrid alternatives may be identified and evaluated during the AA process. It is also possible that the preferred alternative identifies a transition from one service method to another. For example, is a tramway or people mover the preferred method of transport after coming within a certain distance of ONT?

Coordination with OIAA, City of Ontario, and FAA will be critical in defining the interface between the terminal station at the airport and passenger/employee access to the airport terminals themselves. A Caltrans-funded study has just been initiated by the City of Ontario to produce the “Ontario Multimodal Transportation Center (MTC) Concept Plan.”

Coordination between these two efforts will be critical. SBCTA will be sitting on the MTC technical advisory committee, and Board/Council members overlap between SBCTA, the City of Ontario, and OIAA. For purposes of this scope of work, proposers should assume that alignments will need to interface with two possible MTC sites: one situated near Cucamonga Creek between the Union Pacific Rail Line and Holt Boulevard (as shown in the MTC scope) and another “near terminal” site or sites to be established in collaboration with the MTC Concept Plan. If a third site needs to be examined, it will be done as an optional task under the SBCTA contract.

Additional factors to consider when structuring the transit service alternatives include:

- Vehicle power technology to be used and fuel requirements
- Station locations, platform configuration, and boarding requirements
- Fare structure
- Service frequency/span of service
- Shelters, lighting and other passenger amenities
- Vehicle type, capacity and design including amenities such as luggage space/rack
- Vehicle range (if independently powered)
- Maintenance facility requirements
- Integration with the broader transit network and the ONT passenger and employee catchment area

Evaluation of the alternatives will require a comprehensive set of cost estimates (capital and operating), performance metrics, and potential impact measures. Consistency with state and federal goals and initiatives will also need to be addressed. Proposals will need to explain the proposed structure for evaluation of alternatives (at both a screening level and detailed level), the evaluation methodology (quantitative and qualitative), and an initial set of evaluation metrics. This methodology will be thoroughly discussed and reviewed with stakeholders at the appropriate point in the effort. Because different alternatives will benefit and impact different geographic areas and communities in different ways, the metrics will need to be broken out by county, at a minimum. The funding strategy will also need to be part of the evaluation of alternatives, with linkages back to the analysis of the differential benefits by geographic area.

SCOPE OF SERVICES:

The scope of work for the AA is described in this section. The proposer is encouraged to provide suggested refinements to the work plan and schedule based upon experience with similar transit planning studies, the FTA’s Alternatives Analysis process, and in preparation for potential future National Environmental Policy Act (NEPA) processes. Proposers are encouraged to consider tasks that should be modified or added to the work plan as outlined in the RFP.

A. Project Initiation

Upon receiving the Notice to Proceed, the selected proposer will schedule a kick-off meeting with SBCTA's project management team and identify relevant issues for the AA process based upon a review of existing documents, corridor conditions, and technical advisory committee input. A tour of the corridor may also be included in the initial or follow-up meeting. The proposer will synthesize relevant issues and identify how these issues are to be addressed in the AA work plan, including potential refinements to the work plan. SBCTA will approve any changes to the work plan.

SBCTA responsibility: Identify key stakeholders and assist in coordinating schedules for kick-off meeting.

Proposer will deliver: Kick-off meeting and relevant issues memorandum.

B. Review and assess previously completed work

The concept of establishing a rail connection to ONT has been studied for many years. As a result, there is a great deal of published information that can be called on to inform this project. The proposer will review and summarize the findings of these studies to address rail concepts and land use development in the subareas and at station locations. In addition, the proposer will review other transportation and land use resources from the area to assess anticipated future conditions.

SBCTA responsibility: Provide known previously completed work.

Proposer will deliver: Technical memorandum summarizing previously completed work including key directions that will guide the alternatives analysis.

C. Develop purpose and need statement, goals, objectives and evaluation criteria

The proposer will develop, review and refine the initial purpose and need statement, goals, objectives and evaluation criteria based upon FTA guidance and other policy guidance relative to the Project. A purpose and need statement will be developed, to be reviewed by technical committees and adopted by the Policy Committee. The proposer will present and further refine this information through the advisory committees and public involvement process. The purpose and need statement, goals, objectives and evaluation criteria will create the framework for the development and evaluation of alternatives and the content of the AA.

SBCTA responsibility: Input and guidance.

Proposer will deliver: Document presenting the purpose and need statement, goals, objectives and evaluation criteria. The criteria will be addressed for both the screening and detailed levels of evaluation.

D. Community, neighborhood and stakeholder outreach

A comprehensive approach will be developed to engage partner agencies, corridor neighborhoods and businesses, key stakeholders, and the general public throughout the AA process. The outreach program will include policy and technical advisory committees, public meetings, presentations at neighborhood and business associations, websites and

social media, a variety of communication tools, and direct outreach to non-traditional populations and organizations. Public meetings, public open houses and/or public hearings will be held at key points in the AA process including, at a minimum: (1) discussion of problems, goals, objectives, evaluation criteria and alternatives, and data gathering, (2) evaluation of alternatives, (3) presentation of the draft AA, and (4) selection of the locally preferred alternative. Given the diversity of the population in the study area, project information will be translated, as appropriate, and translators will be available at public meetings when needed. All meetings regarding the project will be held in locations within the corridor that are easily accessible by all populations including persons with disabilities and those individuals without access to automobiles.

At a minimum, the proposer will:

- Prepare a stakeholder engagement plan.
- Prepare presentation materials for advisory committee meetings, public meetings, and other stakeholder presentations.
- Staff the meetings of the advisory committee including organizing, scheduling, notifying and participating in all meetings and preparing summary notes for all meetings.
- Prepare and provide logistical support, including associated fees, for the public meetings, public open houses and/or public hearings, including scheduling meetings, preparing presentation and meeting materials, and preparing meeting summary notes.
- Track public comments and response and provide to SBCTA upon project completion.
- In conjunction with SBCTA Public Affairs staff, prepare content for the project website, to be maintained by SBCTA staff.
- With a demonstrated ability to engage with the general public and communities within the study area, translate project information and provide translation services at stakeholder engagement events.
- Prepare a draft and final report summarizing the stakeholder engagement process and stakeholder feedback.

It is expected that business associations, neighborhood associations and other stakeholder organizations will request project updates and presentations at their regularly scheduled meetings. In most cases, SBCTA staff intends to respond to these requests; however, in some cases additional assistance may be needed. The proposer is encouraged to include in the work plan assistance and attendance at a minimum of 2 stakeholder organization meetings per month throughout the duration of the project.

SBCTA responsibility: Maintaining the project website, issuing media announcements, and maintaining project email lists. We will facilitate connections with existing stakeholders, assist in coordinating meeting locations and address day-to-day inquiries.

Proposer will deliver: Stakeholder engagement plan; stakeholder engagement summary report; newsletters, website content, presentation materials, public meetings, advisory committee meetings, meeting notes, translation services, and other engagement tools identified in stakeholder engagement plan.

E. Define alternatives at a conceptual level

The proposer will identify transit alternatives, including at a minimum:

- No build
- Traffic Systems Management
- Metro light-rail via the Montclair Transcenter
- Metrolink zero-emission multiple unit service on the San Bernardino Line via the Rancho Cucamonga station area
- Similar service from Los Angeles Union Station via the Alhambra Subdivision which runs immediately north of ONT
- Private partnership for emerging technology that could ultimately connect the Metrolink San Bernardino Line and Riverside Line with ONT

This task may require a three-tiered approach: first, identifying a universe of alternatives and evaluating those alternatives based on preliminary information; next, screening alternatives that fail to meet the unique needs of the region; and finally, conducting a more detailed definition of alternatives for the most promising alternatives. A detailed physical assessment of any alignment proposed for Metro light-rail service, Metrolink zero-emission multiple unit service, including any shared use of the Alhambra Subdivision, will be conducted as a part of this task to identify existing transit facilities, infrastructure condition, and any specific physical constraints that will need to be addressed as part of the construction and/or operation of the proposed alternatives. Existing transit operations will be identified and initial concepts will be developed for the proposed route, stop spacing, station location, and alternative termini. This task will need to be closely coordinated with Task G - Develop Operating Plans. Concept layouts to approximately 10% engineering level will be developed for the ONT station area and for up to two (2) alternatives. Maintenance facility needs will be identified for each rail alternative, including identifying a feasible location for a maintenance facility and the necessary track alignment and/or street network to access the proposed facility. Concept designs will need to address integration of the airport connection with other corridor needs, including bus operations, traffic, parking, bicycle facilities and pedestrian/sidewalk uses. The information prepared in this task would provide the base data and alignment information needed to complete subsequent technical analyses. FTA concurrence with the alternatives will be sought, and consultation with OIAA and the FAA will be needed regarding alignments on airport property with a station or stations at the ONT terminals. Coordination will also be needed with the City of Ontario regarding location and functionality of the MTC.

SBCTA responsibility: Input and guidance.

Proposer will deliver: Technical memorandum defining the alternatives, including

maintenance facility location, assessment of physical constraints and infrastructure condition; 10% engineering level concept designs, including horizontal layout, vertical profiles, and typical cross-sections. Animations and three-dimensional renderings for the most promising alternatives will be needed during public engagement process.

F. Technical methodologies, alternatives screening, conceptual design, & detailed definition of alternatives report

The development and definition of project alternatives is expected to be an iterative process. The initial set of corridor alternatives developed will most likely include a broad range of options defined in very conceptual terms. Initial activities under this task will focus on narrowing this set of alternatives based on the evaluation criteria. The goal will be to evaluate and refine the alternatives as needed to identify those options that have a high feasibility for implementation. It will include identification of high risk elements for each alternative, recommendations for delivery method, and associated high level delivery schedule. It is expected that several cycles of analysis and review will take place during this task as the stakeholders build consensus on the screening results.

The purpose of clearly identifying methodologies is to reach consensus amongst the agency stakeholders on the approaches, methods and assumptions that will be used to conduct the technical analysis and alternatives screening. These should spotlight data used for the analysis and basic input assumptions and identify techniques that will be used to analyze benefits and impacts. Methodology reports are intended to be interim documents completed early in the process. As the project unfolds, the reports can be modified as necessary to maintain a thorough record of the technical approach to the project.

SBCTA responsibility: Input and guidance.

Proposer will deliver: Technical memorandum describing evaluation methodologies.

G. Develop operating plans

The proposer will develop operating plans for each alternative, including other corridor transit services. This will be a critically important task, particularly for alternatives that need to connect with other regional systems (transfers) or go on to serve other areas. These constraints may require detailed analysis to determine realistic transit frequencies that can reliably operate. The operating plans will define the frequency and span of service, stop locations (spacing), fare collection system, and other factors that would impact operating speed, boarding and dwell times, service reliability, and overall service quality. It is anticipated that operating plans will be revisited as ridership forecasting work is done and as plans are vetted in the public involvement process. Sensitivity analysis on concept operating plans will inform development of refined concept-level operating plans. These will consider a range of frequency and speed considerations at the conceptual level, as described in the ridership forecasting section.

SBCTA responsibility: Provide information on existing transit operating conditions.

Proposer will deliver: Technical memorandum describing operation plans for each alternative that include input from the relative transit operators and, if applicable, freight railroad.

H. Develop ridership forecasts

The proposer will conduct ridership forecasting associated with the AA work. Initial forecasting will be completed following FTA requirements for forecasting. Proposers should include in their response to the RFP the approach they would propose to use for the ridership forecasting task, or approach options that they would consider using, identifying the pros and cons of each. All ridership forecasting work will be validated and will be done in close coordination with the corresponding operator. Forecasting work will begin with a detailed model validation phase. Future year scenarios will be based on corridor operating plans, as well as sensitivity tests for a range of options as described above. Reasonableness checks will be utilized to ensure that the forecasts are defensible and appropriate for decision-making. The model will explore and report changes in ridership and system performance across the alternatives. Sensitivity analyses will be needed to estimate probable variation in system patronage with changes in system characteristics such as headway, travel speed, and fare. Proposers should describe in their submittals the extent of modeling and sensitivity testing that could be accommodated within their proposed budget. Station-level forecasts of passenger boardings will be required. The results of the sensitivity analyses will be used to optimize the operating plan for the locally preferred alternative.

SBCTA responsibility: Provide existing ridership figures for transit service in the corridor; facilitate discussion with LA Metro and Metrolink forecasting staff.

Proposer will deliver: Technical memorandum documenting ridership forecasting methodology and results.

I. Prepare capital cost estimates

The proposer will prepare capital cost estimates for the alternatives. The assessment will also identify any physical constraints or special needs that would have a significant impact on capital cost, as well as any needed right-of-way acquisition. Cost estimates will be prepared utilizing unit costs from recent regional rail construction projects. Unit costs will be adjusted to the targeted year-of-expenditure based on anticipated annual inflation rates. Costs will include track work, roadway/paving, bridge modifications, structures, signals and communications, stations and shelters, equipment, utilities, structures, vehicles, maintenance facility, modifications to existing facilities (for example, curb extensions or parking lots), project development/design, project administration, and all other items necessary for design and construction of each alternative.

SBCTA responsibility: Share knowledge of existing vehicle costs.

Proposer will deliver: Technical memorandum documenting capital cost estimates and methodology.

J. Estimate operating and maintenance costs

The proposer will estimate operating and maintenance costs based on the operating plans prepared previously and the ridership forecasts, and reflecting current and anticipated unit costs for existing Metro light-rail service and existing Metrolink service. Operating and maintenance cost will be generated in current dollars and adjusted to targeted opening year

using an annual inflation rate. This work should include the estimated net increases or decreases in operating cost for all transit services in the corridor associated with each alternative. It will also include a review of the FTA National Transit Database for verification of cost or anomalies.

SBCTA responsibility: Input and guidance.

Proposer will deliver: Memorandum documenting operating and maintenance costs and methodology.

K. Assess environmental, historic and community issues.

An initial assessment of potential environmental impacts will be undertaken for the corridor including air quality, noise, vibrations, traffic, energy consumption, cultural and historic resources, native plants and animals, parklands, floodplains, wetlands, lakes, water resources, stormwater management, environmental justice, land use and other significant environmental, social and/or economic impacts. Note that this assessment is separate from and less detailed than the analysis required for the NEPA process, but it should be done in a way that is useful to the future NEPA process. At a minimum, impacts should be identified by geographic area, their level of severity described, and actions that may be needed to minimize and/or mitigate impacts that cannot be avoided.

The identification of cultural resources and the evaluation of impacts on historically significant structures will also be an important consideration and must meet appropriate federal standards for such review.

SBCTA responsibility: Input and guidance.

Proposer will deliver: Documentation of these elements and a concept mitigation plan, including an examination of the impacts that each alternative would have and examples of how other regions have addressed these issues.

L. Evaluation of alternatives

The proposer will evaluate the alternatives based on the detailed evaluation criteria described in Task C, utilizing the technical data developed in the previously described work tasks and consistent with the currently defined FTA New Starts evaluation and rating process. The comparison of alternatives will be vetted through the public involvement process described in Task D. In order to support local decision-making, the current FTA cost-effectiveness index (CEI) will be calculated for each of the transit alternatives. The FTA's Capital Investment Grant Program evaluation process and FTA analyst tools available will be considered in the evaluation. It is important that the evaluation of alternatives be structured in a manner that may be clearly communicated to stakeholders and the general public. The benefits will need to be stratified, wherever possible, by geographic subgroup, with particular emphasis on the origins and destinations of passengers going to and from ONT via the alternatives. Scenarios will also need to be presented regarding the implications of those benefits on the distribution of the funding required to cover capital and operating costs. The proposer shall describe the methodology(ies) for distributing the funding between LA County and San Bernardino County prior to conducting this analysis.

SBCTA responsibility: Input and guidance.

Proposer will deliver: Memorandum documenting evaluation of alternatives methodology and results, including the geographic distribution of benefits and costs.

M. Prepare final AA documentation

The proposer will prepare draft and final AA documents for review by FTA, partner agencies, advisory committees and the public. The proposer will also prepare the necessary technical reports as required by FTA to document the technical methodologies used to develop the AA.

SBCTA responsibility: Input and guidance.

Proposer will deliver: Final AA document meeting FTA requirements and associated memoranda.

Complete list of proposer deliverables:

- Memo #1: Relevant issues
- Memo #2: Summary of previously completed work
- Memo #3: Purpose and need statement, goals, objectives and evaluation criteria
- Stakeholder engagement plan; stakeholder engagement summary report; newsletters, website content, presentation materials, public meetings, advisory committee meetings, meeting notes
- Memo #4: Definition of alternatives
- Memo #5: Evaluation methodologies
- Memo #6: Operating plan
- Memo #7: Ridership forecasting results and methodology
- Memo #8: Capital cost estimates and methodology
- Memo #9: Operating and maintenance cost estimates and methodology
- Memo #10: Summary of environmental, historic and community issues with concept mitigation plan
- Memo #11: Evaluation of alternatives results and methodology
- Final AA report

Minute Action

AGENDA ITEM: 14

Date: *March 4, 2020*

Subject:

Fiscal Year 2019/2020 Quarterly Transit Operator Update

Recommendation:

Receive and file the San Bernardino County Multimodal Transportation Quarterly Update.

Background:

Multi-modal services are an important part of how people travel throughout San Bernardino County. This is reflected in projects and programs San Bernardino County Transportation Authority (SBCTA) is currently constructing and managing, as well as its involvement with the transit operators and the Southern California Regional Rail Authority (SCRRA). Although SBCTA's primary responsibility to the operators is to allocate funding, SBCTA is still required to be tuned in to the trends and statistics of its operators. To help facilitate this, as well as keep the SBCTA Transit Committee and Board of Directors apprised of this information, SBCTA staff in consultation with the operators, SCRRA and AMMA Transit Planning, created the San Bernardino County Multimodal Transportation Quarterly Report (Report).

The purpose of the Report is to identify the range of public transportation options available, provide high level information about services, and report on current initiatives that the transit operators and SBCTA are working on. It also tracks key performance indicator trends. The attached First Quarter Update Fiscal Year 2019/2020 report provides a solid snapshot of the county's network. More importantly, going forward it will provide a regular picture of provider-specific activities to describe both shared and unique experiences in moving travelers across this large county.

The primary source of data used in the Report is from TransTrack. TransTrack is a county-wide transit performance software that the San Bernardino County transit operators; with the exception of SCRRA, use to provide operations and financial data on a monthly basis. This allows SBCTA to pull data reports independently from the operators. The other source of data for this report came from the operators' staff as well as their respective Board of Directors agenda reports. This allowed for collaboration between SBCTA staff and the operators' staff to ensure that an accurate picture is being presented. Data for SCRRA is collected directly from SCRRA and reviewed as part of the SCRRA Member Agency Advisory Committee (MAAC) activities.

The attached report encompasses July 2019 through September 2019. The delay of first quarter reporting to the Transit Committee is due to the time and effort associated with collecting, verifying and reconciling the data being collected and entered by the transit operators. Some agencies such as Metrolink and the City of Needles, reconcile data at the end of the year so staff is limited with respect to what data is available on a quarterly basis. In reviewing this data it is important to note that historically, the first quarter operating expenses are high due to annual subscription and insurance premiums paid at the beginning of the year. This can and will be reflected in the operators not meeting farebox recovery targets since operations will be higher.

Entity: San Bernardino County Transportation Authority

Board of Directors Agenda Item

March 4, 2020

Page 2

By the last quarterly report, the operating expenses will have balanced out and should show a more accurate picture of transit throughout the fiscal year.

The good news for the first quarter of Fiscal Year 2019/2020 is that countywide ridership increased by 4.5% over last year's first quarter. While this increase was not seen by all the operators in the county, it is a positive sign and we are hopeful the decrease in ridership that has been seen over the past several years is beginning to turn around.

The Lyft program was not included in this quarterly report as it was not implemented until the second quarter of the 2019/2020 Fiscal Year. However, since the start of this program there have been 95 rides in total. Of those; 49 began their point of origin at Ontario International Airport (ONT), 28 from the Montclair Metrolink station, 9 from the Rancho Cucamonga Metrolink station, 6 from the Ontario East Metrolink station, and 3 from the Upland Metrolink station. A total of \$1540.56 has been paid in subsidies and 542 people have enrolled in this program. Of the 49 rides that originated from ONT; 28 of those riders' destination was the Montclair Metrolink station, 15 to the Rancho Cucamonga Metrolink station, 4 to the Ontario East Metrolink station, and 2 to the Upland Metrolink station.

Financial Impact:

This item has no impact on the Fiscal Year 2019/2020 budget.

Reviewed By:

This item was received by the Transit Committee on February 13, 2020.

Responsible Staff:

Nancy Strickert, Transit Program Manager

Approved
Board of Directors
Date: March 4, 2020

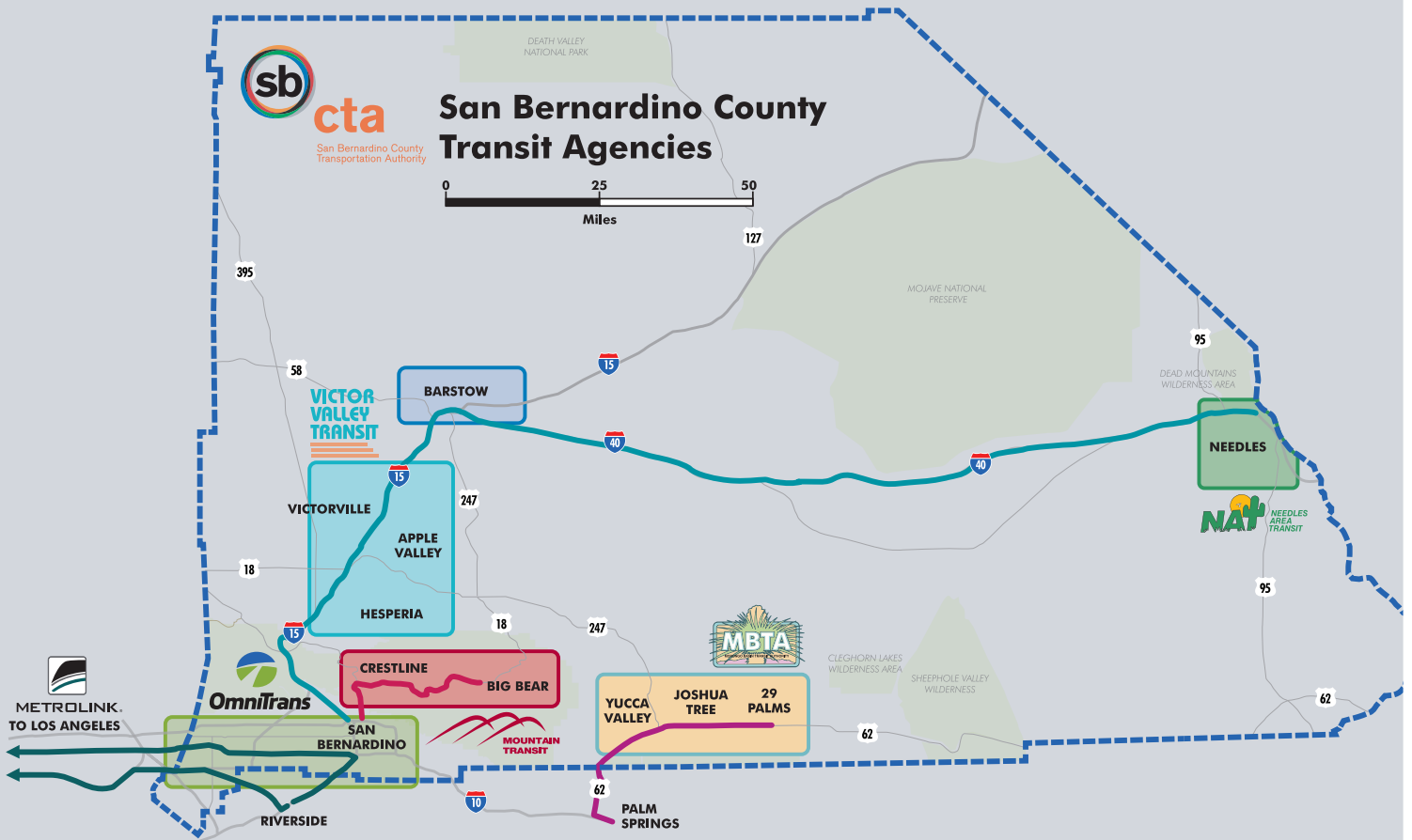
Witnessed By:



cta

San Bernardino County
Transportation Authority

San Bernardino County Multimodal Transportation Quarterly Report



First Quarter Update FY 2019/2020



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SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT

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Attachment: SBCTA Quarterly Report Final_02 5 20 [Revision 1] (6476 : FY 20 Quarterly Transit Operator Update)

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Introduction

Purposes

The QUARTERLY SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION REPORT, released by the San Bernardino County Transportation Authority (SBCTA), was conceived to address several purposes:

- To identify the range of public transportation options available across San Bernardino County.
- To provide high-level information about specific transportation services and programs available.
- To report on current initiatives and to track trends in key performance indicators.

This provides a comprehensive, current picture of the County's public transportation options to inform the various audiences of policy makers, agency staff and members of the general public.

An Overarching Goal to Grow Ridership

By considering San Bernardino County as a whole, specifically its multimodal transportation network, it becomes easier to identify and initiate improvements that support public transportation users. This, in turn, will help to grow network use and build ridership.

Report Approach

The report will be prepared on a quarterly basis. Quarterly information will be provided for the first three quarters and then year-end information will be presented in the fourth quarter report. In order to allow time for compilation of data and preparation of the report, the report will be presented about four months after the quarter has ended.

Information is drawn from two sources:

- TransTrack – the countywide transit reporting and performance data system into which all transit operators are providing operations and financial data each month;
- Staff and board reports – individual program and service initiatives are compiled in collaboration with each transportation provider, reporting on agency interests and concerns.

It is likely that year-end information may have to be massaged and corrected from year-to-year as final audit information is compiled. However, it is hoped that this recurring, countywide attention to key data sets will lead to improved transit data quality and reliability.

The County's Public Transportation Modes and Programs

San Bernardino County is served by six public transit operators:

- Omnitrans – providing services in the San Bernardino Valley, connecting to Riverside and Los Angeles counties.
- Victor Valley Transit Authority (VVTA) – providing services in the Greater Victor Valley and the Barstow area, connecting to the San Bernardino Valley.
- Morongo Basin Transit Authority (MBTA) – providing services in Twenty-nine Palms, Yucca Valley and the Morongo Valley communities, connecting to the Coachella Valley.
- Mountain Transit (MT) – providing services in the Lake Arrowhead and Big Bear communities, connecting to the San Bernardino Valley.
- City of Needles Transit Services – providing service within the City of Needles and limited connections into Arizona.
- Rail services operated by Metrolink.

Additionally, there are two other modes of transportation:

- Consolidated Transportation Service Agency (CTSA) specialized transportation programs operated by Omnitrans and VVTA.
- Vanpool programs operated by VVTA and SBCTA.

Evolution of This Report

This is envisioned as a “living” report that will evolve to meet developing interests and concerns. Clearly the new and continuing initiatives, reported by operators, will change. The operating data and key performance indicators reported, even the programs identified, may change as the needs and concerns of SBCTA and its partners develop.

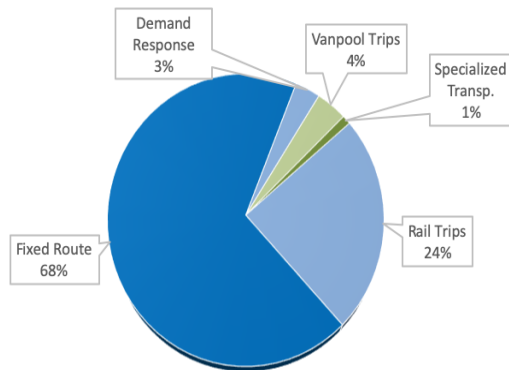
Commentary and Trends

A Diverse, Multimodal Network

This first quarterly report on San Bernardino County public transportation shows almost 4.7 million passenger boardings in the first quarter of Fiscal Year 2019/2020 (FY 19/20), served by a robust multimodal network operating across the County.

Fixed-route trips represent the largest group (68 percent), followed at some distance by rail trips (24 percent), which include all boardings for two Metrolink lines, the San Bernardino and Inland Empire-Orange County lines. Much smaller proportions – but each serving particular markets – are reported for demand response services (3 percent), vanpool (4 percent) and the specialized transportation services (1 percent) of two Consolidated Transportation Services Agencies (CTSAs).

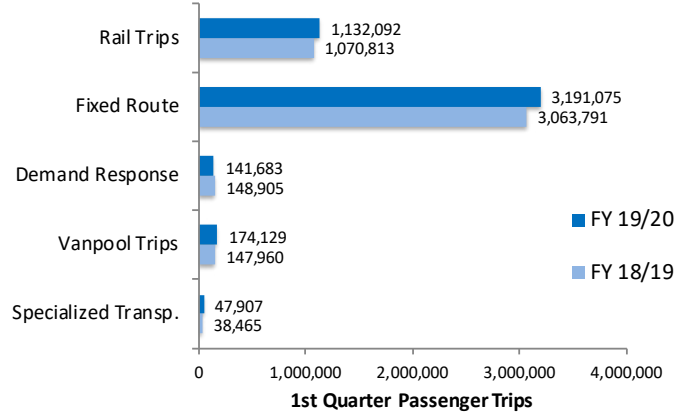
Ridership - First Quarter FY 19/20
4.7 Million Trips by Mode



Good News on Ridership and Costs

Ridership reveals a modest reversal in the several year downturn in public transit use, declines observed across the country. There was growth in the use of each mode, with overall ridership increasing 4.5 percent, from nearly 4.5 million trips provided in first quarter FY 18/19 to 4.7 million trips provided in the first quarter of this year. This reflects the cumulative effect of initiatives of the County's public transit operators to turn around this challenging trend, actions geared to introducing new users to public transportation and to retain existing users.

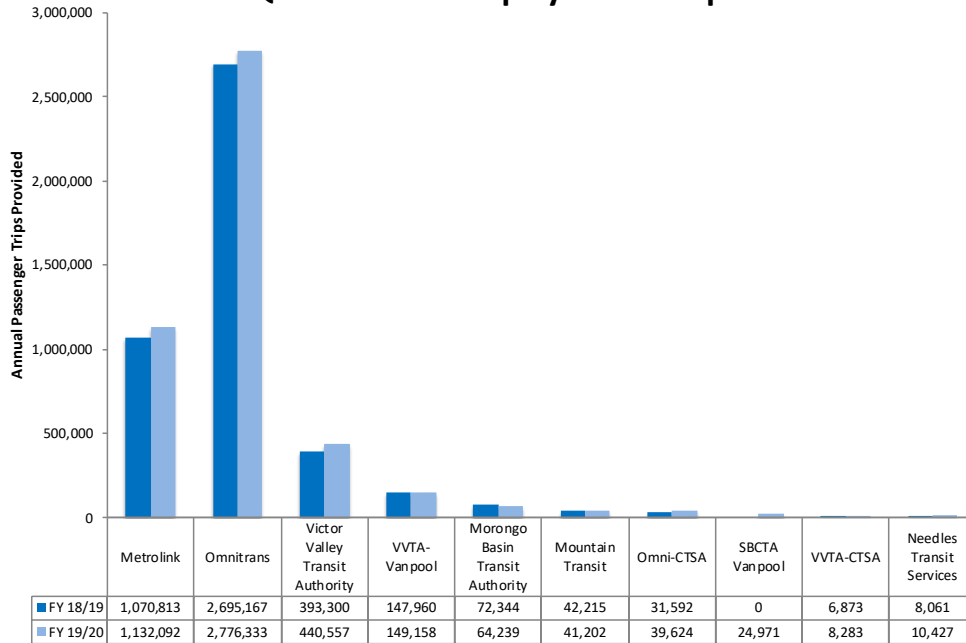
Ridership - First Quarter Comparisons by Mode



Ridership trends at the operator level differ across this vast County of 20,000 square miles. Three operators and both CTSAs reported percentage increases in transit use, in the year-over-year comparison. These ranged from Omnitrans' 3 percent increase, Victor Valley Transportation Authority's almost 12 percent increase and the City of Needles, which saw a 29 percent increase. Declines in transit use were experienced by Morongo Basin Transportation Authority and Mountain Transit, between the first and last quarters of FY 19/20, which is a continuation of a several year trend. For these operators, first quarter FY 18/19 ridership was boosted by time-limited free fare campaigns that did not continue in FY 19/20 and contributed to these ridership differences.

Operating expenses of \$28.6 million increased by less than 2 percent, first quarter year-over-year, for all of the bus service providers, but excluding Metrolink and the City of Needles, for which this data is not yet available. This rate of increase is below the 3.7 percent 12-month percentage change in the Los Angeles Employment Cost Index for the increase in compensation costs for the year ending September 2019.

First Quarter Ridership By Transit Operator



Varying Rates of Public Transportation Provided

To understand the volume of trips provided in relation to population, a trips-per-capita snapshot is a useful measure. It is particularly important in a region where population growth continues, which is the experience of the Inland Empire for some years. With almost 2 million residents within San Bernardino County’s public transportation service areas, the overall countywide trips-per-capita rate was 1.7. This was exceeded within the 15-city Omnitrans’ service area, achieving a 1.9 trips-per-capita rate.

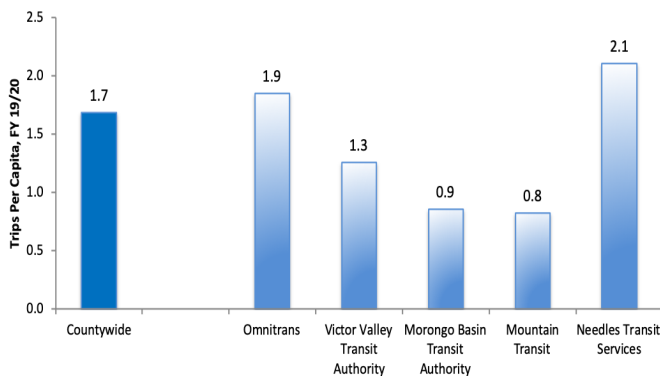
In tiny Needles, with a population of 4,800 residents, a 2.1 trips-per-capita rate was achieved. VVTA achieved a 1.3 trips-per-capita rate, while Mountain Transit and MBTA achieved trips-per-capita rates of nearly 1.0. Both CTSA programs provided comparably small but unique trip counts, each at a 0.02 trips-per-capita rate.

Moving Forward

This initial SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT provides a solid, first quarter snapshot of the County’s network of transportation services and performance. Policy makers may choose to further shape this report, possibly requesting a focus on particular areas. For example, what are operators doing to build transit ridership or how are they responding to the zero-emission bus regulation?

Operators may propose additional or different performance indicators to more precisely reflect mode-level experiences that they are managing.

Passenger Trips per Capita by Operator
First Quarter FY 19/20 Trips by Service Area Population



Trips per capita calculations exclude Metrolink, Vanpool and CTSA trips.

SAN BERNARDINO COUNTY MULTIMODAL
TRANSPORTATION QUARTERLY REPORT
Public Transit Bus Operators



Performance¹

	1st Quarter (Jul-Aug-Sept)		
	Prior Year FY 18/19	Current Year FY 19/20	% change
SYSTEM Total Passenger Trips	2,695,167	2,776,333	3.0%
Fixed-Route Trips	2,603,069	2,691,812	3.4%
Demand Response Trips	92,098	84,521	-8.2%
SYSTEM Performance			
Revenue Hours	207,076	222,440	7.4%
Passengers per Rev Hour	13.0	12.5	-4.1%
Revenue Miles	2,843,932	3,089,648	8.6%
Passengers per Rev Mile	0.95	0.90	-5.2%
OPERATIONS Expense			
Total Operating Cost	\$20,897,041	\$20,981,679	0.4%
Passenger Revenue	\$3,318,604	\$3,727,473	12.3%
Farebox Recovery Ratio Systemwide	15.9%	17.8%	11.9%
Subsidy per Pass Trip Systemwide	\$6.52	\$6.21	-5%
Fixed-Route Cost per Trip	\$7.37	\$6.36	-14%
Demand Response Cost per Trip	\$45.88	\$45.71	0%
FLEET Characteristics			
Vehicles in Peak Service			
Fixed-Route		154	
Demand Response		96	
Total Vehicles in Peak Service		250	
Service Area Square Mileage		463	
Vehicles per Square Mile		0.54	
OMNITRANS FAMILY of Services			
Bus Rapid Transit Route		Green Line/sbX	
Express Fixed-Routes		208, 215, 290	
High-Frequency Routes (15 minutes)		Routes 1, 3/4, 14, 61, 66	
Local Fixed-Routes		20 routes	
Community Circulators		4 OmniGo routes	
Access ADA Service		Complementary paratransit	
FY 2019/20 Annual Funding Allocation			
State of California, Local Transportation Fund (LTF)		\$44,105,444	
State Transit Assistance (STA)		\$4,646,062	
State of Good Repair (SGR)		\$215,633	
Low Carbon Transit Operations Program (LCTOP)		\$294,270	
Measure I, Local Sales Tax Measure		\$11,673,790	
Federal Transit Administration (FTA) 5307		\$16,941,200	
Federal Transit Administration (FTA) 5339		\$2,327,925	
Total		\$80,204,324	

This Quarter

Go Smart Program

This quarter, Omnitrans secured a 3-year renewal with California State University, San Bernardino (CSUSB) of this program that has provided free bus passes to students since FY 13/14. Go Smart Program is funded by CSUSB parking funds.

Connect Forward S RTP

To ensure a long-term balanced operating plan and budget, Omnitrans is developing the Connect Forward Short Range Transit Plan. This plan will align service levels with ridership declines.

Omnitrans' board has approved the scale of service change at an 11 percent reduction equivalent to 71,000 hours, or \$5 million. In addition to creating long-term financial stability, the plan improves some Metrolink and cross-county connections, implements a microtransit pilot program and positions Omnitrans for the future. Plan refinement through public hearings is scheduled for January and February 2020.



¹ Extracted from TransTrack Manager Quarterly Scorecard during December 2019



Performance

	1st Quarter (Jul-Aug-Sept)		
	Prior Year	Current Year	% Change
	FY 18/19	FY 19/20	
TOTAL TRIPS	31,592	39,624	25.4%
TREP Mileage Reimbursement Trips	4,491	4,234	-5.7%
Lyft/Taxi Ride Program Trips	452	807	78.5%
Travel Training Program	394	858	117.8%
Partners Program Trips			
Anthesis (formerly Pomona Valley Workshop)	11,093	11,461	3.3%
Central City Lutheran	1,595	1,056	-33.8%
City of Grand Terrace	378	946	150.3%
City of Redlands	1,025	537	-47.6%
Community Senior Services	8,260	9,576	15.9%
OPARC	3,904	3,946	1.1%
City of Chino	2018 CFP Partner	1,669	-
Highland Senior Center	2018 CFP Partner	888	-
Loma Linda University Adult Day Health	2018 CFP Partner	2,233	-
West End YMCA	2018 CFP Partner	1,413	-
City of Fontana	2019 CFP Partner	0	
City of Yucaipa	2019 CFP Partner	0	
Foothill AIDS Project	2019 CFP Partner	0	

CTSA Programs

Omnitrans is the designated Consolidated Transportation Services Agency (CTSA) for the San Bernardino Valley, responsible for developing and promoting mobility options for seniors and persons with disabilities. The CTSA Special Transportation Services (STS) group currently administers four programs:

1. Travel Training

Providing one-on-one and group training, this program encourages more confident, independent use of Omnitrans' fixed-route network.

2. TREP

This volunteer driver program enables individuals who need door-through-door transportation to ask a family member, friend or caretaker to assist them and for which they will receive mileage reimbursement.

3. Omnitrans' Lyft and Taxi Programs

This shared-cost program is for eligible, registered seniors and persons with disabilities, providing a monthly match up to a specified dollar amount for traditional taxi or Lyft trips.

4. Partners Program

Partnering with local government authorities, human services agencies, and private nonprofit and charitable organizations, Omnitrans' CTSA provides operations and capital funding to 13 organizations. These support additional transportation programs that improve mobility choices available to seniors and persons with disabilities.

SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT Public Transit Bus Operators



Performance¹

	1st Quarter (Jul-Aug-Sept)		
	Prior Year FY 18/19	Current Year FY 19/20	% change
SYSTEM Total Passenger Trips	393,300	440,557	12.0%
Fixed-Route Trips	335,717	384,368	14.5%
Commuter Bus Trips	10,398	8,389	-19.3%
Demand Response Trips	47,185	47,800	1.3%
SYSTEM Performance [excludes vanpool revenue hours and miles]			
Revenue Hours	65,404	65,395	0.0%
Passengers per Rev Hour	6.0	6.7	12.0%
Revenue Miles	1,152,646	1,130,511	-1.9%
Passengers per Rev Mile	0.34	0.39	0.0%
OPERATIONS Expense [excludes vanpool expense and revenue]			
Total Transit Operating Cost	\$5,547,811	\$5,735,227	3.4%
Passenger Revenue	\$717,088	\$805,881	12.4%
Farebox Recovery Ratio Systemwide	12.9%	14.1%	8.7%
Subsidy/Pass Trip - Systemwide	\$12.28	\$11.19	-9%
Fixed-Route Cost per Trip	\$11.76	\$7.39	-37%
Commuter Bus Cost per Trip	\$18.06	\$12.89	-29%
Demand Response Cost per Trip	\$28.72	\$19.46	-32%
FLEET Characteristics			
Vehicles in Peak Service		Including	
Fixed-Route	47	7 Electric Buses	
Commuter	6		
Demand Response	38		
Total Vehicles in Peak Service	91		
Service Area Square Mileage	1,082		
Vehicles per Square Mile	0.08		
VVTA FAMILY of Services			
Local Fixed/Regional Routes	22 routes		
County Fixed-Routes	6 routes		
Commuter Bus	NTC Commuter (Ft. Irwin), 7 routes		
Intercity Routes	2 routes		
Flexible Transit	ADA Direct Access		
Vanpool Program	213 vanpools		
FY 2019/20 Annual Funding Allocation			
State of California, Local Transportation Fund (LTF)	\$19,083,833		
State Transit Assistance (STA)	\$734,901		
State of Good Repair (SGR)	\$691,283		
Low Carbon Transit Operations Program (LCTOP)	\$939,282		
Measure I, Local Sales Tax Measure	\$1,131,200		
Federal Transit Administration (FTA) 5307	\$8,107,731		
Federal Transit Administration (FTA) 5339	\$1,057,378		
Federal Transit Administration (FTA) 5311	\$671,949		
Congestion Mitigation and Air Quality (CMAQ)	\$2,862,735		
Total	\$35,280,292		

¹ Extracted from TransTrack Manager Quarterly Scorecard during December 2019

This Quarter

Electric Vehicle Fleet

VVTA received its first Electric Vehicle order for seven New Flyer Battery Electric Vehicles to prepare for the agency's compliance with the Innovative Clean Transit regulation. These rules require that transit operators replace their vehicles beginning in 2026 with zero-emission buses (ZEB).

VVTA is commencing a pilot to develop its institutional and operating knowledge of this technology, towards the VVTA Board's resolution to be fully ZEB by 2040. Estimated cost for these vehicles plus necessary electric infrastructure is \$1.5 million each. Each bus will have a vehicle range of about 130 miles. Testing will contribute to VVTA's electric vehicle learning curve.



Other Initiatives

- VVTA has initiated an updated Short Range Transit Plan (SRTP).
- VVTA is nearing completion of its Barstow Maintenance and Operations Facility. The facility will include electric charging stations and a future upgrade to the adjacent Liquid Compressed Natural Gas (LCNG) station.
- Due to the excessive length of VVTA's bus routes, the agency is evaluating the construction of hydrogen fueling stations in both Victorville and Barstow.
- VVTA recently unveiled its touch pass fare payment system and is promoting it throughout the community.
- VVTA recently completed its annual financial audit. It had no findings and VVTA was identified as a low-risk agency.



Consolidated Transportation Services Agency

Performance

	1st Quarter (Jul-Aug-Sept)		
	Prior Year	Current Year	% change
	FY 18/19	FY 19/20	
TOTAL TRIPS	6,873	8,283	20.5%
TRIP Program	4,520	4,543	0.5%
Nonprofit Providers	940	1,875	99.5%
Travel Training Program	1,413	940	-33.5%
Fare Media Scholarship Program	0	784	
Needles CarShare Program	0	141	
TOTAL MILES	98,079	102,748	4.8%
TRIP Program	98,079	102,748	4.8%
TOTAL HOURS	90	142	57.8%
Transit Ambassador Program	90	142	57.8%



CTSA Programs

VVTA's CTSA is responsible for the operation and oversight of 12 mobility management projects that benefit residents, including seniors, disabled individuals and individuals with low incomes, of the VVTA service area. Selected CTSA programs include:

1. High Desert TRIP Mileage Reimbursement Program

TRIP provides seniors and disabled individuals with funds to reimburse a volunteer driver who transports them to vital medical, human services and social appointments.

2. Retired Vehicle Program

This program aids regional nonprofits by donating wheelchair-accessible vehicles retired from VVTA's fleet. Agencies can then provide transportation services to their clientele, as well as to referred passengers from VVTA's Direct Access service. This program is supported by the Vehicle Maintenance Program and Driver Training Program.

3. Travel Training Programs

VVTA Travel Training Programs include group or one-on-one training for individuals; a certification program to train agency staff to travel train their own clients; a Travel Training Bus to familiarize potential riders with a real bus experience; and a Transit Ambassador Program.

4. Fare Media (Bus Passes) Scholarship Program

The Fare Media Outreach and Educational Program assists nonprofit and human and social service agencies by providing grant-purchased passes for them to distribute to their clientele.

5. Needles CarShare Program

The CarShare functions as a micro rental, allowing temporary access to a car or minivan for Needles residents who do not have car access.

Attachment: SBCTA Quarterly Report Final_02 5 20 [Revision 1] (6476 : FY 20 Quarterly Transit Operator Update)

SAN BERNARDINO COUNTY MULTIMODAL
TRANSPORTATION QUARTERLY REPORT
Public Transit Bus Operators



Performance

1st Quarter (Jul-Aug-Sept)			
	Prior Year	Current Year	
	FY 18/19	FY 19/20	% change

Performance			
Number of Vanpools	205	213	3.9%
Revenue Miles	1,382,794	1,391,901	0.7%
Revenue Hours	28,174	27,946	-0.8%
Unlinked Passenger Trips	147,960	149,158	0.8%
Passenger Miles	7,013,653	6,905,150	-1.5%
Subsidies Disbursed	\$248,790	\$306,453	23.2%
Passenger Fares	\$299,857	\$299,745	0.0%

VVTA Vanpool Program

VVTA's Vanpool Program was recently recognized as 16th of the Largest Transit Vanpool Agencies by American Public Transportation Association (APTA). Rankings were based on unlinked passenger trips.

The program was developed in 2012 to assist long-distance commuters traveling between the Greater Victor Valley and the Los Angeles basin. (Participants share in the cost of a vehicle lease.). Vehicles are classified as a vanpool if they seat between five and 15 passengers.

VVTA subsidizes qualified vanpools through approved leasing agencies at up to \$500 per month. Vanpool start-up requirements include:

- Commute ending or beginning in Greater Victor Valley/Barstow areas
- Minimum of 30 miles round trip
- At least 70 percent vehicle occupancy
- Using a VVTA-approved provider
- Reporting of monthly ridership electronically through iVanpool.org

Give Us 5 Minutes

Give your employees **the best idea** they never knew existed.

Most Vanpool riders are not aware of the program before being introduced to it by an employer, even though Vanpools are open to any commuter in a specific area.

Take advantage of the opportunity to include the program in your suite of benefits. Employees get a better commute and you get happier, more loyal employees.

5 good reasons to Vanpool

- 01 Enjoy their commute
- 02 Spend less money
- 03 Arrive at work in better spirits
- 04 Get a new vehicle every year
- 05 Shorten commute time

We only need 5 minutes with each group of 5 interested commuters.

\$pend less on gas.
Help reduce freeway congestion. Get a brand new car every year!

We'll give your organization the perfect tool to enhance your employees' lives while boosting your conservation efforts.

VVTA and its contractors will be your full-service Vanpool concierge. Qualified experts will provide you with the materials you need to promote the program and deliver presentations that average an 85% success rate.

Call or email today to schedule a **FREE EMPLOYEE VANPOOL PRESENTATION.**

www.vvta.org/vanpool
vanpool@vvta.org
(760) 995-3561

Victor Valley Transit Authority
iVANPOOL.ORG

Attachment: SBCTA Quarterly Report Final_02 5 20 [Revision 1] (6476 : FY 20 Quarterly Transit Operator Update)

SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT Public Transit Bus Operators



Performance¹

1st Quarter (Jul-Aug-Sept)

	Prior Year	Current Year	% change
	FY 18/19	FY 19/20	
SYSTEM Total Passenger Trips	72,344	64,239	-11.2%
Fixed-Route Trips	67,758	58,326	-13.9%
Commuter Bus Trips	1,609	1,546	-3.9%
Demand Response Trips	4,586	4,367	-4.8%
SYSTEM Performance			
Revenue Hours	8,056	8,226	2.1%
Passengers per Rev Hour	9.0	7.8	-13.0%
Revenue Miles	160,864	162,335	0.9%
Passengers per Rev Mile	0.45	0.40	-12.0%
OPERATIONS Expense²			
Total Operating Cost	\$826,851	\$976,938	18.2%
Passenger Revenue	\$88,834	\$87,713	-1.3%
Farebox Recovery Ratio Systemwide	10.7%	9.0%	-16.4%
Subsidy per Pass Trip - Systemwide	\$10.20	\$13.84	35.7%
Fixed-Route Cost per Trip	\$8.69	\$11.91	37.1%
Commuter Bus Cost per Trip	\$45.60	\$58.24	27.7%
Demand Response Cost per Trip	\$35.91	\$44.05	22.7%

FLEET Characteristics

Vehicles in Peak Service	
Fixed-Route/Commuter	8
Demand Response	4
Total Vehicles in Peak Service	12
Service Area Square Mileage	1,300
Vehicles per Square Mile	0.01

MBTA FAMILY of Services

Highway Bus	#1 Yucca Valley-Twenty-nine Palms
Intercity Routes to Palm Springs	#12 Yucca Valley-PS, #15 MCAGCC-PS
Other Community Routes	#3 Marine Base, #7 Yucca Valley, #21 Landers
Ready Ride Service	In 6 communities

FY 2019/20 Annual Funding Allocation

State of California, Local Transportation Fund (LTF)	\$3,079,208
State Transit Assistance (STA)	\$177,950
State of Good Repair (SGR)	\$111,316
Low Carbon Transit Operations Program (LCTOP)	\$151,275
Measure I, Local Sales Tax Measure	\$104,300
Federal Transit Administration (FTA) 5311	\$398,562
Total	\$4,022,611

¹ Extracted from TransTrack Manager Quarterly Scorecard during December 2019

² Historically, 1st Quarter operating expenses are high due to annual subscription and insurance premium renewals at the outset of the year. Operating expenses will balance out by fiscal year's end.

This Quarter

Efforts to Boost Ridership

MBTA undertook multiple marketing and promotion efforts to increase ridership, including:

- MBTA participated in the Yucca Valley Summer Festival to promote public transportation and employment opportunities at MBTA.
- From September 3-15, MBTA ran a free ride marketing campaign for its Palm Springs routes, #12 and #15. These are routes where ridership declined in recent years.
- From September 3-15, Routes #12 and #15 carried more than 330 passengers.
- MBTA was awarded a \$47,000 grant from the Low Carbon Transit Operations Program (LCTOP) to fund Copper Mountain College students' fare subsidies. Over this past calendar year, MBTA has provided more than 3,400 free rides to students.

MBTA Taxi Certification Program

MBTA processes driver permits and cab company and vehicle certifications to ensure the safety of Morongo Basin residents traveling by taxi. As of August 2019, MBTA had approved or renewed:

- 7 registered Cab Companies
- 14 registered Cabs
- 20 registered Drivers



SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT Public Transit Bus Operators



Performance¹

	1st Quarter (Jul-Aug-Sept)		
	Prior Year FY 18/19	Current Year FY 19/20	% change

SYSTEM Total Passenger Trips	42,215	41,202	-2.4%
Fixed-Route Trips	32,266	32,508	0.8%
Commuter Bus Trips	6,235	4,985	-20.0%
Demand Response Trips	3,714	3,709	-0.1%

SYSTEM Performance			
Revenue Hours	9,945	9,437	-5.1%
Passengers per Rev Hour	4.2	4.4	2.9%
Revenue Miles	177,008	157,854	-10.8%
Passengers per Rev Mile	0.24	0.26	0.0%

OPERATIONS Expense ²			
Total Operating Cost	\$816,063	\$928,118	13.7%
Passenger Revenue	\$106,034	\$102,494	-3.3%
Farebox Recovery Ratio Systemwide	13.0%	11.0%	-15.0%
Subsidy per Pass Trip - Systemwide	\$16.82	\$20.04	19.1%
Fixed-Route Cost per Trip	\$12.90	\$16.23	25.8%
Commuter Bus Cost per Trip	\$36.02	\$37.98	5.4%
Demand Response Cost per Trip	\$47.21	\$56.92	20.6%

FLEET Characteristics			
Vehicles in Peak Service			
Fixed-Route		9	
Demand Response		4	
Off the Mountain		4	
Trolley Vehicle		2	
Total Vehicles in Peak Service		19	
Service Area Square Mileage		269	
Vehicles per Square Mile		0.05	

MOUNTAIN TRANSIT FAMILY of Services		
Off-the-Mountain Routes -2		Rim Rt. 6; Big Bear Rt. 5 Rim Rts. 2, 4; Big Bear Rts.
Local Fixed-Routes -5		1,3,11
Weekend Trolley -1		Big Bear - September to November
Dial-a-Ride -2		Big Bear Valley and Rim

FY 2019/20 Annual Funding Allocation	
State of California, Local Transportation Fund (LTF)	\$2,428,238
State Transit Assistance (STA)	\$108,888
State of Good Repair (SGR)	\$77,590
Low Carbon Transit Operations Program (LCTOP)	\$105,429
Measure I, Local Sales Tax Measure	\$76,400
Federal Transit Administration (FTA) 5311	\$281,774
Congestion Mitigation and Air Quality (CMAQ)	\$560,000
Total	\$3,638,319

¹ Extracted from TransTrack Manager Quarterly Scorecard during December 2019

² Historically, 1st Quarter operating expenses are high due to annual subscription and insurance premium renewals at the outset of the year. Operating expenses will balance out by fiscal year's end.

This Quarter

Special Events

Mountain Transit (MT) served several area special events over the summer, including the Big Bear Grill & Chill, the Wine Walk and Crestline Corks & Hops, and provided almost 1,200 passenger trips.

New Facilities

After the purchase of the new Crestline property, a fire at the old facility forced MT staff to move sooner to the new property. The new property will still require improvements. New facilities for MT are also in the works in Big Bear. These new spaces will enable upgrading of various vehicle and operational facilities.

Bus Stop Improvements

MT has undertaken a thorough analysis of its bus stops towards making upgrades to bring more stops into compliance with the Americans with Disabilities Act. Due to the service area terrain, compliance is an ongoing challenge.



SAN BERNARDINO COUNTY MULTIMODAL
TRANSPORTATION QUARTERLY REPORT
Public Transit Bus Operators



Needles Transit Services

Performance¹

	1st Quarter (Jul-Aug-Sept)		
	Prior Year FY 18/19	Current Year FY 19/20	% change
SYSTEM Total Passenger Trips	8,061	10,427	29.4%
Fixed-Route Trips	6,739	9,141	35.6%
Demand Response Trips	1,322	1,286	-2.7%
SYSTEM Performance			
Revenue Hours	1,271	1,305	2.7%
Passengers per Rev Hour	6.3	8.0	26.0%
Revenue Miles	16,114	16,381	1.7%
Passengers per Rev Mile	0.50	0.64	27.2%
OPERATIONS Expense²			
Total Operating Cost	\$108,763		
Passenger Revenue	\$10,412		
Farebox Recovery Ratio Systemwide	9.6%		
Subsidy per Pass Trip - Systemwide	\$12.20		
Fixed-Route Cost per Trip	\$12.34		
Demand Response Cost per Trip	\$19.35		
FLEET Characteristics			
Vehicles in Peak Service			
Fixed-Route		1	
Demand Response		1	
Total Vehicles in Peak Service		2	
Service Area Square Mileage		31	
Vehicles per Square Mile		0.06	
City of Needles Transit Services			
Needles Area Transit	Community deviated fixed route		
Demand Response	Local & Medical/Shopper Dial-a-Rides		
FY 2019/20 Annual Funding Allocation			
State of California, Local Transportation Fund (LTF)		\$213,025	
State Transit Assistance (STA)		\$203,762	
State of Good Repair (SGR)		\$7,679	
Measure I, Local Sales Tax Measure		\$10,100	
Federal Transit Administration (FTA) 5311		\$39,707	
Total		\$474,273	

¹ Extracted from TransTrack Manager Quarterly Scorecard during December 2019

² Historically, 1st Quarter operating expenses are high due to annual subscription and insurance premium renewals at the outset of the year. Operating expenses will balance out by fiscal year's end.

This Quarter

New Contractor

The City of Needles has navigated a complicated procurement process and secured Caltrans' approval to award a new three-year, nine-month service agreement to Transportation Concepts of Irvine, CA, to operate Needles Area Transit. Known as TC, this firm was deemed most responsive and had the best price of the two proposals received.

Under a separate agreement for the same period, the City contracted with TC for the operation of the Dial-a-Ride and Dial-a-Ride Medical/Shopper Shuttle Pilot Program. The Shopper Shuttle is a new service to the community, which commenced operations in July 2019.

TC operates the Palo Verde Valley Transit programs in Blythe. TC assumed operations of the Needles Transit Services on Oct. 1, 2019.

NAT Fare Promotion

As part of the SBCTA LCTOP marketing project, Needles Area Transit gained an updated brand, new passenger information tools and a promotional campaign. A new look was developed for the buses, which features brighter, bolder graphics. Bus stop signs were updated with stop-specific schedule information. A new passenger guide, new website graphics and community information displays were created to make the system easier to understand and use. Once these elements were in place, two rounds of community-wide direct mail offered residents route information and ten free rides. These resulted in large increases in ridership: 52 percent in September and 115 percent in October.



SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT

Rail



Performance

1st Quarter (Jul-Aug-Sept)			
	Prior Year	Current Year	
	FY 18/19	FY 19/20	% change

SYSTEM Passenger Boardings by Line			
TOTAL San Bernardino Line	724,590	778,407	7.4%
TOTAL Inland Empire Orange County (IEOC) Line	346,223	353,685	2.2%
Boardings at San Bernardino County Stations:			
San Bernardino Line	337,511		
IEOC Line	19,621		
Riverside Line	34,565		

FINANCIAL - Total San Bernardino Line w/ MOW			
Operating Cost SB Line	\$11,582,704		
Farebox Revenue SB Line	\$4,309,017	\$4,619,225	7.2%
Farebox Recovery Ratio SB Line	37.2%		

FINANCIAL - Total IEOC Line w/ MOW			
Operating Cost IEOC Line	\$6,261,336		
Farebox Revenue IEOC Line	\$1,931,075	\$2,008,071	4.0%
Farebox Recovery Ratio IEOC Line	30.8%		

PERFORMANCE MEASURES - San Bernardino Line			
Passenger Miles	26,129,359	27,830,746	7%
Average Passenger Trip Length	36.1	35.8	-1%

PERFORMANCE MEASURES - IEOC Line			
Passenger Miles	12,006,736	12,192,961	1.6%
Average Passenger Trip Length	34.7	34.5	-0.6%

SERVICE LEVELS	
San Bernardino Line	
# of trains per weekday WB	20
# of trains per weekday EB	20
# of trains per Saturday WB/EB	10
# of trains per Sunday WB/EB	7
IEOC Line - with stops in San Bernardino County	
# of trains per weekday WB	8
# of trains per weekday EB	8
# of trains per weekend WB	2
# of trains per weekend EB	2

This Quarter

In January 2020, Southern California Regional Rail Authority (SCRRA) reported year-over year-comparisons:

- San Bernardino Line: 8.1 percent ridership growth from October 2018 to October 2019
- San Bernardino Line: on-time performance down by 5 percent, falling from 97 percent to 92 percent
- Of the Top 10 Stations with the most growth in boardings, four were in San Bernardino County:
 - #2 Fontana: 17 percent increase
 - #5 Downtown San Bernardino: 39 percent increase
 - Note this is net growth as there was no deflection from the San Bernardino Depot noted.
 - #7 Rancho Cucamonga: 10 percent increase
 - #8 Rialto: 25 percent increase.



Attachment: SBCTA Quarterly Report Final_02 5 20 [Revision 1] (6476 : FY 20 Quarterly Transit Operator Update)

Performance

1st Quarter (Jul-Aug-Sept)		
	FY 2018/19	FY 2019/20

SYSTEM Totals

Number of Vanpools	39
Vanpool Passenger Trips	24,971

SYSTEM Performance

Passenger Miles	1,020,059
-----------------	-----------

OPERATIONS Expense

Subsidies Disbursed	\$44,628
Passenger Revenue	\$130,217
Subsidy per Passenger Trip	\$1.79
Average Cost per Passenger Trips	\$7.00



This Quarter

New Program: SB Loop Vanpool Subsidy Program

SBCTA's SB Loop Vanpool Subsidy Program, launched in September 2018, provides commuters a subsidy of up to \$400 towards the cost of a vanpool lease. Program design includes:

- Available to commuters travelling into the San Bernardino Valley, San Bernardino Mountains, Morongo Valley and Colorado River Basin regions.
- Vanpool consists of five to 15 passengers travelling a minimum 30-miles' roundtrip to work or post-secondary school, a minimum 12 days during the month.
- Utilizes an online application and reporting system, with a streamlined administrative portal, allowing for ease of application review and approval in coordination with vanpool leasing vendors.

The SB Loop Program closes one commuter gap for the Southern California region. Other vanpool subsidy programs are available and operating within their destination service areas, including those operated by LACMTA, OCTA, RCTC, SANDAG, SunLine and VVTA.

Commuters interested in joining or forming a vanpool can visit ridetheloop.com and search for vanpools operating within the program. A future goal is to integrate the SB Loop database with those programs of Los Angeles County, Orange County and Riverside County. This will yield better ridematching results, which will increase the number of passengers per vanpool and the overall number of vanpools.

SB Loop Quarterly Activities

- Phase II Radio/Digital Marketing
- IE Commuter Rideshare Week Event
- IE Commuter Employer Networking Meeting
- Employer meeting with the City of Ontario
- Employer meeting with Esri

Attachment: SBCTA Quarterly Report Final_02 5 20 [Revision 1] (6476 : FY 20 Quarterly Transit Operator Update)

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Minute Action

AGENDA ITEM: 15

Date: *March 4, 2020*

Subject:

Redlands Passenger Rail Project –University Station Parking Area Lease and Detention Basin Alternative Location

Recommendation:

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

Rescind approval of an exception to Rail Property Policy No. 31602 to waive the use fees and to allow a 20-year term for a University Station parking area lease to the City of Redlands, as the lease area is now required for the construction of a detention basin.

Background:

As part of the planning for Redlands Passenger Rail Project (RPRP) University Station and the surrounding development, San Bernardino County Transportation Authority (SBCTA) staff worked with the City of Redlands (City) and the University of Redlands to determine a recommended location for the required parking lot that will serve Arrow rail patrons as well as the location of a detention basin needed to convey storm water from the University Station parking lot and surrounding areas, as shown on Exhibit A.

The location recommended for the University Station parking lot was on SBCTA rail property immediately east of University Station. Per Contract No. 97-026 between the City of Redlands and SBCTA, the City is to provide 100 parking spaces at the University Station for which the City is responsible for maintaining and providing security, and for which SBCTA is to pay all costs associated with maintenance and security for the initial two years following commencement of revenue service. After the initial two year period, the financial responsibility transfers to the City. The location of the detention basin was identified to be on City owned property located southeast of the intersection of Division Street and Park Avenue, on property that appeared to have limited access.

In order to implement the plan, certain actions were needed with respect to accessing the property and formalizing the agreement. On April 4, 2018, the SBCTA Board of Directors approved an exception to Rail Property Policy No. 31602 to waive the use fee associated with the University Station parking area lease with the City of Redlands. The lease agreement exception would allow the City of Redlands to enter into a 20-year lease agreement with SBCTA. After such time, it would convert to a month-to-month lease terminable upon a 30-day notice. Such lease agreement terms were recommended for approval based on prior coordination regarding the use of City property for the detention basin and SBCTA property for the University Station parking lot.

In order to memorialize the coordination efforts related to the detention basin and parking lot location, SBCTA provided the draft amendment language to the existing Memorandum of Understanding (Contract No. 15-1001047) in December 2018 and again in July 2019. The proposed Amendment No. 3 was intended to memorialize the use of the City's parcel for a shared use water detention basin that SBCTA will construct as part of the RPRP, and that the maintenance of the detention basin would be included in a separate Operations and Maintenance agreement, where funding for the maintenance of the detention basin would be established based on estimated usage by both entities based on tributary areas.

Entity: San Bernardino County Transportation Authority

Board of Directors Agenda Item

March 4, 2020

Page 2

After further coordination, City staff requested an additional letter requesting the use of the basin, which included the summary of the price and terms for the property so that the request could be discussed with City Council. The request was submitted to the City on May 15, 2019 (see Exhibit B), and after further coordination, a revised letter was sent on August 13, 2019 (see Exhibit C). While the coordination was done at a staff level and through a City Council subcommittee, the proposal was never formally presented to the City Council as a whole until September 2019. The City Council considered the request as part of its closed session agenda on September 3, 2019, but rejected the proposal. The response from the City Council included a substantial change in direction compared to what had been coordinated over the previous three years. The response letter stated that the City Council was open to selling the property to SBCTA for fair market value and was not agreeable to assuming maintenance responsibility of the basin or providing pro-rata contribution towards future maintenance. Another substantial deviation included in the City's response was that the City has been evaluating options to meet its obligations to provide parking within the vicinity of the University Station, and those options do not require the basin or the use of SBCTA property as previously coordinated (see Exhibit C).

As a result of the response from the City, SBCTA engaged the design team to evaluate alternative locations for the detention basin. Due to various site constraints, the only acceptable alternative site is on SBCTA owned right-of-way adjacent to the University Station. Unfortunately, the alternative basin location eliminates the City's option to construct the planned parking lot on SBCTA owned right-of-way. Staff believes that keeping the basin at the current proposed location and construction of the planned parking adjacent to the University Station brings the greatest benefit to the community and is most effective for all parties involved. A response letter was provided on December 17, 2019, reaffirming SBCTA's proposal for the use of the detention basin at no cost and highlighting the benefits of the RPRP. The response letter also included the results of the alternative basin location analysis noted above. The letter required a response by February 1, 2020, so that construction of the detention basin can proceed per plan or so SBCTA can move quickly to re-design the detention basin at the alternative basin location if the offer is not accepted (see Exhibit D).

On February 4, 2020, the City Council reviewed SBCTA's proposal again and provided a counter offer that consisted of SBCTA purchasing the full parcel for the basin with a credit for the value of the land owned by SBCTA that would be used for the parking area. Staff takes issue with the City's appraisal approach as it values the proposed basin property with a high return use and asserts the entire parcel would need to be purchased, while artificially diminishing the value of the SBCTA owned property, valuing it as a partial (non fee) acquisition, with a substantially lower return use, and not taking into account SBCTA's ownership of the adjacent property which would have access off Cook Street if it were to be sold for development purposes. The City Council was also not supportive of the City assuming maintenance responsibility for the basin as proposed, even with SBCTA contributing its fair share to maintenance costs. Unfortunately, we are out of time and the associated financial risk to the RPRP to continue down an unknown path is not palatable. As such, staff recommends the SBCTA Board of Directors rescind approval of the exception to Rail Property Policy No. 31602 to waive the use fees associated with the University Station parking area lease to be constructed by the City of Redlands, and to allow for a 20-year term in lieu of the standard 5-year term, as the lease area is now required for construction of the detention basin.

While construction of the RPRP has commenced and includes construction of the basin on the City's parcel, SBCTA notified the contractor that we did not have authorization to access the San Bernardino County Transportation Authority

Board of Directors Agenda Item

March 4, 2020

Page 3

proposed basin area and placed a restriction on that location. Unfortunately, the contractor did enter the property and excavated for the basin. As soon as SBCTA became aware of it, SBCTA notified the City. The City responded with code enforcement and a cease and desist approach, including a citation and financial penalty. The contractor has resolved the citation and fine with the City. Over the last several months, SBCTA has requested a right-of-entry agreement from the City for the contractor to preform maintenance of the site. The City provided their proposed right-of-entry agreement for maintenance of the site on February 4, 2020. It is anticipated it will be revised to include ground cover, returning the site to its original condition in lieu of maintenance; pending final action on this issue.

Financial Impact:

This item is consistent with the Fiscal Year 2019/2020 adopted budget.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the Transit Committee on February 13, 2020. SBCTA General Counsel has reviewed this item.

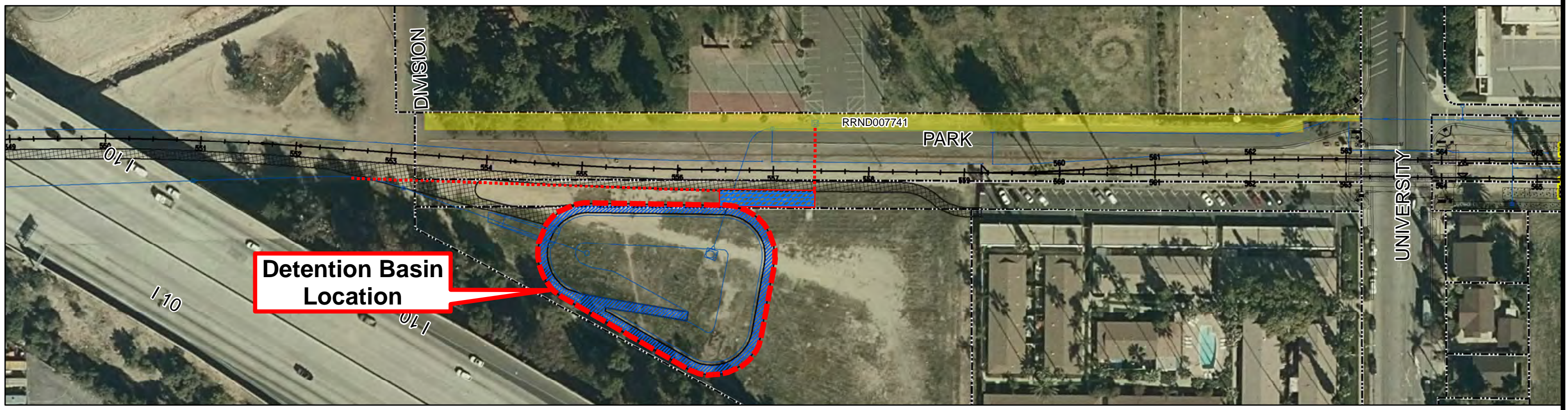
Responsible Staff:

Carrie Schindler, Director of Transit and Rail Programs

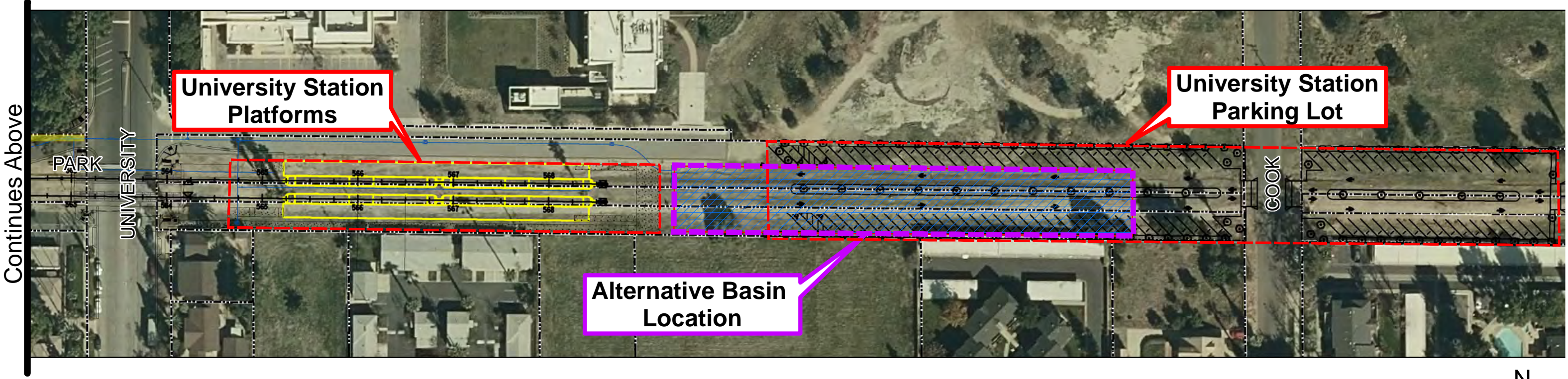
Approved
Board of Directors
Date: March 4, 2020

Witnessed By:

EXHIBIT A



Detention Basin Location



University Station Platforms

University Station Parking Lot

Alternative Basin Location

University Station
Platforms, Tracks, Drainage & Parking

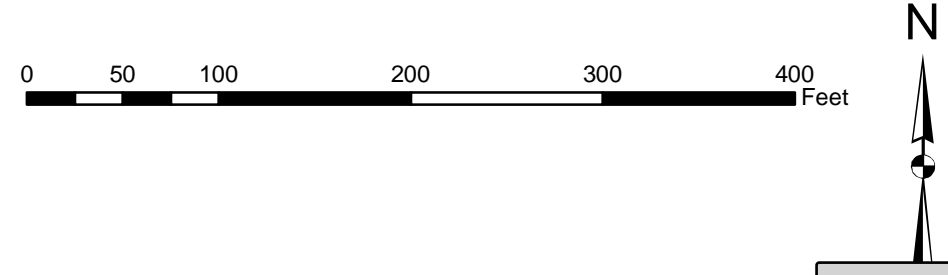


EXHIBIT B



May 15, 2019

Chris Boatman
 Director, Quality of Life Department
 City of Redlands
 35 Cajon Street
 Redlands, CA 92373

Dear Mr. Boatman:

As part of San Bernardino County Transportation Authority (SBCTA) development of the Redlands Passenger Rail Project (RPRP), staff identified a need to study the effects of flooding along the railroad. The Board adopted a statement of overriding considerations as a consequence of the potential for flooding as part of the certification of its Final Environmental Impact Report (EIR) in 2015. In this context, a key component of the flood-plain analysis and design of RPRP was determining methods to limit damage to railroad infrastructure from flooding while not creating adverse impacts to surrounding properties by dispersing flood water onto those properties. To adequately analyze the potential drainage impacts of flooding, SBCTA completed a flood analysis, which included modeling the velocity and direction of drainage water as it flows within the project area.

As a result of analysis, SBCTA identified the desire for a retention basin on land-locked City owned property located southeast of the intersection of Division Street and Park Avenue. SBCTA is requesting a partnership with the City of Redlands for development of the basin as the tributary flows for the basin come from both the railroad property and beyond as shown on the attached "Basin 90000 Exhibit" (Exhibit). SBCTA has included construction of the basin in the RPRP plans and is seeking concurrence from the City on the use of the land and approach for maintenance. Discussion was initiated with City staff during the RPRP Project Development Team (PDT) meetings regarding the use of City property for a basin and it has been a topic of coordination with City staff for approximately 18 months. Further, the basin was added to the project through addendum to RPRP's Environmental Impact Statement / Environmental Impact Report.

In order to memorialize the coordination effort SBCTA provide draft amendment language to our existing Memorandum of Understanding (Contract No. 15-1001047) for the RPRP as well as the Exhibit in December 2018. The Exhibit shows the tributary area of the basin, both for the drainage from the rail corridor as well as the drainage from beyond the corridor, as well as the discharge for the areas. The drain calculations indicate 51% from non-SBCTA right-of-way and 49% from SBCTA's right-of-way. The proposed approach is SBCTA constructs the basin to accommodate the tributary area on the City parcel with the future ongoing maintenance being done by the City with SBCTA contributing 49% of the cost of the maintenance based on the calculated use of the basin.

Please let me know if you have any questions or would like to discuss further.

Regards,

Carrie Schindler, P.E.
 Director of Transit and Rail Programs

Cc: Tim Sullivan, City of Redlands
 Savat Khamphou, City of Redlands
 Ross Wittman, City of Redlands
 Victor Lopez, SBCTA

Attachment

Cb190515-cs

1170 W. 3rd Street, 2nd Floor
 San Bernardino, CA 92410-1715

goSBCTA.com
PLAN. BUILD. MOVE

909.884.8276 Phone
 909.885.4407 Fax

EXHIBIT C



August 13, 2019

Chris Boatman
 Director, Quality of Life Department
 City of Redlands
 35 Cajon Street
 Redlands, CA 92373

Dear Mr. Boatman:

As part of San Bernardino County Transportation Authority's (SBCTA) development of the Redlands Passenger Rail Project (RPRP), staff identified a need to study the effects of flooding along the railroad. The Board adopted a Statement of Overriding Considerations as a consequence of the potential for flooding, as part of the certification of its Final Environmental Impact Report (EIR) in 2015. In this context, a key component of the flood-plain analysis and design of RPRP was determining methods to limit damage to railroad infrastructure from flooding, while not creating adverse impacts to surrounding properties by dispersing flood water onto those properties. To adequately analyze the potential drainage impacts of flooding, SBCTA completed a flood analysis, which included modeling the velocity and direction of drainage water as it flows within the project area.

As a result of this analysis, SBCTA identified the need for a retention basin on land-locked city owned property located southeast of the intersection of Division Street and Park Avenue, as shown on Attachment A. SBCTA is requesting a partnership with the City of Redlands for development of the basin as the tributary flows for the basin come from both the railroad property and beyond as shown on the attached Proposed Hydrology Map in Attachment B from the Redlands Passenger Rail Project Local Drainage Report dated May 18, 2018. In order to mitigate the existing flooding issues in this vicinity, SBCTA included construction of the basin, at an approximate cost of \$627,000, in the RPRP mainline construction package. As previously discussed, SBCTA is seeking concurrence from the City on the use of the land and approach for maintenance. Discussion was initiated with City staff during the RPRP Project Development Team (PDT) meetings regarding the use of City property for a basin and it has been a topic of coordination with City staff for approximately 20 months. Access to this parcel is not imminently needed to avoid delays to the RPRP mainline contractor.

In order to memorialize the coordination effort, SBCTA provided draft amendment language to our existing Memorandum of Understanding (Contract No. 15-1001047) December 2018 and revised in July 2019. Attachment B shows the tributary area of the basin, both for the drainage from the rail corridor and beyond the corridor, as well as the discharge for those areas. Note the future parking lot near the University Station, which the City of Redlands is constructing, is included in the tributary area and identified as Location 16. After further discussion, SBCTA reviewed the Contribution Calculations and revised them to separately identify the tributary area associated with the proposed parking lot. As indicated in the attached Contribution Calculations,

cb190813-cs

1170 W. 3rd Street, 2nd Floor
 San Bernardino, CA 92410-1715

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909.884.8276 Phone
 909.885.4407 Fax

Chris Boatman
 August 13, 2019
 Page 2 of 2

Attachment C, the assignment of the parking area substantially changes the contributing percentage for each entity.

SBCTA's proposal is that SBCTA construct and fund the cost of the basin on the City parcel with the future ongoing maintenance being done by the City with SBCTA contributing 45% if the parking area is constructed and 68% if the parking area is not constructed based on the calculations in Attachment B. The price offered for use of the parcel for the basin is \$0 and the term is for the City to maintain ownership indefinitely, including maintenance responsibility with the appropriate financial contribution from SBCTA towards maintenance. Further, the City already possesses the access easement necessary to maintain the parcel as maintenance of the site is currently the responsibility of the City.

The issuance of a use agreement for the University Station parking area, identified in the SBCTA Minute Action provided in Attachment D, was approved by SBCTA's Board of Directors in April 2018 for a term of 20-years and at no cost to the City. Much like the approach to the parking issues at University Station, I am hopeful we can reach consensus on a similar collaborative approach for drainage at this location. The discussions regarding drainage at this location have been lengthy and require closure. As always, the RPRP team is available to discuss details of both the parking use agreement and the basin at your convenience. However, at this time I cannot express enough, the importance of getting a right of entry agreement as soon as possible, for access to the City parcel for construction activities. If there is anything I can do to expedite issuance of the right of entry, please let me know.

Regards,



Carrie Schindler, P.E.
 Director of Transit and Rail Programs

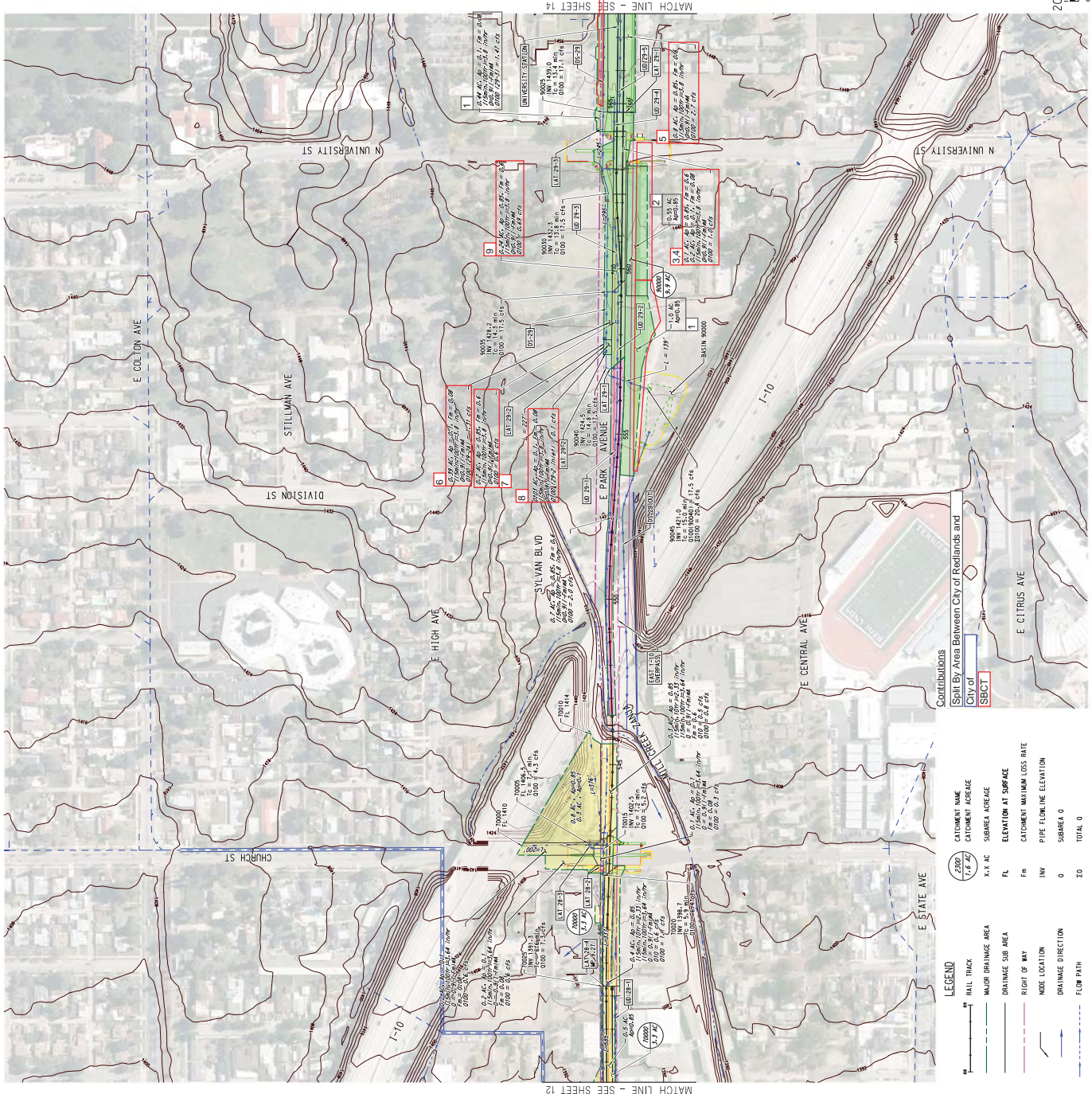
Attachments: (4)

Cc: Tim Sullivan, City of Redlands
 Savat Khamphou, City of Redlands
 Ross Wittman, City of Redlands
 Victor Lopez, SBCTA

ATTACHMENT A



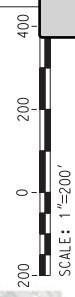
Attachment: Attachment C_9.30.19 Basin Council Determination (6477 : Redlands Passenger Rail Project-University Station Parking Area



LEGEND

	CATCHMENT NAME
	CATCHMENT ACREAGE
	SUBAREA ACREAGE
	ELEVATION AT SURFACE
	CATCHMENT MAXIMUM LOSS RATE
	PIPE FLOOR LINE ELEVATION
	SUBAREA 0
	TOTAL 0
	PERVIOUS AREA
	TIME OF CONCENTRATION
	RAIL TRACKS
	MAJOR DRAINAGE AREA
	DRAINAGE SUB AREA
	RIGHT OF WAY
	WATER LOCATION
	DRAINAGE DIRECTION
	FLOW PATH
	PROPOSED SUBDRAIN
	PROPOSED STORM DRAIN
	EXISTING STORM DRAIN

Contributions Split By Area Between City of Redlands and City of SBCT



SCALE: 1"=200'

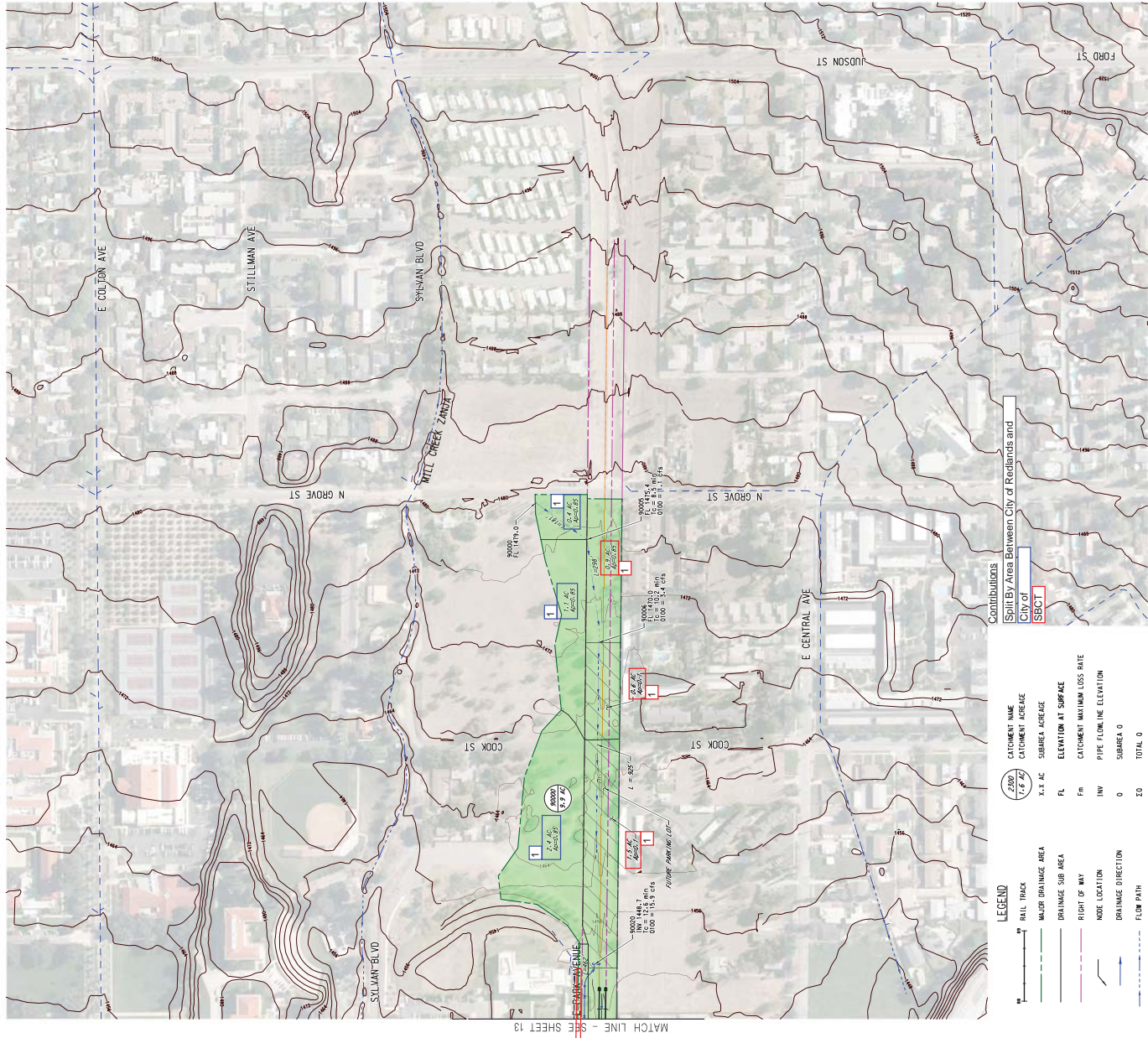
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REDLANDS PASSENGER RAIL PROJECT
 PROPOSED HYDROLOGIC MAP
 SHEET 15.C OF 14

San Bernardino County
 Transportation Authority

HDR
 CONSULTING ENGINEERS

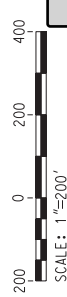
SCALE: 1"=500'
 DATE: 12/20/20



LEGEND

	RAIL TRACK		CATCHMENT NAME
	MAJOR DRAINAGE AREA		CATCHMENT ACREAGE
	DRAINAGE SUB AREA		ELEVATION AT SURFACE
	RIGHT OF WAY		CATCHMENT MAXIMUM LOSS RATE
	NODE LOCATION		PIPE FLOWLINE ELEVATION
	DRAINAGE DIRECTION		SUBAREA 0
	FLOW PATH		TOTAL 0
	PROPOSED SUBDRAIN		PERVIOUS AREA
	PROPOSED STORM DRAIN		TIME OF CONCENTRATION
	EXISTING STORM DRAIN		

Contributions
Split By Area Between City of Redlands and
City of
SBCT



15.c

FJR San Bernardino County Transportation Authority

REDLANDS PASSENGER RAIL PROJECT
PROPOSED SUBDIVISION MAP
SHEET 15.C OF 14

SCALE: 1"=200'
DATE: 12/20/20

ATTACHMENT C

Attachment C - Basin 90000 Contribution Calculation

Location	Tributary Acreage	Ap (Pervious Area)	Area Contribution (Acres)	Contributor	SBCTA	Redlands
1	1.00			Shared		
	0.45	85%	0.067	Redlands		0.067
	0.55	85%	0.083	SBCTA	0.083	
2	0.55			Shared		
	0.41	85%	0.061	Redlands		0.061
	0.14	85%	0.021	SBCTA	0.021	
3	0.10	85%	0.015	SBCTA	0.015	
4	0.20	10%	0.180	SBCTA	0.180	
5	0.80	85%	0.120	SBCTA	0.120	
6	0.39	10%	0.351	SBCTA	0.351	
7	0.20	85%	0.030	SBCTA	0.030	
8	0.03	10%	0.027	SBCTA	0.027	
9	0.24	85%	0.036	SBCTA	0.036	
10	0.44			Shared		
	0.16	10%	0.144	Redlands		0.144
	0.28	10%	0.252	SBCTA	0.252	
11	2.40	85%	0.360	Redlands		0.360
12	1.10	85%	0.165	Redlands		0.165
13	0.40	85%	0.060	Redlands		0.060
14	0.90	85%	0.135	SBCTA	0.135	
15	0.60	10%	0.540	SBCTA	0.540	
16 (Parking Area)	1.50	10%	1.350	SBCTA	1.350	
Total without Proposed Parking Area			3.998		3.141	0.857
Corresponding Percentages without parking area					79%	21%
16 (Parking Area)	1.50	10%	1.350	Redlands	-1.350	1.350
Total with Proposed Parking Area			3.998		1.791	2.207
Corresponding Percentages with parking area					45%	55%

Revised 8/13/2019

Minute Action

AGENDA ITEM: 13

Date: April 4, 2018***Subject:***

Redlands Passenger Rail Project - University Station Parking Area Lease

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority, approve an exception to Rail Property Policy No. 31602 to waive the use fees associated with the University Station parking area lease to be constructed by the City of Redlands, and to allow for a 20-year term in lieu of the standard 5-year term.

Background:

As part of the planning for University Station and the surrounding development, San Bernardino County Transportation Authority (SBCTA) staff has worked with the City of Redlands (City) and the University of Redlands staff to determine a recommended location for the required parking lot that will serve Arrow rail patrons. The location being recommended is on SBCTA rail property immediately east of University Station, as shown on Attachment A. In accordance with Contract No. 97-026 between the City of Redlands and SBCTA, the City is to provide 100 parking spaces at University Station for which the City is responsible to maintain and provide security, and for which SBCTA is to pay all costs associated with maintenance and security for the initial two (2) years following commencement of revenue service. After the two (2) year period, the financial responsibility transfers to the City. In accordance with Rail Policy No. 31602, the maximum term for leases is five (5) years; staff is requesting to extend this to twenty (20) years; after such time, it would convert to a month-to-month lease terminable upon a 30 day notice. Staff is also requesting to waive the use fees associated with the lease since the parking area is needed to support the future Arrow hybrid-rail service, and fees are not charged for other areas in the County where SBCTA owns land being used for Metrolink parking. In accordance with Rail Policy No. 31602, the final lease agreement will be approved by the Executive Director. While this location is being recommended to meet the immediate needs of commuters, the long-term vision is the commuter parking can be incorporated into a larger parking area that will be constructed as part of the University Village development. Lastly, SBCTA staff will continue to work with the University of Redlands and the City on a long-term operations and maintenance agreement for University Station.

Financial Impact:

This item is consistent with SBCTA Fiscal Year 2017/2018 Budget.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the Transit Committee on March 14, 2018.

Responsible Staff:

Carrie Schindler, Director of Transit and Rail Programs

Entity: San Bernardino County Transportation Authority

Board of Directors Agenda Item
April 4, 2018
Page 2

Attachment: Attachment C_9.30.19 Basin Council Determination (6477 : Redlands Passenger Rail Project-University Station Parking Area

RESULT:	APPROVED [UNANIMOUS]
MOVER:	Bill Jahn, City of Big Bear Lake
SECONDER:	Robert A. Lovingood, County of San Bernardino
AYES:	Emick, McIntyre, Jahn, Ulloa, Marquez, Navarro, Warren, McNaboe, Holland, McCallon, Rigsby, Dutrey, Paget, Wapner, Michael, Davis, Klink, Stone, Avila, Denison, Lovingood, Rutherford, Hagman, Gonzales, Momberger
ABSENT:	Kerr, Robertson, Kennedy, Ramos

Approved
Board of Directors
Date: April 4, 2018

Witnessed By:


 Marleana Roman, Deputy Clerk of the Board 04/04/2018



FACILITIES & COMMUNITY
SERVICES

City of
REDLANDS

Incorporated 1888
P.O. Box 3005, Redlands, CA 92373
909-798-7655
cboatman@cityofredlands.org

Chris Boatman
Director

Tim Sullivan
Assistant Director

September 30, 2019

Carrie Schindler
Director, Transit & Rail
SBCTA
1170 W. 3rd Street, 2nd Floor
San Bernardino, CA 92410

Ms. Schindler:

The City Council considered your attached request as part of its closed session agenda on September 3, 2019. While the City remains committed to the success of the Redlands Rail project as evidenced by its commitments since the 1996 Cooperative Agreement, Council rejected the offer from SBCTA as proposed. However, Council did provide the following comments with respect to the offer.

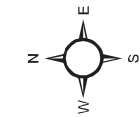
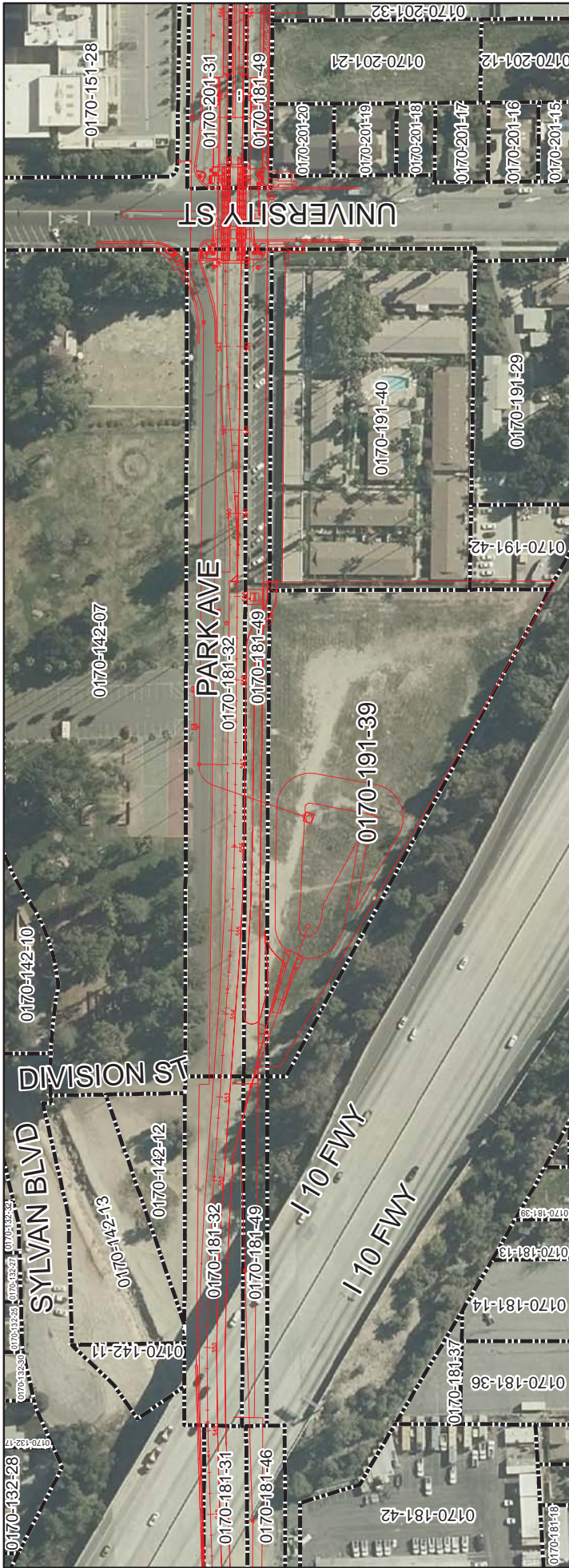
- Council is open to selling the property to SBCTA for fair market value rather.
- Council did review SBCTA's considerations that were included in the proposal but does not find benefit to retaining ownership of the property as a basin. As an update, the City has been evaluating options to meet its obligation to provide parking within the vicinity of the University Station, and those options currently do not require the basin to mitigate storm water run-off.
- The City does not have an immediate need to mitigate upstream run-off on University.
- Based on the above, the City is not agreeable to assuming maintenance responsibility of the basin or providing a pro-rata contribution toward future maintenance.
- Council remains concerned by the unauthorized construction of the basin on City property by SBCTA's contractor. As such, Council did not agree to provide immediate right-of-entry to complete construction.

I would be happy to further discuss your thoughts on how to proceed at your convenience. Please do not hesitate to contact me should you have any questions.

Sincerely,

Chris Boatman
Facilities & Community Services, Director

Attached: August 13, 2019 Request for Use of APN 0170-191-39



Legend
 Parcel Lines

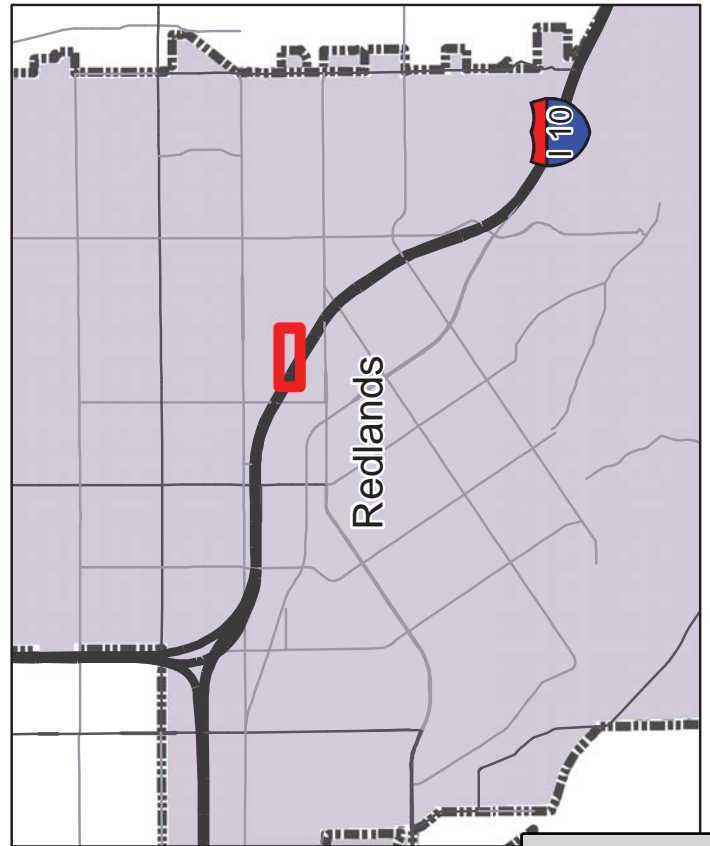


EXHIBIT D



December 17, 2019

Chris Boatman
 Facilities & Community Services, Director
 City of Redlands
 35 Cajon Street
 Redlands, CA 92373

Dear Mr. Boatman:

Thank you for your response dated September 30, 2019. After careful review and further discussion, we have re-evaluated our initial correspondence regarding the construction of a detention basin on property owned by the City of Redlands (City), and the construction of a parking lot on property owned by San Bernardino County Transportation Authority (SBCTA). As you are aware, the proposal submitted to the City came after extensive collaboration among city staff, SBCTA staff and representatives of the University of Redlands. In addition, when the proposed plan was developed, the City granted a right of entry for testing of the proposed basin site in 2017. SBCTA's revised proposal now clarifies the associated monetary value of SBCTA issuing a no-cost license agreement to the City for the construction of a parking lot on SBCTA owned property. All other terms related to the detention basin construction and maintenance responsibilities remain the same.

SBCTA will fund the construction of the detention basin on APN 0170-191-39, as shown on the attachment "University Station Platforms, Track, Drainage & Parking", labeled in blue as "Basin Location", and associated infrastructure required to convey stormwater from the associated tributary areas which includes the future City parking lot as well as existing tributary areas under the responsibility of the City. Stormwater tributary areas that are currently the responsibility of the City include; portions of University Street, Park Avenue and the future parking lot to be located on SBCTA's right-of-way. The construction cost of the detention basin and associated infrastructure is approximately \$627,000. SBCTA staff agreed to include the full cost of the basin construction (which includes a benefit to the City) based on an understanding that there would be a cooperative approach to handling the drainage and parking for the University Station area. Based on the tributary areas, the share of cost that is associated with the City's tributary areas is approximately \$345,000. SBCTA proposes to keep ownership of the drainage basin with the City in order to keep consistency on how SBCTA delivers regional transportation projects and turns them over to local jurisdiction upon construction completion, for continuous local control. SBCTA uses this project delivery model for the various transportation improvement projects in San Bernardino County. As such, the proposal includes having the City retain ownership of the detention basin. However, SBCTA will continue to fund the pro-rata share of ongoing maintenance costs associated with the tributary areas of the rail corridor.

cb191217-vl

Key to the overall coordinated plan for drainage and station parking in this area is SBCTA's 2018 Board of Directors approval of a no-cost long term license agreement to the City for the planned parking lot on SBCTA owned property adjacent to the future University Station. The parking lot location currently contemplated under the license agreement will bring the greatest benefit to the community due to the proximity to the passenger rail station, mitigating potential impacts of riders using areas under control of the University of Redlands, and facilitating traffic circulation until the full build out of the surrounding area occurs. In an effort to partner with the City and to bring the greatest benefit to the community, the no-cost long term license agreement was approved based on a parking lot conceptual plan developed by the City for a 100 stall parking lot. It is estimated to occupy approximately 2 acres of SBCTA owned right-of-way. The cost for the City to acquire a similar sized property within ¼ mile of the future station could range from \$9.50 per square foot (SF) to \$50 per SF, especially due to rising land values as a result of the rail station now under construction in the area. The no-cost long term license agreement translates to an \$817,000 to \$4,300,000 value as no separate acquisition would be required by the City. Further, the City has benefited from the use of SBCTA owned-property under a similar arrangement on the north side of Park Avenue and east of University Street, shown in yellow on the attachment and labeled "RRND00741"; without purchasing or leasing the property from SBCTA.

SBCTA understands the City now wants to be compensated for the value of the land the detention basin will occupy and is no longer supportive of the coordinated plan without such compensation. SBCTA staff does not support compensating the City for the land-locked parcel beyond the details of the shared cost proposal mentioned above. As a result, SBCTA evaluated alternative locations for the detention basin. Due to various site constraints, the only acceptable alternative site is on the SBCTA owned right-of-way adjacent to the proposed University Station. Unfortunately, the alternative basin location eliminates the City's option to construct the planned parking lot on SBCTA owned right-of-way. We believe that keeping the basin at the current location and construction of the planned parking adjacent to the University Station brings the greatest benefit to the community and is most effective for all parties involved in the planning of this area.

It is disheartening that after several City Ad-hoc meetings and staff discussions, the collaborative plan for this area is at risk. The cooperative agreement language memorializing the proposed agreement was forwarded to the City over a year ago after multiple years of collaboration. During more recent discussions, City staff has referred to SBCTA as a developer, indicating a lack of recognition of the public dollars being invested in Redlands to bring a rail connection to the City that provides access to all of Southern California and beyond. Unlike some of the other Measure I Programs, there is no mandatory City/Developer share contribution for the Redlands Passenger Rail Project (RPRP). The City's only financial responsibility center on the City's requested betterment of a canopy at the Downtown Redlands Station and payment of \$500,000 related to the 1997 agreement whereby SBCTA provided funding for the widening of Eureka Street. The City has enjoyed the benefit of Eureka Street being widened, allowing older and more recent development to occur along that corridor. If the rail project had not come to fruition, the City would never have had to repay those funds. Not only will the City benefit from this state of the art passenger rail service being afforded to its citizens; including the first zero-emission multiple unit train in North America that does not require unsightly catenary, but also from

reduced congestion on Interstate 10 that runs through the middle of the City. Furthermore, the RPRP has brought opportunities for tremendous economic benefit to the area as already seen by on-going and planned development near the various passenger rail stations.

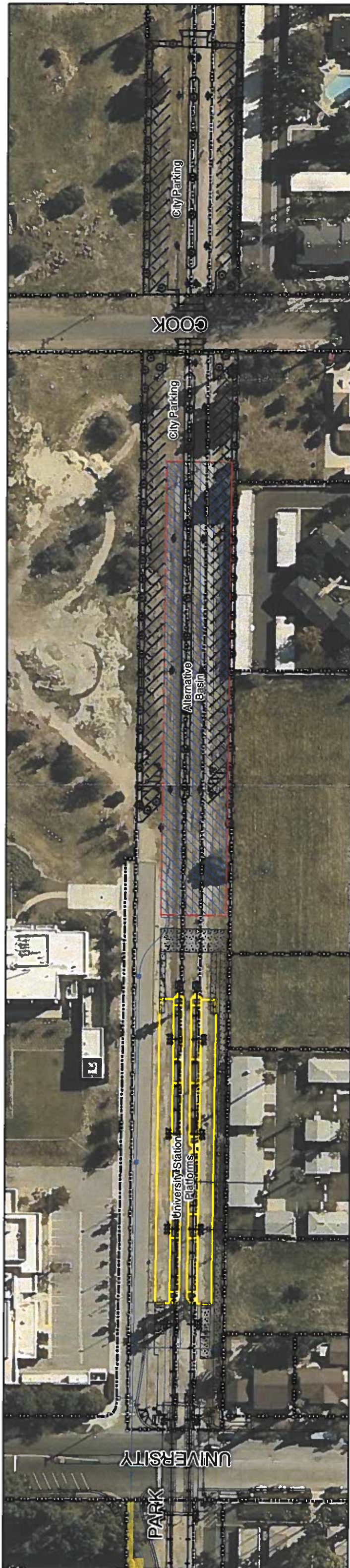
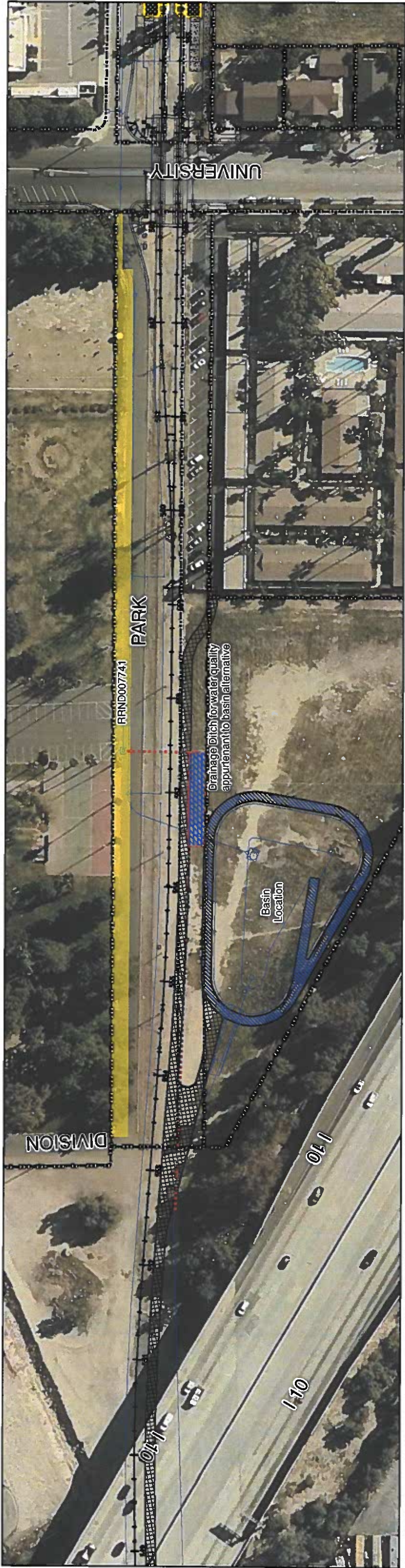
SBCTA looks forward to reconciling this issue and bringing the best project forward for the City and the citizens surrounding University Station. We appreciate the City's continuous support on the RPRP and would like to know if the revised offer is acceptable to the City by February 1, 2020 so that construction of the basin can proceed. If the revised offer is not acceptable we will move quickly to re-design the detention basin at the alternative basin location as shown on the attachment, in order to avoid further delays to the project.

Regards,



Carrie Schindler, P.E.
Director of Transit and Rail Programs

cc: Ross Wittman, City of Redlands
Victor Lopez, SBCTA



University Station Platforms, Tracks, Drainage & Parking

Minute Action

AGENDA ITEM: 16

Date: March 4, 2020

Subject:

Bi-Annual Fiscal Year 2019/2020 Railroad Right-of-Way Grants of Use Report

Recommendation:

Receive and file the first half of Fiscal Year 2019/2020 (July through December 2019) Right-of-Way Grants of Use Report.

Background:

The Board of Directors adopted Rail Property Policy No. 31602 on July 2, 2014 and approved revisions to Policy No. 31602 on March 6, 2019. In accordance with Policy No. 31602, Section III. B., Policy Principles and Authority to Execute Grants of Right of Use, the Board authorized the Executive Director, or designee, to approve all Grants of Right of Use documents as approved to form by General Counsel.

Attachment A identifies the Grants of Right of Use approved in the first half of Fiscal Year 2019/2020.

Financial Impact:

This item is consistent with the SBCTA Fiscal Year 2019/2020 adopted budget. Presentation of the Bi-Annual Right-of-Way report demonstrates compliance with the Rail Property Policy No. 31602.

Reviewed By:

This item was received by the Transit Committee on February 13, 2020. SBCTA General Counsel has reviewed this item and the attached report.

Responsible Staff:

Ryan Aschenbrenner, Right of Way Administrator

Approved
Board of Directors
Date: March 4, 2020

Witnessed By:

Entity: San Bernardino County Transportation Authority

Attachment A

Bi-annual Fiscal Year 2019-2020 (July to December 2019) Right-of-Way Grants of Use Report

Vendor Name	Contract No.	Agreement Type	Linked Agreements	Executed Date	Term	Application Fee	Annual Admin Fee	Use Fee	Amendment or Extension Fee	Type Fee's Waived	Waived Fee Amount	Waived Fee Comments	Minute Traq Ite
Sunesys, LLC	17-1001761	Master License Agreement Amendment 01	RMAS22	7/17/19	Month to Month	\$ 2,230.00	\$ 840.00	\$ 1,500.00	\$ -	Partial Annual Admin	\$ 360.00	Annual Admin Fee discounted 30% pursuant to Reso 17-029	5675
City of Rancho Cucamonga	19-1002161	Consent to Sublease	00-1000349	9/5/19	N/A	\$ 2,230.00	\$ -	\$ -	\$ -	N/A	\$ -	N/A	5584
Zoological Society of San Diego	20-1002261	Right of Entry Permit	N/A	9/3/19	01/31/2020	\$ -	\$ -	\$ -	\$ -	All fees	\$ 3,730.00	Fees waived in best interest of Agency to support study of Burrowing Owl relocation impacts	5934

Total One-time Application Fee \$ 4,460.00
Total Annual Admin Fee \$ 840.00
Total Annual Use Fee \$ 1,500.00

Attachment: Attachment A - Bi-Annual Railroad ROW Grants of Use (6478 : Bi-Annual Fiscal Year

Minute Action

AGENDA ITEM: 17

Date: *March 4, 2020*

Subject:

State Transit Assistance Fund-Population Share Apportionment for Fiscal Year 2020/2021

Recommendation:

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

Approve a State Transit Assistance Fund-Population Share Apportionment for Fiscal Year 2020/2021 of \$25,016,646 based on the State Controller's Office estimate on January 31, 2020, to be apportioned \$18,230,391 to the Valley and \$6,786,255 to the Mountain/Desert areas based on the population estimates approved by the Board in July 2019 for Fiscal Year 2019/2020.

Background:

Pursuant to the California Public Utilities Code (CPUC) Section 99312, the San Bernardino County Transportation Authority (SBCTA) receives State Transit Assistance (STA) funds, which are derived from the statewide sales tax on diesel fuel, from the State Controller's Office (SCO). This funding is allocated as follows: 1) 50% for PUC 99313 STA-Population Share (STA-Pop) based on the ratio of the population of the area under its jurisdiction to the total population of the state and 2) 50% for PUC 99314 STA-Operator Share (STA-Op), which is specific monies for operators and allocated based on the ratio of the total prior year transit operator passenger fare and local support revenues, as well as member agencies, to the total revenue of all operators in the state and member agencies. The amount of STA-Op Share funds available to each transit operator on an annual basis is determined by the State, and SBCTA functions as a pass through agency for this portion of STA.

SBCTA apportions STA-Pop funds to the Valley and Mountain/Desert areas based on the population of these larger subareas to the population of the county as a whole. Historically, STA funds have been allocated to specific projects as needs are identified because revenues had been unstable, and operators needed to meet efficiency standards to use STA for Operating. This "pass or fail" efficiency standard could result in operators that are eligible for operations funding in one year, not being eligible the next. However, Senate Bill 1 (SB1) stabilized the STA program after years of uncertain revenues, and changes to State law concerning the use of these funds for operations have provided additional flexibility to use STA for operating. The SCO's preliminary estimate for Fiscal Year (FY) 2020/2021 is \$22,492,981 (\$19.0 million STA-Pop, \$3.5 million STA-Op).

The total annual STA apportionment is a function of three components.

1. Projected annual revenue
2. Prior year audited, unrestricted balance
3. Fund Reserve

Table 1 below shows the staff recommended apportionment for FY 2020/2021 of \$25,016,646. The total apportionment includes a STA-Pop revenue estimate of \$19,004,022, consistent with the STA estimate that was made available on January 31, 2020 by the SCO. The prior year audited, unrestricted balance represents the difference between actual revenue received versus

Entity: San Bernardino County Transportation Authority

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the estimate that was approved by the SBCTA Board (Board) for that fiscal year, including interest. The FY 2020/2021 unrestricted balance is \$4.3 million because the FY 2018/2019 revenue estimate for STA-Pop was \$15.1 million, but actual revenue, interest, and investment earnings were \$19.4 million. The annual fund reserve of 10% of estimated revenue includes a return of the previous year's reserve, less a new reserve equal to 10% of the current year's revenue estimate per Policy 31010 adopted by the Board in December 2017. The return of the very first STA funds that were reserved from the FY 2018/2019 apportionment in March 2018 were inadvertently not returned in the FY 2019/2020 apportionment in March 2019, and therefore both previous years' reserves are being returned for apportionment at this time. The resulting apportionments to the Valley and Mountain/Desert areas are based on the population estimates approved by the Board in July 2019.

TABLE 1
San Bernardino County State Transit Assistance Fund – Population Share
Fiscal Year 2020/2021 Apportionment

	APPORTIONMENT
Prior Year Audited Unrestricted Balance ¹	\$4,288,623
Estimated Annual STA-Population Receipts ²	\$19,004,022
Return Prior Year Reserves (FY 2018/2019 & FY 2019/2020) ³	\$3,624,403
Proposed FY 2020/2021 Fund Reserve ⁴	\$(1,900,402)
Total Estimated Funds Available	\$25,016,646

Apportionment Area	Population⁵	Percentage	APPORTIONMENT
Valley	1,597,525	72.87 %	\$18,230,391
Mountain/Desert	594,678	27.13 %	\$6,786,255
Total	2,192,203	100.00%	\$25,016,646

¹ Difference between the FY 2018/2019 revenue estimates and the actual amount received.

² Estimated annual STA-Pop revenue based on SCO estimate for FY2020/2021 on Jan 31, 2020.

³ Return of two prior year's reserves because initial FY 2018/2019 reserve was not returned last year.

⁴ Reserve is 10% of annual estimated STA revenue per Policy 31010.

⁵ Population Source: California Department of Finance January 2019

SBCTA is the designated agency responsible for the administration of the STA-Population Share Apportionment for San Bernardino County. Adoption of the STA Population apportionment will provide SBCTA and the transit operators with revenue estimates to use for Fiscal Year 2020/2021 budgeting purposes.

Financial Impact:

This item has no financial impact on the Fiscal Year 2019/2020 budget.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the Transit Committee on February 13, 2020.

Responsible Staff:

Andrea Zureick, Director of Fund Administration

San Bernardino County Transportation Authority

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Page 3

Approved
Board of Directors
Date: March 4, 2020

Witnessed By:

San Bernardino County Transportation Authority

Minute Action

AGENDA ITEM: 18

Date: March 4, 2020

Subject:

Local Transportation Fund Apportionment for Fiscal Year 2020/2021

Recommendation:

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

A. Maintain Fiscal Year 2019/2020 Local Transportation Fund apportionment of \$95,909,606, as approved by the Board on March 6, 2019.

B. Approve a Fiscal Year 2020/2021 Fund Reserve of \$10,472,248, representing 10% of the estimated annual revenues for unexpected financial need per Policy No. 31010.

C. Approve an additional Fiscal Year 2020/2021 Fund Reserve of \$9,264,139, representing a portion of the carryover amount of \$12,352,185 for the difference between Fiscal Year 2018/2019 estimated and actual revenue, which will be apportioned in future years.

D. Approve a Local Transportation Fund estimated apportionment of \$107,012,909 for Fiscal Year 2020/2021 as detailed in Attachment A, based on \$104,722,482 in estimated receipts, the \$12,352,185 carryover for the difference between Fiscal Year 2018/2019 estimated and actual revenue, and less the Fund Reserves in recommendations B and C.

Background:

As required by the Transportation Development Act (TDA), the San Bernardino County Transportation Authority (SBCTA) must analyze and evaluate the total amount of Local Transportation Fund (LTF) revenue anticipated to be available and relative needs, and annually determine the amount to be allocated to each claimant. The first step in this process is to determine how much apportionment each area receives based on population data.

Pursuant to Section 6620 of the California Code of Regulations (CCR), the San Bernardino County Auditor/Controller (Auditor) is to provide SBCTA with an estimate of LTF revenue available for apportionment and allocation during the ensuing year, Fiscal Year (FY) 2020/2021, and if requested, a revised or updated estimate of revenues for current FY 2019/2020, prior to February 1, 2020. Section 6644 of the CCR requires that SBCTA determine and advise all prospective claimants of the amount of all area apportionments for the next FY by March 1, 2020.

The total annual LTF apportionment is a function of three components.

1. Projected annual revenue
2. Prior audited, unapportioned fund balance
3. Fund reserve

SBCTA staff analyzes LTF receipts and revenue trends, discusses the findings with the County Auditor/Controller to concur on an estimate of the next year's LTF revenue, and discusses if the current year's estimate needs to be revised. Noticing that FY 2018/2019 LTF revenue of \$107M was significantly higher than FY 2017/2018 revenue of \$95M, staff requested assistance from HdL Companies (HdL) to investigate the increase and provide short term LTF revenue forecasts.

Entity: San Bernardino County Transportation Authority

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SBCTA regularly contracts with HdL in analyzing Measure I sales tax (MSI) trends, and HdL had assisted in identifying some period of performance discrepancies with FY 2018/2019 MSI revenue after the State of California Department of Tax and Fee Administration (CDTFA) converted to new financial software in May 2018. The CDTFA software conversion caused delays in reporting of sales tax revenue, and some of the sales tax revenue reported by the State as FY 2018/2019 revenue was actually from sales taxes prior to June 30, 2018, which belonged in FY 2017/2018.

HdL has estimated the effects of the period of performance issues on LTF revenue and approximated that \$6.3M of the FY 2018/2019 revenue is attributable to FY 2017/2018 collections and was delayed due to rollout issues from the new software system. Moving forward, HdL is estimating 2% growth in LTF revenue for the remainder of FY 2019/2020 and FY 2020/2021, and staff is in agreement. Consequently, staff proposes an LTF revenue estimate of \$104,722,482 for FY 2020/2021. This estimate is based on 2% increases for both FY 2019/2020 and FY 2020/2021 over the adjusted FY 2018/2019 revenues.

The difference between actual revenue received versus the estimate that was approved by the SBCTA Board of Directors (Board) for that FY is captured in the second component of the annual apportionment calculation, the prior year audited, and unapportioned fund balance. The difference, including interest and investment earnings/losses, is included in the fund balance in the annual financial audit. In this instance, the unapportioned amount is \$12,352,185 since actual revenue for FY 2018/2019 included some FY 2017/2018 receipts, and was significantly higher than the original estimate.

The third component of the apportionment is the fund reserve. In the proposed FY 2020/2021 LTF apportionment, there are two recommendations for a fund reserve. The first amount of \$10,472,248 is 10% of the annual estimated LTF revenue, consistent with Policy 31010 adopted by the Board on December 6, 2017. This reserve is to be maintained for operators based on a population pro-rata share and is intended to remedy an immediate economic shortfall or address extreme or unusual circumstances.

In addition to this, staff is recommending an additional one-time reserve of \$9,264,139; 75% of the unapportioned carryover, which is recommended to be returned for apportionment over the next several FYs as part of this Board-approved annual apportionment process. The basis for this recommendation is multi-faceted and includes: a) the large carryover is partially attributable to revenue collection issues from the State's software conversion that are ongoing and still not entirely quantifiable, which could have effects over the next few FYs; b) reserving additional funds and slowly releasing them helps alleviate large swings in the annual apportionment amounts that make it difficult for transit operators to plan for; and c) the reserved funds could be used to help alleviate the financial burden caused by the zero-emission bus mandate that is still being quantified and could also be used in exploring alternatives for a rail connection through the High Desert Corridor to connect to the proposed Virgin Train. It should be noted that reserving additional funds serves to release the funds for use over time and does not decrease the overall total funds available. With the reservation of these additional funds, the total balance available for apportionment for FY 2020/2021 still represents a 12% increase over FY 2019/2020. Additionally, all unused fund balances accrue interest that is included in future apportionments.

The total proposed FY 2020/2021 LTF apportionment is included in Attachment A to this item. The three components of revenue are included at the top of the table. The reserve amounts identified represent a) the return of last year's 10% reserve; b) the current year reservation of 10% of estimated revenue; and c) the additional staff-recommended reserve. The resulting total apportionment is \$107,012,909; an increase of \$11.1 million over last year. If the total apportionment is approved, the individual amounts of apportionment that would be provided to eligible claimants are included in the attached table. The first section pertains to administration and planning; the second section pertains to non-motorized transportation; and the third section pertains to the Valley and Mountain/Desert jurisdictions for eligible expenditures.

Pursuant to Sections 99233.1 of the California Public Utilities Code (CPUC), SBCTA and the Auditor shall allocate such sums as are necessary for the administrative responsibilities under the TDA. The Auditor's staff is requesting an allocation of \$34,272, a slight increase of \$1,764 from the amount allocated in FY 2019/2020. SBCTA's administrative costs include conducting the LTF and State Transit Assistance Funds (STAF) financial and performance audits; staff time associated with processing allocations and disbursements, fiscal tracking, and conducting unmet needs hearings; and a portion of SBCTA's indirect costs. Staff is requesting 1% of the estimated funds available, or \$1,070,129, for SBCTA's administrative cost in FY 2020/2021, consistent with the indirect methodology in Policy 20600.

Pursuant to Section 99233.2(b)(1) of the CPUC, up to 3% of the annual LTF revenues may be allocated to SBCTA for its transportation planning and programming functions. The amount of LTF planning funds available for this purpose for FY 2020/2021 is \$3,210,387. This is a critical component of funding for staff activities that are not directly related to Measure I, and a portion of SBCTA's administrative costs.

Further, pursuant to Section 99233.2(b)(2) of the CPUC and amended by Assembly Bill 1403 signed into law by the Governor in October 2009, Southern California Association of Governments (SCAG) is to be allocated up to 3/4% of the annual LTF revenues. For FY 2020/2021 the allocation to SCAG is \$802,597.

Lastly, in accordance with Section 99233.3 of the CPUC (Article 3), 2% of the remaining balance following allocations for administration and planning is made available to counties and cities, through a competitive grant process, for facilities provided for the exclusive use of pedestrians and bicycles. The allocation for pedestrian and bicycle related projects for FY 2020/2021 is \$2,037,910. SBCTA conducts an Article 3 call for projects every two years. The next call for projects is tentatively scheduled for March 2021.

The balance of LTF is available for apportionment to the Valley and to each individual city and County area in the Mountain/Desert subareas, based on the population estimates approved by the Board for FY 2019/2020 in July 2019. While apportionments are made to individual jurisdictions in the Mountain/Desert subareas, the funds are first allocated to the respective transit operators for transit purposes, and any unused apportionment is returned to the local jurisdictions for streets and roads purposes.

SBCTA has received concurrence on the estimated funds available for apportionment included in Attachment A from San Bernardino County Auditor-Controller, Ensen Mason.

Board of Directors Agenda Item

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SBCTA is the designated agency responsible for the administration of the LTF for San Bernardino County. Adoption of the LTF apportionment will provide SBCTA, SCAG, transit agencies, and local jurisdictions with revenue estimates to use for FY 2020/2021 budgeting purposes.

Financial Impact:

This item has no financial impact on the Fiscal Year 2019/2020 budget.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the Transit Committee on February 13, 2020.

Responsible Staff:

Andrea Zureick, Director of Fund Administration

Approved
Board of Directors
Date: March 4, 2020

Witnessed By:

San Bernardino County Transportation Authority

Attachment A

**San Bernardino County Local Transportation Fund
Fiscal Year 2020/2021 Apportionment**

			APPORTIONMENT¹
Prior Year Audited Unrestricted Fund Balance ²			\$ 12,352,185
Estimated Annual LTF Receipts ³			\$ 104,722,482
Returned FY 2019/2020 Fund Reserve			\$ 9,674,629
Proposed FY 2020/2021 Fund Reserve ⁴			\$ (10,472,248)
Proposed Additional Fund Reserve ⁵			\$ (9,264,139)
<i>Allocation of Transit Reserves</i>			
<i>Omnitrans/Metrolink</i>	\$ 7,631,446		
<i>VVTA</i>	\$ 2,205,489		
<i>MARTA</i>	\$ 249,921		
<i>MBTA</i>	\$ 361,101		
<i>City of Needles</i>	\$ 24,291		
Total Estimated Funds Available			\$ 107,012,909
Auditor's Administrative Cost ⁶			\$ 34,272
SBCTA's Administrative Cost Set-Aside ⁷			\$ 1,070,129
SBCTA Planning ⁸			\$ 3,210,387
SCAG Planning ⁹			\$ 802,597
Resulting Balance			\$ 101,895,524
Article 3 (SB821) Program ¹⁰			\$ 2,037,910
Balance Available for Apportionment			\$ 99,857,613
Apportionment Area	Population¹¹	Percentage¹	APPORTIONMENT¹
Valley	1,597,525	72.87%	\$ 72,769,280
Adelanto	35,136	1.60%	\$ 1,600,489
Apple Valley	73,464	3.35%	\$ 3,346,378
Barstow	24,150	1.10%	\$ 1,100,063
Big Bear Lake	5,461	0.25%	\$ 248,755
Hesperia	96,362	4.40%	\$ 4,389,411
Needles	5,085	0.23%	\$ 231,628
Twentynine Palms	28,958	1.32%	\$ 1,319,073
Victorville	126,543	5.77%	\$ 5,764,193
Yucca Valley	22,050	1.01%	\$ 1,004,405
County - Unincorporated			
<i>Colorado River (VVTA/BAT)</i>	2,172	0.10%	\$ 98,937
<i>Morongo Basin (MBTA)</i>	24,583	1.12%	\$ 1,119,787
<i>Mountains (MARTA)</i>	46,856	2.14%	\$ 2,134,350
<i>North Desert (VVTA/BAT)</i>	32,784	1.50%	\$ 1,493,353
<i>Victor Valley (VVTA)</i>	71,074	3.24%	\$ 3,237,510
Total	2,192,203	100.00%	\$ 99,857,613

¹ Due to rounding, some totals may not correspond with the sum and/or products of the figures displayed.

² Difference between the FY 2018/2019 revenue estimate and the actual amount received. FY 2018/2019 included estimated revenue of \$6.3M of FY 2017/2018 revenue delayed by the State's new tax collection system.

³ Estimate calculated as 2% escalation over current FY 2019/2020 revenue estimate, consistent with projections provided by HdL Companies.

⁴ Reserve is 10% of annual estimated LTF revenue per Policy 31010.

⁵ Additional temporary reserve to guard against short term volatility due to new State tax collection system delays that threw off FY 2017/18 and 2018/19 revenues.

⁶ Estimate provided by County Auditor on January 24, 2020.

⁷ SBCTA's Administrative Cost set-aside is 1% of Total Estimated Funds Available. Expenditures includes staff time associated with administration of TDA funds, audits, TDA update work, unmet needs hearings and a portion of agency indirect costs.

⁸ SBCTA Planning set-aside is 3% of Total Estimated Funds Available.

⁹ SCAG Planning set-aside is 3/4% of Total Estimated Funds Available.

¹⁰ Article 3 (SB821) Program set-aside is 2% of Resulting Balance.

¹¹ Population Source: California Department of Finance and County Demographic Research Unit January 2019

Minute Action

AGENDA ITEM: 19

Date: *March 4, 2020*

Subject:

Fiscal Year 2019/2020 Low Carbon Transit Operations Program Apportionment - Population Share

Recommendation:

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

A. Approve a Low Carbon Transit Operations Program (LCTOP)-Population Share Apportionment for Fiscal Year 2019/2020 of \$4,009,737 to be apportioned to the Valley and the Mountain/Desert areas based on the 2019 California Department of Finance Population Data as follows:

- i. Valley Fiscal Year 2019/2020 Apportionment: \$2,921,895
- ii. Mountain/Desert Fiscal Year 2019/2020 Apportionment: \$1,087,842

B. Approve a swap of \$9,303 Valley State Transit Assistance-Population Share funds for \$9,303 Mountain/Desert LCTOP-Population Share funds for the City of Needles.

C. Approve a swap of \$739 Valley State Transit Assistance-Population Share funds for \$739 LCTOP-Operator Share funds for the City of Needles.

Background:

The Low Carbon Transit Operations Program (LCTOP), established by the California Legislature in 2014 by Senate Bill 862, is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program. The LCTOP was created to provide transit operating and capital assistance to eligible agencies in an effort to reduce greenhouse gas emissions and improve mobility with an emphasis on serving disadvantaged communities. Auction proceeds from the California Air Resources Board (CARB) Cap-and-Trade Program are deposited into the Greenhouse Gas Reduction Fund (GGRF), which provides funding for a variety of programs designed to provide economic, environmental, and public health co-benefits. Five percent of the proceeds deposited into the GGRF are continually appropriated to fund the LCTOP.

Eligible projects funded by the LCTOP include expenditures that support new or expanded transit services or expanded intermodal transit facilities, operational expenditures that increase transit mode share, and expenditures related to the purchase of zero-emission buses. Projects are required to reduce greenhouse gas emissions. For agencies whose service area includes a Disadvantaged Community (DAC), at least fifty percent of the total monies received shall be expended on projects that will benefit the DAC.

Administered by the California Department of Transportation (Caltrans), LCTOP funds are apportioned to eligible agencies utilizing the State Transit Assistance (STA) Program formula. The formula apportions fifty percent of LCTOP funds by population and the remaining fifty percent by operator revenues from the prior fiscal year in accordance with Public Utilities Code (PUC) section 99313 and PUC section 99314, respectively. The State Controller's Office (SCO) is responsible for determining the estimated funding levels for PUC section 99313 (Population Share) and PUC section 99314 (Operator Share) funds. Agencies eligible to receive LCTOP

Entity: San Bernardino County Transportation Authority

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funding include the San Bernardino County Transportation Authority (SBCTA), Morongo Basin Transit Authority (MBTA), Mountain Transit, Victor Valley Transit Authority (VVTA), City of Needles, Omnitrans, and Southern California Regional Rail Authority (SCRRA). While SBCTA is responsible for allocating LCTOP-Population Share funds to projects in the San Bernardino region, the transit operators eligible to receive LCTOP-Operator Share funds must work directly with Caltrans to receive their LCTOP-Operator Share allocations.

There are certain administrative and fiscal responsibilities associated with receiving LCTOP funds. Under the adopted guidelines for the LCTOP, eligible recipients of these funds are required to submit progress reports, fiscal and compliance audits, and a close-out report once the project is complete. The LCTOP Guidelines also allow an eligible recipient agency to serve as a contributing sponsor and transfer their apportionment of funds to another eligible recipient agency in their region to support a project. As has been past practice, in order to minimize the administrative burden on the City of Needles, staff recommends allocating STA funds to the City of Needles in lieu of their LCTOP-Population Share and LCTOP-Operator Share allocations.

The SCO released the final apportionment amounts on February 14, 2020; the amount of Fiscal Year 2019/2020 LCTOP-Population Share funds available to SBCTA is \$4,009,737. In accordance with the LCTOP Allocation Principles approved by the SBCTA Board of Directors in July 2015 at the inception of the LCTOP, SBCTA staff is recommending that these funds be apportioned to the Valley and Mountain/Desert subareas based on population. Additionally, while not included in the LCTOP Allocation Principles, SBCTA staff also recommends further apportioning of the Mountain/Desert LCTOP-Population Share apportionment to the Mountain/Desert transit operators in accordance with the population of their respective service areas, which is consistent with past apportionment formula practices for other fund sources such as the Local Transportation Fund and Senate Bill 1 State of Good Repair funding. Final proposed apportionments based on a population formula are shown below in Table 1.

Table 1 – Fiscal Year 2019/2020 LCTOP-Population Share Apportionment

Fiscal Year 2019/2020 LCTOP-Population Share Apportionment ¹				STA Fund Swap with City of Needles ⁴	Total Fiscal Year 2019/2020 Apportionment
Apportionment Area	Population ²	Percentage	Fiscal Year 2019/2020 Population Share ³		
Valley	1,597,525	72.87%	\$2,921,895	\$10,042	\$2,931,937
Mountain/Desert	594,678	27.13%	\$1,087,842	-\$9,303	\$1,078,539
<i>MBTA</i>	<i>75,591</i>	<i>12.71%</i>	<i>\$138,278</i>		<i>\$138,278</i>
<i>Mountain Transit</i>	<i>52,317</i>	<i>8.80%</i>	<i>\$95,703</i>		<i>\$95,703</i>
<i>VVTA</i>	<i>461,685</i>	<i>77.64%</i>	<i>\$844,558</i>		<i>\$844,558</i>
<i>City of Needles³</i>	<i>5,085</i>	<i>0.86%</i>	<i>\$9,303</i>	<i>-\$9,303</i>	<i>\$0</i>
Total	2,192,203	100.00%	\$4,009,737	\$739	\$4,010,476

¹Due to rounding, some totals may not correspond with the sum and/or products of the figures displayed.

²Population Source: California Department of Finance and County Demographic Research Unit January 2019

³Total population share amount is determined by the State Controller's Office.

⁴Valley apportionment includes \$739 Needles Operator Share apportionment.

For information, the Operator Share Estimate for all operators is shown in Table 2.

San Bernardino County Transportation Authority

**Table 2 – Fiscal Year 2019/2020 LCTOP-Operator Share Estimate
 (Provided by SCO)**

Operator	Operator Share Estimate
Omnitrans	\$307,663
SCRRA	\$342,319
MBTA	\$15,649
Mountain Transit	\$6,464
City of Needles ¹	\$739
VVTA	\$63,317
Total	\$736,151

¹STA funds recommended to be allocated to City of Needles in lieu of LCTOP apportionment.

As previously indicated in this item and with approval by the SBCTA Board of Directors, STA funds will be allocated to the City of Needles in lieu of their LCTOP apportionment. As shown in the table above, it is anticipated that the amount of Fiscal Year 2019/2020 LCTOP funds available to the City of Needles will total \$10,042, which includes \$9,303 in LCTOP-Population Share funds and \$739 in LCTOP-Operator Share funds. Since the transit operators receive their LCTOP-Operator Share allocations directly from Caltrans, SBCTA staff will work with the City of Needles in order to submit to Caltrans the documentation necessary to execute the transfer of \$739 in LCTOP-Operator Share funds from the City of Needles to SBCTA. Because the LCTOP funds will be used to supplement the Valley apportionment, the City of Needles will be allocated STA funds from the Valley STA share. With approval, the allocation of STA funds in the amount of \$10,042 will be included in their Fiscal Year 2020/2021 operator allocations.

Including the City of Needles apportionment swap, the total Fiscal Year 2019/2020 LCTOP apportionment for the Valley totals \$2,931,937 and for the Mountain/Desert totals \$1,078,539, for a total Fiscal Year 2019/2020 apportionment of \$4,010,476. It should be noted that the Valley apportionment amount of \$2,931,937 includes \$739 of Operator Share funds due to the funding swap with the City of Needles.

Financial Impact:

This item is consistent with the Fiscal Year 2019/2020 adopted budget.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the Transit Committee on February 13, 2020.

Responsible Staff:

Andrea Zureick, Director of Fund Administration

Approved
 Board of Directors
 Date: March 4, 2020

Witnessed By:

Minute Action

AGENDA ITEM: 20

Date: March 4, 2020

Subject:

Amendment No. 2 to Agreement No. 15-1001119 with the City of Barstow for the North First Avenue Bridge Over BNSF Funding Agreement

Recommendation:

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

Approve Amendment No. 2 to Agreement No. 15-1001119 for the North First Avenue Bridge over the BNSF Railroad Project with the City of Barstow to add San Bernardino County Transportation Authority’s project management services to the scope, utilizing \$50,000 of the current allocation of North Desert Subarea Major Local Highway Program funds.

Background:

The City of Barstow (City) has requested that the San Bernardino County Transportation Authority (SBCTA) amend the funding agreement scope to provide project management services for the North First Avenue Bridge Project over the BNSF Railroad to assist with completion of the design and right-of-way phases. Measure I Strategic Plan Policy No. MDMLH-22 allows for SBCTA to manage development and delivery of Major Local Highway Program projects when requested to do so by the sponsoring jurisdiction.

The estimated cost of \$50,000 to provide the services will not increase the Board approved allocation of \$7,823,592. Reimbursement will be made directly by SBCTA from the North Desert Subarea Major Local Highway Program fund.

Financial Impact:

This item is consistent with the Fiscal Year 2019/2020 approved budget.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the Mountain/Desert Policy Committee on February 21, 2020. SBCTA’s General Counsel, Procurement Manager and Risk Manager have reviewed this item and the draft amendment.

Responsible Staff:

Andrea Zureick, Director of Fund Administration

Approved
Board of Directors
Date: March 4, 2020

Witnessed By:

Entity: San Bernardino County Transportation Authority

General Contract Information

Contract No: 15-1001119 Amendment No.: 2
 Contract Class: Payable Department: Fund Administration
 Vendor No.: 0227 Vendor Name: City of Barstow
 Description: First Avenue Bridge Over BNSF Funding Agreement
 List Any Related Contract Nos.: 15-1001119, 15-100119-01

Dollar Amount					
Original Contract	\$	4,927,092.00	Original Contingency	\$	-
Prior Amendments	\$	2,896,500.00	Prior Amendments	\$	-
Current Amendment*	\$	(50,000.00)	Current Amendment	\$	-
Total/Revised Contract Value	\$	7,773,592.00	Total Contingency Value	\$	-
*see note		Total Dollar Authority (Contract Value and Contingency)		\$	7,773,592.00

Contract Authorization
 Board of Directors _____ Date: 03/04/2020 Board _____ Item # 6498

Contract Management (Internal Purposes Only)
 Other Contracts _____ Sole Source? N/A No Budget Adjustment _____
 Local _____ Funding Agreement _____

Accounts Payable										
Estimated Start Date:		<u>03/04/2015</u>		Expiration Date:		<u>01/31/2024</u>		Revised Expiration Date: _____		
No	N/A		N/A							
	Fund	Prog	Task	Sub-Task	Object	Revenue	PA Level	Revenue Code Name	Total Contract Funding:	Total Contingency:
GL	4330	50	0550	0516	54840	41100000	003-218	North Desert MLHP	\$ 7,773,592.00	\$ -
GL									7,773,592.00	-
GL									-	-
GL									-	-
GL									-	-
GL									-	-
GL									-	-
GL									-	-
GL									-	-
GL									-	-

Ellen Pollema _____ Andrea Zureick _____
 Project Manager (Print Name) Task Manager (Print Name)

Additional Notes: \$50,000 of North Desert MLHP has been designated for self-reimbursement by SBCTA for PM Services in Subtask 0811 through this agreement.

Attachment: 15-1001119-02 CSS.xlsx [Revision 1] (6498 : Amendment No. 2 to Agreement No. 15-1001119 with the City of Barstow for the North

AMENDMENT NO. 2 TO AGREEMENT NO. 15-1001119

FOR

**NORTH FIRST AVENUE OVERHEAD BRIDGE OVER THE BNSF RAILROAD
BRIDGE NO. 54C-0088**

(CITY OF BARSTOW)

This Amendment No. 2 to the Project Funding Agreement 15-1001119 is made and entered into this March 4, 2020, by and between the San Bernardino County Transportation Authority (“SBCTA”) and the City of Barstow (“CITY”). SBCTA and CITY are each a “Party” and are collectively the “Parties.”

RECITALS

A. The Parties entered into Project Funding Agreement 15-1001119 (“Agreement”) on or about March 4, 2015, to fund the NORTH FIRST AVENUE OVERHEAD BRIDGE OVER THE BNSF RAILROAD BRIDGE NO. 54C-0088 in the City of Barstow (“PROJECT”);

B. The Parties entered into Amendment No. 1 to Project Funding Agreement 15-1001119 on or about July 10, 2019, to allocate additional funding to the PROJECT; and

C. CITY is now requesting that SBCTA provide project management services for PROJECT; and

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

SECTION 1

1. Section I, Paragraph 1, is hereby deleted in its entirety and replaced with the following:

“1. To reimburse CITY for the actual cost of the PROJECT up to a maximum of \$7,773,592 in North Desert Subarea MLHP Funds. An estimate of costs for the PROJECT is provided in Attachment B. SBCTA shall have no further responsibilities to provide any funding for PROJECT exceeding this amount.”

2. Section I, Paragraph 2, is hereby deleted in its entirety and replaced with the following:

“2. To reimburse CITY within 30 days after CITY submits an original and two copies of the signed invoices in the proper form covering those actual allowable PROJECT expenditures that were incurred by CITY up to a maximum of \$7,773,592, 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. Section I, Paragraph 4, is hereby deleted in its entirety and replaced with the following:

“4. To provide Project Management Services for the PROJECT.

4. Section I, Paragraphs 5, 6, and 7 are added:

“5. To establish and maintain an accounting system conforming to Generally Accepted Accounting Principles (GAAP) to support SBCTA’s request for reimbursement, payment vouchers, or invoices, which segregate and accumulate costs of Project Management work elements, and produce monthly reports which clearly identify reimbursable costs by SBCTA.

6. To prepare and submit to CITY an electronic copy of signed invoices for reimbursement of eligible Project Management expenses. Invoices may be submitted to CITY as frequently as monthly. SBCTA shall make a Draw in an amount equal to the invoiced amount from the North Desert Subarea MLHP Fund. The total of all draws for Project Management shall not exceed \$50,000.”

7. To prepare a final accounting of expenditures, including a final invoice for the Project Management.”

5. Section II, Paragraph 2, is hereby deleted in its entirety and replaced with the following:

“2. To be responsible for expending that portion of the eligible PROJECT expenses that are incurred by CITY, subject to reimbursement by SBCTA hereunder, for an amount not to exceed \$7,773,592 in North Desert Subarea MLHP Funds, and are reimbursable by SBCTA in accordance with Section I, Paragraph 2. Expenses relative to time spent on the PROJECT by CITY are considered eligible PROJECT expenses and may be charged to the PROJECT funds subject to SBCTA’s guidelines.”

6. Attachment B has been replaced in its entirety to reflect the change in funding.

--- SIGNATURES ON NEXT PAGE ---

IN WITNESS WHEREOF, the Parties have executed this Amendment No. 2 below:

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

CITY OF BARSTOW

By: _____
Darcy McNaboe, President
Board of Directors

By: _____
Julie Hackbarth-McIntyre
Mayor

Date: _____

Date: _____

APPROVED AS TO FORM

APPROVED AS TO FORM

By: _____
Julianna K. Tillquist
SBCTA General Counsel

By: _____
Terry Highsmith
CITY Attorney

Date: _____

CONCURRENCE:

By: _____
Jeffery Hill
Procurement Manager

Date: _____

Attachment: 15-1001119-02 (6498 : Amendment No. 2 to Agreement No.15-1001119 with the City of Barstow for the North First Ave Bridge)

Attachment A

NORTH FIRST AVENUE OVERHEAD BRIDGE OVER THE BNSF RAILROAD BRIDGE NO. 54C-0088 CITY OF BARSTOW

Description of Project and Milestones

Project Title		
NORTH FIRST AVENUE OVERHEAD BRIDGE OVER THE BNSF RAILROAD BRIDGE NO. 54C-0088		
Location, Project Limits, Description, Scope of Work, Legislative Description		
The North First Avenue Bridge over BNSF railway UPRR AMTRAK is located 0.2 miles north of Main Street. The project limits are approximately from White Street to Riverside Drive. North First Avenue Bridge is the main north-south corridor connecting the northern and southern communities of the City of Barstow. Currently, the bridge has only two lanes, no shoulder, and only a 4' clear walkway on one side of the existing bridge and a Sufficiency Rating (SR) of 3.0. The replacement bridge is proposed to address the overall condition of the bridge and provide standard lanes, shoulders, and sidewalks.		
Component	Implementing Agency	
PA&ED and PS&E	City of Barstow	
Right of Way	City of Barstow	
Construction	SBCTA	
Purpose and Need		
As stated above, North First Avenue bridge is the main north-south corridor connecting the northern and southern communities of the City of Barstow. BNSF transcontinental railway and classification yard divides these two communities. Currently the existing bridge, initially built in 1930, is listed as structurally deficient in Caltrans Structure Maintenance & Investigation reports. This rating is due to its age, geometry, substandard vertical clearance. Barstow's railroad classification yard is one of California's major facilities. The replacement of the North First Avenue Bridge will greatly minimize any potential bridge failures which may have a negative impact on the transportation of goods on the transcontinental railway tracks. A bridge failure would also disconnect northern and southern communities of the City of Barstow.		
Project Benefits		
The replacement of the bridge would have the following benefits:		
<ul style="list-style-type: none"> • Keeps Barstow's northern and southern communities connected. • Keeps transportation goods moving from the west coast to middle eastern United States. • Provides for a safe transportation route. • Provides alternate transportation methods such as walking and bicycling. 		
Project Milestone		Proposed
Preliminary Environmental Study (PES) Approved		4/9/2014
Begin Environmental (PA&ED) Phase		4/10/2014
Draft Environmental Document	Document Type	CE 10/3/2015
Begin Draft Project Report		1/5/2015
End Environmental Phase (PA&ED Milestone)		12/4/2015
Begin Preliminary Engineering 30% Design (PS&E) Phase		9/5/2015
End Design Phase (Ready to List for Advertisement Milestone)		9/11/2019
Begin Right of Way Phase		10/12/2016
End Right of Way Phase (Right of Way Certification Milestone)		7/30/2019
Begin Construction Phase (Contract Award Milestone)		11/15/2020
End Construction Phase (Construction Contract Acceptance Milestone)		1/25/2023
Begin Closeout Phase		1/26/2023
End Closeout Phase (Closeout Report)		1/31/2024

ATTACHMENT B

NORTH FIRST AVENUE OVERHEAD BRIDGE OVER THE BNSF RAILROAD BRIDGE NO. 54C-0088 CITY OF BARSTOW

Summary of Estimated Costs

<u>Phase</u>	<u>Total Cost</u>	<u>Federal Highway Bridge Program Funds</u>	<u>SBCTA Share* MLHP Funds</u>	<u>Federal Repurposed Earmark</u>
<u>PS&E</u>	<u>\$4,800,000</u>	<u>\$4,249,440</u>	<u>\$550,560</u>	<u>\$0</u>
<u>ROW</u>	<u>\$16,000,000</u>	<u>\$14,164,800</u>	<u>\$1,835,200</u>	<u>\$0</u>
<u>Project Support</u>	<u>\$50,000</u>	<u>0</u>	<u>\$50,000</u>	<u>\$0</u>
<u>Construction</u>	<u>\$50,000,000</u>	<u>\$42,021,342</u>	<u>\$5,387,832</u>	<u>\$2,590,826</u>
<u>Total</u>	<u>\$70,850,000</u>	<u>\$60,435,582</u>	<u>\$7,823,592</u>	<u>\$2,590,826</u>

*SBCTA's Share can be from sources under control of SBCTA including but not limited to Measure I Major Local Highway Projects program, State Transportation Improvement Program (STIP), Surface Transportation Program (STP), or other funds without necessitating an amendment of this agreement. SBCTA share of funding can be moved between phases.

Minute Action

AGENDA ITEM: 21

Date: March 4, 2020

Subject:

State and Federal Legislative Update and Resolution No. 20-045

Recommendation:

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

- A. Receive and file the February 2020 State and Federal Legislative Update.
- B. Adopt Resolution No. 20-045 reaffirming San Bernardino County Transportation Authority's responsibility as the transportation planning agency in San Bernardino County.

Background:

STATE UPDATE

Legislature Reconvenes

The California legislature reconvened on January 6th for the second session of its two-year legislative cycle. Members with bills carried over from last year had until January 31st to pass them out of the house of origin. Legislators have until February 21st to introduce new legislation.

Assembly Bill 2011 - OPPOSE

In late December, Assembly Member Chris Holden reached out to several members of our Board to share his intention to introduce legislation that would create a construction authority that would focus solely on extending Los Angeles County Metropolitan Transportation Authority's Gold Line to Ontario International Airport (ONT). Mayors from cities along the Metrolink San Bernardino Line, along with San Bernardino County Transportation Authority (SBCTA) Board President, Darcy McNaboe, spoke with Mr. Holden to express concerns regarding his proposal. On January 21st, Board President McNaboe and Executive Director Ray Wolfe travelled to the State Capitol to meet with Mr. Holden to continue the dialogue.

Despite the expressed concerns, on January 28th Assemblyman Holden introduced AB 2011 to create the West San Bernardino County Rail Construction Authority. The construction authority would be governed by a seven member Board of Directors consisting of representatives from Los Angeles County Metro, Montclair, Upland, Ontario and Rancho Cucamonga, as well as the Ontario International Airport Authority (OIAA) and SBCTA.

On January 30th, the members of the SBCTA Legislative Ad Hoc Committee voted to take an oppose position on AB 2011. The 2019/2020 Legislative Platform approved by the Board of Directors states that SBCTA supports legislation that "ensures SBCTA's decision-making authority over transportation projects that are constructed and operated in San Bernardino County." AB 2011 is clearly counter to that position. Creation of a construction authority is duplicative with the planning and project delivery authority vested in SBCTA and its Board of Directors and is wholly unnecessary.

Staff is requesting that the Board adopt Resolution No. 20-045 which reaffirms SBCTA's responsibility as the transportation planning agency and the voter approved steward of transportation funding in San Bernardino County. In addition, reaffirm that SBCTA will not delegate its obligation to fund, plan, construct and deliver major transportation projects in San Bernardino County.

Entity: San Bernardino County Transportation Authority

SBCTA's letter of opposition to AB 2011 and text of Assembly Bill 2011 (Holden) is provided as Attachment A.

Senate Bill 732

Last year, SBCTA took an oppose position on Senate Bill 732 (Allen) which would authorize the South Coast Air Quality Management District (SCAQMD) to pursue a multi-county measure for the purposes of mitigating air quality concerns. Senator Allen withdrew the bill from further consideration this session. SCAQMD will have to reintroduce with another author by February 21st if the agency wishes to pursue the legislation further this year.

State Budget

Governor Gavin Newsom introduced the initial budget on January 10th, which includes \$222.2 billion (\$153 billion in General Fund spending). The Governor's budget estimates \$6 billion of surplus funds. Of that surplus, he proposes to spend \$2.6 billion on one-time spending and \$1.6 billion to maintain the state's discretionary reserve. The Rainy Day Fund would reach \$20.5 billion at the end of Fiscal Year (FY) 2020-21 which represents a \$1.7 billion increase from the FY 2019-20 enacted reserve level required by the constitution.

Relative to transportation, the Governor proposed to include \$5.4 billion for transportation generated by SB 1 in FY 2020–21, of which \$3.5 billion is for road repair and maintenance, with the remaining \$1.9 billion for transit, freight corridors, congestion relief, and active transportation.

Over the next five years the Governor plans on making meaningful investments into the transportation sector. That includes \$5 billion in public transit and rail infrastructure, \$1.1 billion for active transportation projects, \$22 billion for State Highway Operations and Protection Program, and \$3.3 billion for State Transportation Improvement Program with an additional \$1 billion for partnerships with local transportation agencies.

Local Allocations:

\$1.3 billion for local streets and roads;
 \$423 million for local transit operations;
 \$261 million for transit, commuter, and intercity rail;
 \$200 million for the State-Local Partnership Program;
 \$100 million for the Active Transportation Program;
 \$36 million for Commuter Rail and Intercity Rail; and
 \$25 million for Local Planning Grants.

State Allocations:

\$1.2 billion for maintenance of the state highway system known as the State Highway Operation and Protection Program;
 \$400 million for bridges and culverts;
 \$307 million for trade corridor enhancements; and
 \$250 million for commuter corridors.

The Governor's January budget proposal expends \$965 million in spending from the Greenhouse Gas Reduction Fund (GGRF) for FY 2020-21. This is roughly \$40 million less overall than last year's cap and trade expenditure plan.

\$235 million for Air toxic and criteria pollutants;
 \$400 million for Low carbon transportation;
 \$208 million for Healthy forests;

San Bernardino County Transportation Authority

Board of Directors Agenda Item

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\$18 million for Climate smart agriculture;
 \$35 million for Short-lived climate pollutants;
 \$11 million for Climate Mitigation and resilience;
 \$25 million for Research and technical assistance; and
 \$33 million for Workforce training.

The Governor also proposed to establish the Climate Catalyst Fund for a total of \$1 billion General Fund investment (\$250 million in FY 2020-21) to act as a revolving loan fund to focus on transportation emission reduction, climate smart agriculture and forestry, and circular economy to address waste and recycling.

Legislative Tracking

Attachment B contains a list of legislative bills that the San Bernardino County Transportation Authority / San Bernardino Council of Governments (SBCOG) have taken a position on.

Attachment C reflects bills of interest to SBCTA and SBCOG.

FEDERAL UPDATE

House Infrastructure Plan

On January 29th, Democrats in the House of Representatives released their draft infrastructure plan. The framework outlined a plan to invest \$760 billion over five years, including \$434 billion for highway and transit programs, which would replace the Fixing America's Surface Transportation (FAST) Act surface transportation funding legislation that expires in September of this year.

The infrastructure plan framework outlined the following spending priorities:

\$434 billion for Highway and Transit Programs;
 \$55 billion for Rail Transportation;
 \$30 billion for Airport and Airway Infrastructure;
 \$19.7 billion for Harbor Maintenance Trust Fund;
 \$10 billion for Water Resources Investments;
 \$50.5 billion for Clean Water Infrastructure;
 \$2.7 billion for Brownfields restoration and Reinvestment;
 \$59.7 billion for Clean Drinking Water & Clean Energy; and
 \$98 billion for Broadband & Communications.

See Attachment D for a more detailed outline of the proposed house infrastructure plan.

Financial Impact:

This item has no financial impact on the adopted Fiscal Year 2019/2020 budget.

Reviewed By:

This item was reviewed and recommended for approval (8-0-1; Abstained: Hagman) at the General Policy Committee meeting on February 12, 2020. SBCTA General Counsel has reviewed this item and the draft resolution.

Responsible Staff:

Otis Greer, Director of Legislative and Public Affairs

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Approved
Board of Directors
Date: March 4, 2020

Witnessed By:

San Bernardino County Transportation Authority

RESOLUTION NO. 20-045

**RESOLUTION OF THE SAN BERNARDINO COUNTY TRANSPORTATION
AUTHORITY REAFFIRMING THEIR STATUTORY AUTHORITY AS THE SOLE
TRANSPORTATION PLANNING AGENCY IN SAN BERNARDINO COUNTY
AND ADMINISTRATOR OF MEASURE I SALES TAX FUNDS**

WHEREAS, the San Bernardino Associated Governments (SANBAG) was formed in 1973 as a sub-regional council of governments under a Joint Powers Agreement, which today includes twenty-four cities in San Bernardino County and the County Board of Supervisors; and

WHEREAS, the agency's responsibilities grew to include the roles of the County Transportation Commission, Service Authority for Freeway Emergencies, Congestion Management Agency and the County Transportation Authority; and

WHEREAS, in 2016 SANBAG sponsored Senate Bill 1305 (Morrell) which consolidated the four transportation entities into the San Bernardino County transportation Authority (SBCTA); and

WHEREAS, in 1989 San Bernardino County voters passed Measure I, a countywide ½ cent sales and use tax dedicated to funding transportation projects within the county from 1990 to 2010; and

WHEREAS, Measure I identifies the San Bernardino County Transportation Authority as the administrator of Measure I funds; and

WHEREAS, in 2004 county voters passed a renewal of Measure I, extending the funding from 2010-2040; and

WHEREAS, the 2004 renewal of Measure I contained a detailed list of projects approved by the voters.

NOW, THEREFORE BE IT RESOLVED by the San Bernardino County Transportation Authority, that it reaffirms its responsibility as the transportation planning agency and the voter approved stewards of transportation funding in San Bernardino County.

BE IT FURTHER RESOLVED, that the San Bernardino County Transportation Authority will not delegate its obligation to fund, plan, construct and deliver major transportation projects in San Bernardino County.

PASSED AND ADOPTED at a meeting of the San Bernardino County Transportation Authority held on March 4, 2020.

Darcy McNaboe, President

ATTEST:

Marleana Roman
Clerk of the Board



cta

San Bernardino County
Transportation Authority

February 4, 2020

The Honorable Chris Holden
California State Assembly
State Capitol, Room 5132
Sacramento, CA 95814

RE: AB 2011 (Holden) – OPPOSE

Dear Assemblyman Holden,

Thank you again for creating time to meet with on January 21st to discuss your legislation and the concerns many cities in San Bernardino County have with this proposed bill. It is important to emphasize that since those concerns remain the San Bernardino County Transportation Authority (SBCTA) respectfully opposes AB 2011, legislation that would create a statutory construction authority in western San Bernardino County to build rail access to Ontario International Airport (ONT).

As stated during our discussion, we share your goal of bringing rail access to ONT and expanding public transit to the airport for residents throughout the region. It is our position that any effort toward this goal must be coordinated through SBCTA and its Board of Directors.

SBCTA represents 24 cities and 5 supervisorial districts and each is represented on our Board of Directors with an equal voice. SBCTA is very familiar with the challenges that come with planning and delivering transportation projects in the largest geographic county in the United States, and our Board and its staff does so in a collaborative and cost-efficient manner.

It should be noted that we began our effort to identify both the challenges and solutions to rail access to the airport years ago.

- 2014, SBCTA conducted a study on various transit options and routes to access ONT.
- 2018, SBCTA formed the Ontario Airport Roundtable, comprised of local elected officials and stakeholders from business, education and major employers throughout San Bernardino County. This working group has been assessing the needs of county residents and businesses in relation to access to the airport.
- 2019, SBCTA informed the Roundtable it was recommending to advance funding and start the Federal Transit Administration analysis, and is committed to beginning the environmental studies of airport access alternatives by 2023.

Creating a new entity to construct a transportation project in San Bernardino County is duplicative and unnecessary. More importantly, creation of an entity charged with doing so in a manner that has not been planned in a deliberative and cooperative way among the jurisdictions within our county.

For these reasons, we urge you to work with SBCTA as we move forward. I am confident that together we can bring access to ONT in a way that is mutually beneficial to San Bernardino County residents and the greater region as well.

If you have any questions regarding SBCTA's position on this issue, please contact Ray Wolfe, Executive Director, or Otis Greer, Director of Legislative and Public Affairs at (909) 884-8276.

Sincerely,



DARCY MCNABOE
President, San Bernardino County Transportation Authority
Mayor, City of Grand Terrace

cc: San Bernardino County Delegation

ASSEMBLY BILL**No. 2011**

**Introduced by Assembly Member Holden
(Principal coauthor: Assembly Member Rodriguez)**

January 28, 2020

An act to add Chapter 6.5 (commencing with Section 132500) to Division 12.7 of the Public Utilities Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 2011, as introduced, Holden. West San Bernardino County Rail Construction Authority.

Existing law creates the Metro Gold Line Foothill Extension Construction Authority for the purpose of awarding and overseeing all design and construction contracts for completion of the Los Angeles-Pasadena Foothill Extension Gold Line light rail project extending from Union Station in the City of Los Angeles to Sierra Madre Villa Boulevard in the City of Pasadena and any mass transit guideway that may be planned east of Sierra Madre Villa Boulevard along the rail right-of-way extending to the City of Montclair.

This bill would create the West San Bernardino County Rail Construction Authority for purposes of awarding and overseeing all design and construction contracts for completion of an extension of the Metro Gold Line light rail project from the City of Montclair to the Ontario International Airport. The bill would prescribe the powers and duties of the construction authority.

The bill would require the construction authority to be governed by a board consisting of 7 voting members and one nonvoting member. The city councils of the Cities of Montclair, Ontario, Rancho Cucamonga, and Upland would each appoint one member to the

governing board and the Los Angeles County Metropolitan Transportation Authority (LACMTA), the Ontario International Airport Authority (OIAA), and the San Bernardino County Transportation Authority (SBCTA) would each appoint one member. The nonvoting member would be appointed by the Governor.

The bill would require the construction authority and the SBCTA to enter into an agreement for the construction authority to hold in trust all real property interests held by the SBCTA that are necessary for the planning, design, and construction of the project at no cost to the construction authority.

The bill would require the construction authority to enter into a memorandum of understanding with the SBCTA that specifically authorizes the SBCTA to review any significant changes in the scope of the design or construction, or both design and construction, of the project, as specified. The bill would require the construction authority to coordinate its work in the City of Montclair with the Metro Gold Line Foothill Extension Construction Authority, as specified, and would require the construction authority to coordinate its work in the City of Ontario with the OIAA.

The bill would prohibit the construction authority from encumbering the project with any obligation that is transferable to LACMTA or the SBCTA upon completion of the design and construction of the project without the consent of those entities, except the bill would require the SBCTA to assume responsibility for operating all completed phases of the project. The bill would require the construction authority to be dissolved upon completion of the project.

This bill would create a state-mandated local program by imposing these duties on local government entities.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: yes.

The people of the State of California do enact as follows:

1 SECTION 1. Chapter 6.5 (commencing with Section 132500)
2 is added to Division 12.7 of the Public Utilities Code, to read:

3
4 CHAPTER 6.5. WEST SAN BERNARDINO COUNTY RAIL
5 CONSTRUCTION AUTHORITY
6

7 132500. For purposes of this chapter, the following definitions
8 apply:

9 (a) “Authority” means the West San Bernardino County Rail
10 Construction Authority created by this chapter.

11 (b) “Board” means the governing board of the authority.

12 (c) “Extension cities” means the Cities of Montclair, Ontario,
13 Rancho Cucamonga, and Upland.

14 (d) “Foothill Gold Line Construction Authority” means the
15 Metro Gold Line Foothill Extension Construction Authority created
16 pursuant to Section 132405.

17 (e) “LACMTA” means the Los Angeles County Metropolitan
18 Transportation Authority.

19 (f) “OIAA” means the Ontario International Airport Authority.

20 (g) “Project” means the extension of rail access to the Ontario
21 International Airport.

22 (h) “SBCTA” means the San Bernardino County Transportation
23 Authority.

24 132505. The authority is hereby created for purposes of
25 awarding and overseeing all design and construction contracts for
26 completion of the project.

27 132510. (a) The authority has all of the powers necessary for
28 planning, acquiring, leasing, developing, jointly developing,
29 owning, controlling, using, jointly using, disposing of, designing,
30 procuring, and building the project, including, but not limited to,
31 all of the following:

32 (1) Acceptance of grants, fees, allocations, and transfers of funds
33 from federal, state, and local agencies, as well as private entities.

34 (2) Acquiring, through purchase or through eminent domain
35 proceedings, any property necessary for, incidental to, or
36 convenient for, the exercise of the powers of the authority.

37 (3) Incurring indebtedness, secured by pledges of revenue
38 available for project completion.

1 (4) Contracting with public and private entities for services
 2 related to the planning, design, and construction of the project.
 3 These contracts may be assigned separately or may be combined
 4 to include any or all tasks necessary for completion of the project.

5 (5) Entering into cooperative or joint development agreements
 6 with local governments or private entities. These agreements may
 7 be entered into for any project-related purpose, including, but not
 8 limited to, the purpose of sharing costs, selling or leasing land, air,
 9 or development rights, the transferring of passengers, making
 10 pooling arrangements, or for any other purpose that is necessary
 11 for, incidental to, or convenient for the full exercise of the powers
 12 granted the authority. For purposes of this paragraph, “joint
 13 development” includes, but is not limited to, an agreement with
 14 any person, firm, corporation, association, or organization for the
 15 operation of facilities or development of projects adjacent to, or
 16 physically or functionally related to, the project.

17 (6) Relocation of utilities, as necessary for completion of the
 18 project.

19 (b) The duties of the authority include, but are not limited to,
 20 all of the following:

21 (1) Conducting the financial studies and the planning and
 22 engineering necessary for completion of the project.

23 (2) Adoption of an administrative code, not later than 60 days
 24 after establishment of the authority, for administration of the
 25 authority in accordance with any applicable laws, including, but
 26 not limited to, the Ralph M. Brown Act (Chapter 9 (commencing
 27 with Section 54950) of Part 1 of Division 2 of Title 5 of the
 28 Government Code), this chapter, laws generally applicable to local
 29 agency procurements and contracts, and the Political Reform Act
 30 of 1974 (Title 9 (commencing with Section 81000) of the
 31 Government Code).

32 (c) Board members and alternate members shall not be
 33 considered financially interested for purposes of Section 1090 of
 34 the Government Code solely by virtue of their holding office with
 35 the authority and, concurrently, holding office with an entity set
 36 forth in subdivision (a) of Section 132515, an extension city, or
 37 both that entity and city, and they may participate in decisions and
 38 agreements regarding the authority, any of the entities set forth in
 39 subdivision (a) of Section 132515, and any of the extension cities.
 40 The participation described in this clause shall not constitute a

1 conflict of interest for purposes of Section 1090 of the Government
 2 Code, or an incompatible employment, activity, or enterprise for
 3 purposes of Section 1126 of the Government Code.

4 132515. (a) The authority shall be governed by a board
 5 consisting of seven voting members and one nonvoting member
 6 who shall be appointed as follows:

7 (1) Four members shall be appointed by the city councils of the
 8 Cities of Montclair, Ontario, Rancho Cucamonga, and Upland,
 9 with each city council appointing one member by a majority vote
 10 of the membership of that city council.

11 (2) One member shall be appointed by the OIAA.

12 (3) One member shall be appointed by the SBCTA.

13 (4) One member shall be appointed by the LACMTA.

14 (5) One nonvoting member shall be appointed by the Governor.

15 (b) All members shall serve a term of not more than four years,
 16 with no limit on the number of terms that may be served by any
 17 person.

18 (c) Each appointing authority shall also appoint an alternate
 19 member to serve in a member's absence. If the position of a voting
 20 member becomes vacant, the alternate member shall serve until
 21 the position is filled as required pursuant to subdivision (a).

22 (d) Four members of the board shall constitute a quorum.

23 (e) The board shall elect a chairperson and vice chairperson
 24 from among the membership of the board.

25 (f) Each member of the board may be compensated at a rate of
 26 not more than one hundred fifty dollars (\$150) per day spent
 27 attending to the business of the authority. Compensation, if paid,
 28 shall not exceed six hundred dollars (\$600) per month, plus
 29 expenses directly related to the performance of duties imposed by
 30 the authority, including, but not limited to, travel and personal
 31 expenses.

32 (g) Members appointed to the board may include members of
 33 the entities set forth in subdivision (a), and members of the city
 34 councils or other elected officials of the extension cities, or both.
 35 The simultaneous membership described in this subdivision shall
 36 not constitute a violation of Section 1099 of the Government Code.

37 132520. (a) The board may appoint an executive director to
 38 serve at the pleasure of the authority.

39 (b) The executive director is exempt from all civil service
 40 provisions and shall be paid a salary established by the board.

1 (c) The executive director may appoint staff or retain consultants
2 as necessary to carry out the duties of the authority.

3 (d) All contracts approved and awarded by the board of the
4 construction authority shall be awarded in accordance with state
5 laws generally applicable to local agency procurements and
6 contracts, subject to the provisions of this chapter. Awards shall
7 be based on price or competitive negotiation, or on both of those
8 things.

9 132525. The authority and the SBCTA shall expeditiously
10 enter into an agreement for the authority to hold in trust all real
11 property interests held by the SBCTA that are necessary for the
12 planning, design, and construction of the project at no cost to the
13 authority.

14 132530. (a) The authority shall design the project in
15 accordance with the SBCTA design criteria and standards.

16 (b) The authority shall enter into a memorandum of
17 understanding with the SBCTA that shall specifically authorize
18 the SBCTA to review any significant changes in the scope of the
19 design or construction, or both design and construction, of the
20 project. For purposes of this subdivision, the term “significant
21 change” means any change of mode or technology, or any other
22 substantive change that affects the connectivity and operation of
23 the project as part of the overall transit system operated by SBCTA,
24 or any combination of those things. Design and construction of a
25 light rail project that is consistent with the current scope of the
26 project shall not be deemed to be a significant change in the scope
27 of the project and shall not require concurrence by SBCTA.

28 (c) The authority shall coordinate its work in the City of
29 Montclair with the Foothill Gold Line Construction Authority and
30 shall not modify any portion of the Metro Gold Line light rail
31 project that has been or is being designed or constructed, or both,
32 by the Foothill Gold Line Construction Authority without the
33 approval of the Foothill Gold Line Construction Authority, unless
34 the Foothill Gold Line Construction Authority no longer exists.

35 (d) The authority shall coordinate its work in the City of Ontario
36 with the OIAA.

37 132535. The authority shall not encumber any future farebox
38 revenue anticipated from the operation of the project.

39 132540. Except as provided in this chapter, the authority shall
40 not encumber the project with any obligation that is transferable

1 to LACMTA or the SBCTA upon completion of the design and
2 construction of the project without the consent of LACMTA or
3 the SBCTA, respectively. The design and construction to be
4 administered by the authority does not include rolling stock, which
5 is a component of the operation of the project and shall be
6 administered by the SBCTA. This section does not apply to any
7 joint development agreements, as authorized by paragraph (5) of
8 subdivision (a) of Section 132510, that may be used to contribute
9 to the financing of project design and construction.

10 132545. (a) The SBCTA shall assume responsibility for
11 operating all completed phases of the project.

12 (b) The authority shall be dissolved when project construction
13 has been completed.

14 SEC. 2. If the Commission on State Mandates determines that
15 this act contains costs mandated by the state, reimbursement to
16 local agencies and school districts for those costs shall be made
17 pursuant to Part 7 (commencing with Section 17500) of Division
18 4 of Title 2 of the Government Code.

O

SAN BERNARDINO COUNTY
 TRANSPORTATION AUTHORITY (SBCTA) / COUNCIL OF GOVERNMENTS (SBCOG)
 LEGISLATIVE BILL POSITIONS - February 3, 2020

Legislation / Author	Description	Bill Status	Position	Date Position Adopted
AB 252 (Daly)	Indefinitely 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.	Signed by the Governor. (7/31/19)	Support	3/4/2019
AB 1402 (Petrie-Norris)	Would revise the percentages of funding distribution for the State Active Transportation Program to 75% to MPO's based on population, 15% to rural counties and for 10% statewide competitive grants.	Failed committee deadline - DEAD (1/17/20)	Support	4/1/2019
SB 152 (Beall)	Would revise the percentages of funding distribution for the State Active Transportation Program to 75% to MPO's based on population, 15% to rural counties and for 10% statewide competitive grants.	Failed committee deadline - DEAD (1/24/20)	Support	4/1/2019
AB 1457 (Reyes)	Would create the Omnitrans Transit District as a statutory entity.	Failed policy committee deadline - two-year bill. (7/10/19)	Support	4/5/2019
SB 732 (Allen)	Would give the Board of the South Coast Air Quality Management District (SCAQMD) the authority to place a measure on the ballot to levy up to a 1 cent sales tax to fund SCAQMD programs.	Failed policy deadline - DEAD (1/24/20)	Oppose	4/5/2019

Attachment: Bill position matrix 2-3-20 (6488 : State and Federal Legislative Update & Resolution No. 20-

SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY (SBCTA) / COUNCIL OF GOVERNMENTS (SBCOG)
LEGISLATIVE BILL POSITIONS - February 3, 2020

Legislation / Author	Description	Bill Status	Position	Date Position Adopted
AB 1568 (MCCarty)	Would link a city or county's eligibility for state grant funding to the jurisdiction's general plan housing element compliance.	Failed committee deadline - DEAD (1/24/20)	Oppose	4/10/2019
SB 531 (Glazer)	Prohibits a local agency from entering into any agreement that results, directly or indirectly, in the diversion of Bradley-Burns local tax revenues to a retailer in exchange for that retailer locating or continuing to maintain a place of business within the local jurisdiction.	Vetoed by Governor. (10/12/19)	Oppose	5/15/2019
SB 210 (Leyva)	Would require California Air Resources Board to adopt and implement a regulation for a Heavy-Duty Vehicle Inspection and Maintenance Program (HDVIMP) for non-gasoline, heavy-duty, on-road motor vehicles with a gross vehicle weight rating of more than 14,000 pounds.	Signed by Governor. (9/20/19)	Support	5/15/2019
SB 404 (Chang)	Would require California Department of Parks and Recreation to assist in aquairing four land parcels to add 1,878 acres to the Chino Hills State Park.	Failed committee deadline - DEAD (1/24/20)	Support	5/15/2019
SB 277 (Beall)	Would clarify the legislative intent of the Local Partnership Program within SB 1 and require that program funds be distributed by formula based on population or other factors.	Vetoed by Governor. (10/12/19)	Support	6/7/2019

**SAN BERNARDINO COUNTY
 TRANSPORTATION AUTHORITY (SBCTA) / COUNCIL OF GOVERNMENTS (SBCOG)
 LEGISLATIVE BILL POSITIONS - February 3, 2020**

Legislation / Author	Description	Bill Status	Position	Date Position Adopted
SB 664 (Allen)	Would clarify the way that personally identifiable information (PII) can be used while operating toll facilities and systems. Also provides greater specificity on exactly what types of information can be shared as part of the intrastate/interstate interoperability process among toll agencies	Failed deadline to be passed out of second house - two-year bill. (9/13/19)	Support	6/7/2019
AB 2011 (Holden)	Would create the West San Bernardino Rail Construction Authority, solely for the purpose of building Loas Angeles County Metro's Gold Line from the City of Montclair to Ontario International Airport.	Introduced - Awaiting policy committee assignment from Assembly Rules Committee (1/28/20)	Oppose	1/30/2020

Attachment: Bill position matrix 2-3-20 (6488 : State and Federal Legislative Update & Resolution No. 20-

Status Report

Monday, February 03, 2020

AB 21 Obernolte R (Dist. 33) Driver’s licenses: veteran designation.

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 allows an in-person applicant for a driver’s license or identification card to request the word “VETERAN” be printed on the face of the driver’s license or identification card, subject to certain requirements, including, among others, verification of veteran status, as specified, and payment of a \$5 fee, which the department is authorized to increase by regulation, in an amount not to exceed \$15, as specified. Commencing July 1, 2019, existing law prohibits a fee from being charged for that request if certain criteria are met. This bill would make the payment of a fee by any veteran inoperative no later than July 1, 2020, and repeal the law on January 1, 2021, thereby indefinitely requiring the department to make a veteran designation on a verified applicant’s license, without charge. The bill also would make technical and conforming changes.

Position: Watch

AB 36 Bloom D (Dist. 50) Residential tenancies: rent control.

Location: ASSEMBLY RLS.

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

The Costa-Hawkins Rental Housing Act prescribes statewide limits on the application of local rent control with regard to certain properties. This bill would modify those provisions to authorize an owner of residential real property to establish the initial and all subsequent rental rates for a dwelling or unit that has been issued its first certificate of occupancy within 20 years of the date upon which the owner seeks to establish the initial or subsequent rental rate, or for a dwelling or unit that is alienable separate from the title to any other dwelling unit or is a subdivided interest in a subdivision and the owner is a natural person who owns 10 or fewer residential units within the same jurisdiction as the dwelling or unit for which the owner seeks to establish the initial or subsequent rental rate, subject to certain exceptions.

AB 69 Ting D (Dist. 19) Land use: accessory dwelling units.

Location: SENATE 2 YEAR

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

Current law requires the Department of Housing and Community Development to propose building standards to the California Building Standards Commission, and to adopt, amend, or repeal rules and regulations governing, among other things, apartment houses and dwellings, as specified. This bill would require the department to propose small home building standards governing accessory dwelling units smaller than 800 square feet, junior accessory dwelling units, and detached dwelling units smaller than 800 square feet, as specified, and to submit the small home building standards to the California Building Standards Commission for adoption on or before January 1, 2021.

AB 87 Committee on Budget Transportation.

Location: SENATE BUDGET & F.R.

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

would require the California Transportation Commission to establish a competitive funding program to provide fund to the Department of Transportation or regional transportation planning agencies, or both, for short-line railroad projects such as railroad reconstruction, maintenance, upgrade, or replacement. The bill would require the

Attachment: Bill Report 2-3-20 (6488 : State and Federal Legislative Update & Resolution No. 20-045)

commission to adopt guidelines, in consultation with representatives from specified government and industry by July 1, 2020, to be used by the commission to select projects for programming and allocation. The bill would appropriate \$7,200,000, or a lesser amount, as specified, from the Trade Corridors Improvement Fund to the Department of Transportation for purposes of the program.

Position: Pending

AB 145 Frazier D (Dist. 11) High-Speed Rail Authority: Senate confirmation.

Location: SENATE RLS.

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

Current law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 11 members, including 5 voting member appointed by the Governor, 4 voting members appointed by the Legislature, and 2 nonvoting legislative members. This bill would provide that the members of the authority appointed by the Governor are subject to appointment with the advice and consent of the Senate.

Position: Watch

AB 168 Aguiar-Curry D (Dist. 4) Housing: streamlined approvals.

Location: SENATE 2 YEAR

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

The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. Prior to the release of a negative declaration, mitigated negative declaration, or an EIR for a project, CEQA requires the lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, as provided. Current law provides that a development subject to the streamlined ministerial approval process described above is not subject to CEQA. This bill would require a development proponent, before submitting an application for streamline approval described above, to submit notice of its intent to submit an application under these provisions, which must provide a description and the location of the proposed development. The bill would require, after that notice is received by the local government, a local government and California Native American tribe to engage in a scoping consultation, as defined, regarding the potential effects the proposed development could have on a potential tribal cultural resource.

AB 195 Patterson R (Dist. 23) Department of Housing and Community Development: housing bond programs.

Location: SENATE 2 YEAR

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

Current law requires the Department of Housing and Community Development, on or before December 31 of each year, to submit an annual report containing specified information to the Governor and both houses of the Legislature on the operations and accomplishments during the previous fiscal year of the housing programs administered by the department. This bill would require the department to include in those annual reports specified information relating to grant-based programs administered by the department, including the amount of the original awards to recipients, the portions not yet disbursed to recipients, and an estimate of how many individuals could benefit from the remaining balance.

AB 213 Reyes D (Dist. 47) Local government finance: property tax revenue allocations: vehicle license fee adjustments.

Location: SENATE 2 YEAR

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

Would, for the 2019–20 fiscal year, require the vehicle license fee adjustment amount to be the sum of the vehicle license fee adjustment amount in the 2018–19 fiscal year, the product of that sum and the percentage change in gross taxable assessed valuation within the jurisdiction of that entity between the 2018–19 fiscal year to the 2018–19 fiscal year, and the product of the amount of specified motor vehicle license fee revenues that the Controller allocated to the applicable city in July 2010 and 1.17.

AB 254 Quirk-Silva D (Dist. 65) Warewashing machines: water reuse.

Location: SENATE 2 YEAR

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

Would authorize water from a warewashing machine to be reused on the same warewashing machine, for pre-rinse purposes only, if an attendant is onsite to control the reuse of the water for pre-rinse purposes and a written disclosure notice is posted, as specified. By imposing conditions on the reuse of water from a warewashing machine, the violation of which would be a crime, this bill would impose a state-mandated local program.

AB 352 Garcia, Eduardo D (Dist. 56) Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020.

Location: SENATE E.Q.

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

Would enact the Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$3,920,000,000 pursuant to the State General Obligation Bond Law to finance a wildlife prevention, safe drinking water, drought preparation, and flood protection program. The bill would provide for the submission of these provisions to the voters at the November 3, 2020, statewide general election. The bill would provide that its provisions are severable.

AB 422 Frazier D (Dist. 11) High-speed rail: performance measurement dashboards.

Location: SENATE 2 YEAR

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

Current law requires the High-Speed Rail Authority to establish an independent peer review group for purposes of reviewing the planning, engineering, financing, and other elements of the authority’s plans and issuing an analysis of the appropriateness and accuracy of the authority’s assumptions and an analysis of the viability of the authority’s funding plan, including the funding plan for each corridor. This bill would require the authority, in consultation with the peer review group, to develop and update quarterly a set of summary performance measurement dashboards that show ongoing performance of the project and post on its internet website full sets of the summary performance measurement dashboards.

AB 437 Wood D (Dist. 2) Move-In Loan Program.

Location: SENATE 2 YEAR

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

Would establish the Move-In Loan Program for the purpose of providing grants to eligible nonprofit organizations to be used to provide no-interest loans to eligible applicants to afford the security deposit and first month’s rent for a rental dwelling. The bill, upon appropriation by the Legislature, would require the Department of Housing and Community Development to administer the program and to determine the standards for the program, as specified,

and would require the department to control selection of, eligible nonprofit organization applicants to receive to administer a loan program, as specified.

AB 553 Melendez R (Dist. 67) High-speed rail bonds: housing.

Location: ASSEMBLY TRANS.

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

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

AB 626 Quirk-Silva D (Dist. 65) Conflicts of interest.

Location: ASSEMBLY 2 YEAR

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

Current law prohibits members of the Legislature, and state, county, district, judicial district, and city officers or employees, from being financially interested in a contract, as specified, made by them in their official capacity or by any body or board of which they are members, subject to specified exceptions. Current prohibits an officer or employee from being deemed to have an interest in a contract if the person’s interest is one of certain types. This bill would prohibit an officer or employee from being deemed interested in a contract, as described above, if the interest is that of an engineer, geologist, architect, landscape architect, land surveyor, or planner, performing specified services on a project, including preliminary design and preconstruction services, when proposing to perform services on a subsequent portion or phase of the project, if the work product for prior phases is publicly available.

AB 725 Wicks D (Dist. 15) General plans: housing element: moderate-income and above moderate-income housing: suburban and metropolitan jurisdictions.

Location: SENATE RLS.

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

The Planning and Zoning Law requires that the housing element include, among other things, an inventory of land suitable for residential development, to be used to identify sites that can be developed for housing within the planning period and that are sufficient to provide for the jurisdiction’s share of the regional housing need determined pursuant to specified law. This bill would require that at least 25% of a metropolitan jurisdiction’s share of the regional housing need for moderate-income housing be allocated to sites with zoning that allows at least 2 units of housing, but no more than 35 units per acre of housing. The bill would require that at least 25% of a metropolitan jurisdiction’s share of the regional housing need for above moderate-income housing be allocated to sites with zoning that allows at least 2 units of housing, but no more than 35 units per acre of housing.

AB 816 Quirk-Silva D (Dist. 65) California Flexible Housing Subsidy Pool 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 Flexible Housing Subsidy Pool Program within the Department of Housing and Community Development for the purpose of making grants available to applicants, defined to include a city, county, city and county, or continuum of care, for eligible activities including, among other things, rental assistance, operating subsidies in new and existing affordable or supportive housing units, and specified outreach services. The bill would continuously appropriate \$450,000,000 from the General Fund every fiscal year to the department for purposes of the program, and set forth how these funds must be allocated.

AB 839 Mullin D (Dist. 22) Climate adaptation strategy: strategic resiliency framework: Resiliency through Adaptation, Economic Vitality, and Equity Account.

Attachment: Bill Report 2-3-20 (6488 : State and Federal Legislative Update & Resolution No. 20-045)

Location: SENATE 2 YEAR

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

Current law requires the Natural Resources Agency to update every 3 years the state's climate adaptation strategy, known as the Safeguarding California Plan, to identify vulnerabilities to climate change by sectors and priority actions needed to reduce the risks in those sectors. This bill would require the Secretary of the Natural Resources Agency, on or before July 1, 2021, to review the plan and develop a strategic resiliency framework, as specified. The bill would require updates to the plan to include, among other things, a review of the progress made implementing past plans and an evaluation of each lead agency's lead adaptation efforts, as well as a detailed description of the framework developed by the secretary.

AB 992 Mullin D (Dist. 22) Open meetings: local agencies: social media.**Location:** SENATE RLS.

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

The Ralph M. Brown Act generally requires that the meetings of legislative bodies of local agencies be conducted openly. That act defines "meeting" for purposes of the act and prohibits a majority of the members of a legislative body, outside a meeting authorized by the act, from using a series of communications of any kind to discuss, deliberate, or take action on any item of business that is within the subject matter jurisdiction of the legislative body. This bill would provide that the prohibition described above does not apply to the participation, as defined, in an internet-based social media platform, as defined, by a majority of the members of a legislative body, provided that a majority of the members do not discuss among themselves, as defined, business of a specific nature that is within the subject matter jurisdiction of the legislative body of the local agency.

AB 1112 Friedman D (Dist. 43) Shared mobility devices: local regulation.**Location:** SENATE 2 YEAR

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

Current law generally regulates the operation of bicycles, electric bicycles, motorized scooters, and electrically motorized boards. Current law allows local authorities to regulate the registration, parking, and operation of bicycle and motorized scooters in a manner that does not conflict with state law. This bill would define a "shared mobility device" as a bicycle, electric bicycle, motorized scooter, electrically motorized board, or other similar personal transportation device, that is made available to the public for shared use and transportation, as provided.

AB 1142 Friedman D (Dist. 43) Regional transportation plans: transportation network companies.**Location:** SENATE 2 YEAR

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

Current law requires a regional transportation plan to include a policy element, an action element, a financial element, and, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy. Under current law, the policy element describes the transportation issues in the region, identifies and quantifies regional needs, and describes the desired short-range and long-range transportation goals, as well as pragmatic objective and policy statements. Current law authorizes the policy element of transportation planning agencies with populations that exceed 200,000 persons to quantify a set of specified indicators. This bill would authorize the inclusion of an additional indicator regarding measures of policies to increase use of existing transit.

AB 1279 Bloom D (Dist. 50) Planning and zoning: housing development: high-resource areas.**Location:** SENATE 2 YEAR

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered	21.c
	1st House				2nd House								

Would require the department to designate areas in this state as high-resource areas, as provided, by January 1, 2021, and every 5 years thereafter. The bill would authorize a city or county to appeal the designation of an area within its jurisdiction as a high-resource area during that 5-year period. In any area designated as a high-resource area, the bill would require that a housing development project be a use by right, upon the request of a developer, in any high-resource area designated pursuant to be a use by right in certain parts of the high-resource area if those projects meet specified requirements, including specified affordability requirements. For certain development projects where the initial sales price or initial rent exceeds the affordable housing cost or affordable rent to households with incomes equal to or less than 100% of the area median income, the bill would require the applicant agree to pay a fee equal to 10% of the difference between the actual initial sales price or initial rent and the sales price or rent that would be affordable, as provided. The bill would require the city or county to deposit the fee into separate fund reserved for the construction or preservation of housing with an affordable housing cost or affordable rent to households with a household income less than 50% of the area median income. This bill contains other related provisions and other existing laws.

AB 1424 Berman D (Dist. 24) Electric Vehicle Charging Stations Open Access Act.

Location: SENATE 2 YEAR

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

Would require an electric vehicle charging station to provide to the general public a toll-free telephone number for processing a credit card payment and onsite capacity for credit card payment, as defined.

AB 1457 Reyes D (Dist. 47) Omnitrans Transit District.

Location: SENATE 2 YEAR

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

Would create the Omnitrans Transit District in the County of San Bernardino. The bill would provide that the jurisdiction of the district would initially include the Cities of Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland, and Yucaipa, and specified portions of the unincorporated areas of the County of San Bernardino. The bill would authorize other cities in the County of San Bernardino to subsequently join the district.

Position: Support

AB 1484 Grayson D (Dist. 14) Mitigation Fee Act: housing developments.

Location: SENATE RLS.

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

The Mitigation Fee Act requires a local agency that establishes, increases, or imposes a fee as a condition of approval of a development project to, among other things, determine a reasonable relationship between the fee's use and the type of development project on which the fee is imposed. This bill would prohibit a local agency from imposing a housing impact requirement adopted by the local agency on a housing development project, as defined, unless specified requirements are satisfied by the local agency, including that the housing impact requirement be roughly proportional in both nature and extent to the impact created by the housing development project.

AB 1848 Lackey R (Dist. 36) High-speed rail: Metrolink commuter rail system.

Location: ASSEMBLY TRANS.

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

Attachment: Bill Report 2-3-20 (6488 : State and Federal Legislative Update & Resolution No. 20-045)

The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9,000,000,000 in general obligation bonds for high-speed rail purposes and \$950,000,000 for other related rail purposes. This bill would appropriate \$4,000,000,000 of those bond revenues to the Southern California Regional Rail Authority to fund improvements to the Metrolink commuter rail system.

AB 1991 Friedman D (Dist. 43) Transit and Intercity Rail Capital Program: passenger tramways.

Location: ASSEMBLY PRINT

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

Would expand the purpose of the Transit and Intercity Rail Capital Program to authorize funding for passenger tramway transit systems. By expanding the purposes for which continuously appropriated moneys may be used, the bill would make an appropriation.

ACA 1 Aguiar-Curry D (Dist. 4) Local government financing: affordable housing and public infrastructure voter approval.

Location: ASSEMBLY RECONSIDERATION

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

The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.

Position: Watch

ACA 2 Nazarian D (Dist. 46) State tax agency.

Location: ASSEMBLY REV. & TAX

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

Would authorize the Legislature to vest all powers, duties, and responsibilities in a single state tax agency or separately in multiple state tax agencies. The measure would deem the California Department of Tax and Fee Administration and the office of Tax Appeals to be state tax agencies for purposes of these provisions and vest in those entities specified powers, duties and responsibilities currently vested in the State Board of Equalization.

Position: Watch

ACA 13 Obernolte R (Dist. 33) Local sales taxes: online sales.

Location: ASSEMBLY PRINT

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

Would provide that, on and after January 1, 2021, for the purpose of distributing the revenues derived under a sales 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

SB 25 Caballero D (Dist. 12) California Environmental Quality Act: projects funded by qualified opportunity zone funds or other public funds.

Location: ASSEMBLY 2 YEAR

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

CEQA establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA. This bill would, until January 1, 2025, establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for projects that are funded, in whole or in part, by specified public funds or public agencies and that meet certain requirements.

Position: Watch

SB 43 Allen D (Dist. 26) Carbon intensity and pricing: retail products.

Location: ASSEMBLY 2 YEAR

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

Would require the State Air Resources Board, no later than January 1, 2022, to submit a report to the Legislature on the findings from a study, as specified, to determine the feasibility and practicality of assessing the carbon intensity of all retail products subject to the tax imposed pursuant to the Sales and Use Tax Law, so that the total carbon equivalent emissions associated with such retail products can be quantified.

SB 50 Wiener D (Dist. 11) Planning and zoning: housing development: streamlined approval: incentives

Location: SENATE THIRD READING

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

Would authorize a development proponent of a neighborhood multifamily project located on an eligible parcel to submit an application for a streamlined, ministerial approval process that is not subject to a conditional use permit. The bill would define a “neighborhood multifamily project” to mean a project to construct a multifamily structure on vacant land, or to convert an existing structure that does not require substantial exterior alteration into a multifamily structure, consisting of up to 4 residential dwelling units and that meets local height, setback, and lot coverage zoning requirements as they existed on July 1, 2019. The bill would also define “eligible parcel” to mean a parcel that meet specified requirements, including requirements relating to the location of the parcel and restricting the demolition of certain housing development that may already exist on the site.

Position: Watch

SB 59 Allen D (Dist. 26) California Transportation Commission: advisory committee: autonomous vehicle technology.

Location: ASSEMBLY 2 YEAR

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

Current law creates the California Transportation Commission with various powers and duties, including the duty to advise and assist the Secretary of Transportation and the Legislature in formulating and evaluating state policies and plans for transportation programs in the state. This bill would require the chair of the commission to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that California continues to be the world leader in autonomous, driverless, and connected vehicle technology.

Position: Watch

SB 147 Beall D (Dist. 15) High-Speed Rail Authority.

Location: ASSEMBLY 2 YEAR

Attachment: Bill Report 2-3-20 (6488 : State and Federal Legislative Update & Resolution No. 20-045)

2Year Dead	Desk	Policy	Fiscal	Floor	Desk	Policy	Fiscal	Floor	Conf. Conc.	Enrolled	Vetoed	Chaptered	21.c
	1st House				2nd House								

The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Current law authorizes the authority, among other things, to keep the public informed of its activities. This bill would revise that provision to instead authorize the authority to keep the public informed through activities, including, but not limited to, community outreach events, public information workshops, and newsletters posted on the authority's internet website.

SB 168 [Wieckowski D \(Dist. 10\)](#) **Climate change: Chief Climate Resilience Officer.**

Location: ASSEMBLY 2 YEAR

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

Would establish the Chief Climate Resilience Officer, appointed by the Governor and subject to confirmation by the Senate, in the Office of Planning and Research to serve as the statewide lead for planning and coordination of climate adaptation policy and implementation in California, and would specify the duties of the chief officer. The bill would make the chief officer, or the chief officer's designee, a member of the advisory council and would designate the chief officer, or the chief officer's designee, as the chair of the advisory council.

SB 336 [Dodd D \(Dist. 3\)](#) **Transportation: fully-automated transit vehicles.**

Location: ASSEMBLY 2 YEAR

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

Would require a transit operator, as defined, until January 1, 2025, to ensure each of its fully-automated transit vehicles, as defined, is staffed by at least one of its employees, who has had specified training, while the vehicle is in service. The bill would require a transit operator that deploys a fully-automated transit vehicle to report the results of that deployment to the Legislature on or before March 31, 2025.

SB 498 [Hurtado D \(Dist. 14\)](#) **Trade Corridors Improvement Fund: grant program: short-line railroads.**

Location: ASSEMBLY 2 YEAR

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

Would require the California Transportation Commission, upon appropriation by the Legislature of funds resulting from TCIF program savings, to establish a competitive grant program to provide grants from those funds in the 2020–21 and 2021–22 fiscal years to the Department of Transportation or regional transportation planning agencies, or both, for short-line railroad projects such as railroad reconstruction, maintenance, upgrade, or replacement. The bill would require the commission to adopt guidelines, in consultation with representatives from specified government and industry entities, by July 1, 2020, to be used by the commission to select grant recipients.

SB 621 [Glazer D \(Dist. 7\)](#) **California Environmental Quality Act: expedited judicial review: affordable housing projects: reports.**

Location: ASSEMBLY 2 YEAR

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

Would require the Judicial Council, by July 1, 2020, to adopt a rule of court applicable to an action or proceeding brought to attack, review, set aside, void, or annul the certification of an environmental impact report for an affordable housing project, as defined, or the granting of an approval of an affordable housing project that requires the action or proceeding, including any potential appeals therefrom, to be resolved, to the extent feasible, within 27 days of the filing of the certified record of proceeding with the court. The bill would provide that these provisions do not apply to an affordable housing project if it is in certain locations.

Attachment: Bill Report 2-3-20 (6488 : State and Federal Legislative Update & Resolution No. 20-045)

Location: ASSEMBLY 2 YEAR

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

Current law requires the Department of Transportation, in cooperation with the Golden Gate Bridge, Highway and Transportation District and all known entities planning to implement a toll facility, to develop and adopt functional specifications and standards for an automatic vehicle identification system, in compliance with specified objectives, including that a vehicle owner shall not be required to purchase or install more than one device to use on all toll facilities, and generally requires any automatic vehicle identification system purchased or installed after January 1, 1991, to comply with those specifications and standards. Current law authorizes operators of toll facilities on federal-aid highways engaged in an interoperability program to provide only specified information regarding a vehicle’s use of the toll facility. This bill would expand the above-described objective so that a user of a toll facility shall also not be required to purchase or install more than one device to use on all toll facilities.

Position: Support

SB 736 Umberg D (Dist. 34) Creative Economy Incentive Act.

Location: ASSEMBLY 2 YEAR

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

Would, until January 1, 2031, establish the Creative Economy Incentive Act, which would be administered by GO-Biz, for the purpose of providing financial support to any nonprofit organization, city, county, special district, or any political subdivision of state or local government, including a department, agency, commission, district, joint powers authority, or a combination thereof for the purpose of assisting in financing a creative economy event, as defined.

SCA 1 Allen D (Dist. 26) Public housing projects.

Location: ASSEMBLY DESK

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

The California Constitution prohibits the development, construction, or acquisition of a low-rent housing project, as defined, in any manner by any state public body until a majority of the qualified electors of the city, town, or county in which the development, construction, or acquisition of the low-rent housing project is proposed approve the project by voting in favor at an election, as specified. This measure would repeal these provisions.

Total Measures: 41

Total Tracking Forms: 41

MOVING FORWARD FRAMEWORK

FOR THE PEOPLE

Fact Sheet

House Democrats’ Moving Forward Framework outlines a 5-year, \$760 billion investment to get our existing infrastructure working again and fund new, transformative projects that will create more than 10 million jobs, while reducing carbon pollution, dramatically improving safety, and spurring economic activity. It’s infrastructure investment that is **smarter, safer, and made to last**.

Modern Highways & Highway Safety Investments — \$329 Billion

- Delivers better roads and bridges faster, by prioritizing fixing the broken, outdated infrastructure we already have, including the Nation’s [47,000 structurally deficient bridges](#).
- Modernizes our infrastructure with bold new funding for addressing the most impactful projects and bottlenecks that affect local regions and the national transportation network.
- Invests in reducing carbon pollution from the transportation sector and improving the resilience of infrastructure to withstand the impacts of climate change.
- Dramatically increasing the availability of charging stations and other alternative fueling options for electric and zero-emissions vehicles.
- Addresses the sharp rise in pedestrian and bicyclist deaths by making our roads safer for all users.
- Uses modern technology, such as smart traffic lights and innovative materials, to create smarter, more efficient transportation systems.

Transit Investment — \$105 Billion

- Increases funding for transit agencies to add new routes and provide more reliable service, encouraging viable public transit options and fewer single-occupant cars clogging highways.
- Increases investment in zero-emission buses to reduce carbon pollution.
- Streamlines project delivery so that our investments get shovels in the ground quicker and commuters see results faster, by reforming the Capital Investment Grant program.
- Provides the investments needed to address the growing backlog of transit maintenance needs, making public transit safer and more reliable.

Rail Investments — \$55 Billion

- Expands our passenger rail network, giving travelers a reliable, low-carbon option to travel both short and long distances, including to regions that lack frequent or affordable airport service.
- Invests in Amtrak stations, facilities, services, and modernization of its rail cars, while continuing Amtrak’s legacy of serving long-distance and intercity passengers.

Airport Investments — \$30 Billion

- Supports airport investments to meet growing passenger demand and advances FAA’s airspace modernization efforts to make air travel safer and easier.

- Incentivizes the development and use of sustainable aviation fuels and new aircraft technologies to reduce the carbon pollution from air travel.
- Accelerates research into noise reduction efforts in communities near U.S. airports, making communities healthier and more livable.

Clean Water & Wastewater Infrastructure — \$50.5 Billion

- Funds building new, modern clean water and wastewater infrastructure by investing \$40 billion in the Clean Water State Revolving Fund (CWSRF), to address local water quality challenges, with dedicated funds for urban and rural communities with affordability concerns.
- Encourages the use of energy-efficient and water-efficient technologies.
- Helps communities affordably address local sewer overflow and stormwater infrastructure needs, preventing pollution in local rivers and waterways, and disruptions to service.
- Establishes a new EPA program to detect, prevent, and treat discharge of industrial chemicals, including PFAS.

Water Infrastructure (Flood protection, navigation, etc.) — \$10 Billion

- Addresses the impact of severe weather events by tackling the backlog of Army Corps' projects designed to protect communities at risk of flooding, to enhance community resiliency, and to enhance national, regional, and local economic growth.

Harbor Infrastructure — \$19.7 Billion

- Funds the essential dredging and upkeep of American harbors, ports and channels – keeping commerce flowing and ensuring U.S. economic competitiveness – by making sure the fees collected from maritime shippers go toward regular harbor maintenance.

Brownfield Restoration — \$2.7 Billion

- Helps communities fix up abandoned and contaminated properties for new use, particularly important for the revitalization of economically distressed communities.

Drinking Water —\$25.4 Billion

- Protects Americans' drinking water – particularly for vulnerable communities – by investing in the Drinking Water State Revolving Fund and programs to ensure clean drinking water in schools, day care centers and on Native American Reservations.
- Provides funding to local communities dealing with PFAS contamination in the drinking water and requires EPA identify and assist these and other communities with effective decontamination techniques.

Clean Energy— \$34.3 Billion

- Invests in electric grid modernization to accommodate more renewable energy and to make the grid more secure, resilient and efficient.
- Encourages local communities to invest in energy efficient infrastructure including retrofitting and weatherizing buildings and funding energy efficiency and conservation projects to reduce carbon pollution and put people back to work.
- Strengthens existing energy supply infrastructure and expands renewable energy infrastructure in low-income and underserved communities to increase climate resiliency and reduce greenhouse gas pollution across the country.
- Supports the development of an electric vehicle charging network to facilitate the transition to zero emissions vehicles from coast to coast.

Broadband & Communications — \$86 Billion

- Invests in expanding broadband access to unserved and underserved rural, suburban, and urban communities across the country – connecting Americans, creating strong small businesses, more jobs and strengthening economies in communities that have been left behind.

Public Safety Communications — \$12 Billion

- Protects American lives by funding implementation of a Next Generation 9-1-1 system that will allow people to call or send texts, images or videos to 9-1-1 to help first responders and emergency personnel better assess the nature of an emergency and reach people in need.

Minute Action

AGENDA ITEM: 22

Date: *March 4, 2020*

Subject:

Report on AB 1390

Recommendation:

Receive and file the State legislative update regarding Senate Bill 1390 by Senator Anthony Portantino.

Background:

Senate Bill (SB) 1390 (Portantino) - OPPOSE

On January 28th, Assembly Member Chris Holden introduced Assembly Bill (AB) 2011 to create the West San Bernardino County Rail Construction Authority. The bill would create a construction authority that would focus solely on extending Los Angeles County Metropolitan Transportation Authority's (Metro) Gold Line to Ontario International Airport (ONT). The construction authority would be governed by a seven member Board of Directors consisting of representatives from Metro, the Cities of Montclair, Upland, Ontario, Rancho Cucamonga, Ontario International Airport Authority (OIAA) and San Bernardino County Transportation Authority (SBCTA).

On January 30th, the members of the SBCTA Legislative Ad Hoc Committee voted to take an oppose position on AB 2011. At the February 12th SBCTA General Policy Committee meeting, committee members approved to recommend the SBCTA Board of Directors adopt Resolution No. 20-045 reaffirming SBCTA's responsibility as the transportation planning agency and the voter approved steward of transportation funding in San Bernardino County. Additionally, reaffirming that SBCTA will not delegate its obligation to fund, plan, construct and deliver major transportation projects in San Bernardino County.

On February 21st, Senator Anthony Portantino introduced SB 1390. This bill mirrors AB 2011 in that it would also create a new entity, the Montclair to Ontario Airport Construction Authority, for the sole purpose of extending Metro's Gold Line to ONT. However, SB 1390 differs from AB 2011 in that it mandates Measure I and other unidentified funds be directed toward the project.

The 2019/2020 Legislative Platform approved by the Board of Directors states that SBCTA supports legislation that "ensures SBCTA's decision-making authority over transportation projects that are constructed and operated in San Bernardino County." AB 2011 is clearly counter to that position. Creation of a construction authority is duplicative with the planning and project delivery authority vested in SBCTA and its Board of Directors and is wholly unnecessary. For this reason, on February 22nd the SBCTA Legislative Ad Hoc Committee voted to take an oppose position on SB 1390 and a letter of opposition was sent to Senator Portantino on February 25th.

A copy of SBCTA's letter of opposition to SB 1390 and the text of the SB 1390 is provided as Attachments A and B.

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

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Financial Impact:

This item has no financial impact on the Fiscal Year 2019/2020 budget.

Reviewed By:

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

Responsible Staff:

Otis Greer, Director of Legislative and Public Affairs

Approved
Board of Directors
Date: March 4, 2020

Witnessed By:



February 25, 2020

The Honorable Anthony Portantino
California State Senate
State Capitol, Room 3086
Sacramento, CA 95814

RE: SB 1390 (Portantino) - OPPOSE

Dear Senator Portantino,

The San Bernardino County Transportation Authority (SBCTA) strongly opposes SB 1390 which would prescribe a route to connect rail to Ontario International Airport (ONT). However, we are encouraged that the Chair of the Senate Appropriations Committee has taken an interest in this issue and look forward to working with his office in support of SBCTA's delivery of a locally preferred alternative.

As the voter-entrusted agency in San Bernardino County charged with delivering on the promises made in the Measure I sales tax ordinance, we take our fiduciary responsibility to manage the county's transportation resources very seriously. SBCTA represents 24 cities and 5 supervisorial districts and each is represented on our Board of Directors with an equal voice. SBCTA is very familiar with the challenges that come with planning and delivering transportation projects in the largest geographic county in the United States, and our Board and its staff does so in a collaborative and cost-efficient manner.

SB 1390 and its Assembly companion AB 2011 (Holden) ignores that SBCTA was established by law to deliver transportation projects in San Bernardino County. The legislation requires a proposed construction authority to work directly with LA Metro for review of designs and operations while mandating that SBCTA fund the unapproved multibillion-dollar project at its own expense.

ONT data demonstrates that San Bernardino and Riverside Counties collectively account for approximately 75% of the airport's current domestic passengers. SB 1390 disregards this significant data, as well as a more thorough analysis of options connecting rail to ONT consistent with the will of San Bernardino County voters, and instead predetermines the construction of a project that primarily benefits only 8% of the airport's domestic travelers.

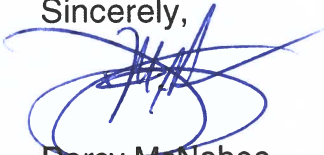
Creating a new entity to construct a transportation project in San Bernardino County is duplicative, costly, and unnecessary. For these reasons, we urge you to work with SBCTA as we move forward analyzing options to provide rail connectivity to ONT.

Plan. Build. Move.

1170 West Third Street, Second Floor | San Bernardino, CA 92410 | 909.884.8276

I am confident that together we can bring access to ONT in a way that meets the needs of ONT and is beneficial to the City of Ontario, San Bernardino County residents, and the greater region served by the airport. If you have any questions regarding SBCTA's position on this issue, please contact Ray Wolfe, Executive Director, or Otis Greer, Director of Legislative and Public Affairs at (909) 884-8276.

Sincerely,



Darcy McNaboe
President, San Bernardino County Transportation Authority
Mayor, City of Grand Terrace

cc: San Bernardino County Delegation

SENATE BILL**No. 1390****Introduced by Senator Portantino**

February 21, 2020

An act to add Chapter 6.5 (commencing with Section 132500) to Division 12.7 of the Public Utilities Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

SB 1390, as introduced, Portantino. Montclair to Ontario Airport Construction Authority.

Existing law creates the Metro Gold Line Foothill Extension Construction Authority for the purpose of awarding and overseeing all design and construction contracts for completion of the Los Angeles-Pasadena Foothill Extension Gold Line light rail project extending from Union Station in the City of Los Angeles to Sierra Madre Villa Boulevard in the City of Pasadena and any mass transit guideway that may be planned east of Sierra Madre Villa Boulevard along the rail right-of-way extending to the City of Montclair.

This bill would create the Montclair to Ontario Airport Construction Authority for purposes of awarding and overseeing all design and construction contracts for completion of an extension of the Metro Gold Line light rail project from the City of Montclair to the Ontario International Airport. The bill would prescribe the powers and duties of the construction authority.

The bill would require the construction authority to be governed by a board consisting of 7 voting members and one nonvoting member. The city councils of the Cities of Montclair, Ontario, Rancho Cucamonga, and Upland would each appoint one member to the governing board and the Los Angeles County Metropolitan Transportation Authority (LACMTA), Ontario International Airport Authority (OIAA), and San Bernardino County Transportation Authority

(SBCTA) would each appoint one member. The nonvoting member would be appointed by the Governor.

The bill would require the construction authority and SBCTA to enter into an agreement for the construction authority to hold in trust all real property interests held by SBCTA that are necessary for the planning, design, and construction of the project at no cost to the construction authority.

The bill would require SBCTA to transfer the unencumbered balance of all local funds programmed for completion of the project, the unencumbered balance of all funds identified by a local transaction and use tax measure, and an unspecified source of funding to the construction authority for completion of the project. The bill would authorize the construction authority to receive allocations of state and federal funds for the project, and would require the unencumbered balance of funds programmed or allocated by SBCTA for completion of the project and that have been identified in unspecified documents to be allocated to the construction authority for completion of the project.

The bill would require the construction authority to enter into a memorandum of understanding with LACMTA that specifically authorizes LACMTA to review any significant changes in the scope of the design or construction, or both design and construction, of the project, as specified. The bill would require the construction authority to coordinate its work in the City of Montclair with the Metro Gold Line Foothill Extension Construction Authority, as specified, and would require the construction authority to coordinate its work in the City of Ontario with the OIAA.

The bill would prohibit the construction authority from encumbering the project with any obligation that is transferable to LACMTA or SBCTA upon completion of the design and construction of the project without the consent of those entities, except the bill would require LACMTA to assume responsibility for operating all completed phases of the project and would require SBCTA to reimburse LACMTA for the costs of operating the project. The bill would require the construction authority to be dissolved upon completion of the project.

This bill would create a state-mandated local program by imposing these duties on local government entities.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: yes.

The people of the State of California do enact as follows:

1 SECTION 1. Chapter 6.5 (commencing with Section 132500)
2 is added to Division 12.7 of the Public Utilities Code, to read:

3

4 CHAPTER 6.5. MONTCLAIR TO ONTARIO AIRPORT
5 CONSTRUCTION AUTHORITY

6

7 132500. For purposes of this chapter, the following definitions
8 apply:

9 (a) "Authority" means the Montclair to Ontario Airport
10 Construction Authority created by this chapter.

11 (b) "Board" means the governing board of the authority.

12 (c) "Extension cities" means the Cities of Montclair, Ontario,
13 Rancho Cucamonga, and Upland.

14 (d) "Foothill Gold Line Construction Authority" means the
15 Metro Gold Line Foothill Extension Construction Authority created
16 pursuant to Section 132405.

17 (e) "LACMTA" means the Los Angeles County Metropolitan
18 Transportation Authority.

19 (f) "OIAA" means the Ontario International Airport Authority.

20 (g) "Project" means the extension of the Metro Gold Line light
21 rail project from the City of Montclair to the Ontario International
22 Airport.

23 (h) "SBCTA" means the San Bernardino County Transportation
24 Authority.

25 132505. The authority is hereby created for purposes of
26 awarding and overseeing all design and construction contracts for
27 completion of the project.

28 132510. (a) The authority has all of the powers necessary for
29 planning, acquiring, leasing, developing, jointly developing,
30 owning, controlling, using, jointly using, disposing of, designing,

1 procuring, and building the project, including, but not limited to,
 2 all of the following:

3 (1) Acceptance of grants, fees, allocations, and transfers of funds
 4 from federal, state, and local agencies, as well as private entities.

5 (2) Acquiring, through purchase or through eminent domain
 6 proceedings, any property necessary for, incidental to, or
 7 convenient for, the exercise of the powers of the authority.

8 (3) Incurring indebtedness, secured by pledges of revenue
 9 available for project completion.

10 (4) Contracting with public and private entities for services
 11 related to the planning, design, and construction of the project.
 12 These contracts may be assigned separately or may be combined
 13 to include any or all tasks necessary for completion of the project.

14 (5) Entering into cooperative or joint development agreements
 15 with local governments or private entities. These agreements may
 16 be entered into for any project-related purpose, including, but not
 17 limited to, the purpose of sharing costs, selling or leasing land, air,
 18 or development rights, the transferring of passengers, making
 19 pooling arrangements, or for any other purpose that is necessary
 20 for, incidental to, or convenient for the full exercise of the powers
 21 granted the authority. For purposes of this paragraph, “joint
 22 development” includes, but is not limited to, an agreement with
 23 any person, firm, corporation, association, or organization for the
 24 operation of facilities or development of projects adjacent to, or
 25 physically or functionally related to, the project.

26 (6) Relocation of utilities, as necessary for completion of the
 27 project.

28 (b) The duties of the authority include, but are not limited to,
 29 all of the following:

30 (1) Conducting the financial studies and the planning and
 31 engineering necessary for completion of the project.

32 (2) Adoption of an administrative code, not later than 60 days
 33 after establishment of the authority, for administration of the
 34 authority in accordance with any applicable laws, including, but
 35 not limited to, the Ralph M. Brown Act (Chapter 9 (commencing
 36 with Section 54950) of Part 1 of Division 2 of Title 5 of the
 37 Government Code), this chapter, laws generally applicable to local
 38 agency procurements and contracts, laws relating to contracting
 39 goals for minority and women business participation, and the

1 Political Reform Act of 1974 (Title 9 (commencing with Section
2 81000) of the Government Code).

3 (c) Board members and alternate members shall not be
4 considered financially interested for purposes of Section 1090 of
5 the Government Code solely by virtue of their holding office with
6 the authority and, concurrently, holding office with an entity set
7 forth in subdivision (a) of Section 132515, an extension city, or
8 both that entity and city, and they may participate in decisions and
9 agreements regarding the authority, any of the entities set forth in
10 subdivision (a) of Section 132515, and any of the extension cities.
11 The participation described in this clause shall not constitute a
12 conflict of interest for purposes of Section 1090 of the Government
13 Code, or an incompatible employment, activity, or enterprise for
14 purposes of Section 1126 of the Government Code.

15 132515. (a) The authority shall be governed by a board
16 consisting of seven voting members and one nonvoting member
17 who shall be appointed as follows:

18 (1) Four members shall be appointed by the city councils of the
19 Cities of Montclair, Ontario, Rancho Cucamonga, and Upland,
20 with each city council appointing one member by a majority vote
21 of the membership of that city council.

22 (2) One member shall be appointed by the OIAA.

23 (3) One member shall be appointed by SBCTA.

24 (4) One member shall be appointed by LACMTA.

25 (5) One nonvoting member shall be appointed by the Governor.

26 (b) All members shall serve a term of not more than four years,
27 with no limit on the number of terms that may be served by any
28 person.

29 (c) Each appointing authority shall also appoint an alternate
30 member to serve in a member's absence. If the position of a voting
31 member becomes vacant, the alternate member shall serve until
32 the position is filled as required pursuant to subdivision (a).

33 (d) Four members of the board shall constitute a quorum.

34 (e) The board shall elect a chairperson and vice chairperson
35 from among the membership of the board.

36 (f) Each member of the board may be compensated at a rate of
37 not more than one hundred fifty dollars (\$150) per day spent
38 attending to the business of the authority. Compensation, if paid,
39 shall not exceed six hundred dollars (\$600) per month, plus
40 expenses directly related to the performance of duties imposed by

1 the authority, including, but not limited to, travel and personal
2 expenses.

3 (g) Members appointed to the board may include members of
4 the entities set forth in subdivision (a), and members of the city
5 councils or other elected officials of the extension cities, or both.
6 The simultaneous membership described in this subdivision shall
7 not constitute a violation of Section 1099 of the Government Code.

8 132520. (a) The board may appoint an executive director to
9 serve at the pleasure of the authority.

10 (b) The executive director is exempt from all civil service
11 provisions and shall be paid a salary established by the board.

12 (c) The executive director may appoint staff or retain consultants
13 as necessary to carry out the duties of the authority.

14 (d) All contracts approved and awarded by the executive director
15 shall be awarded in accordance with state laws generally applicable
16 to local agency procurements and contracts, subject to the
17 provisions of this chapter. Awards shall be based on price or
18 competitive negotiation, or on both of those things.

19 132525. The authority and SBCTA shall expeditiously enter
20 into an agreement for the authority to hold in trust all real property
21 interests held by SBCTA that are necessary for the planning,
22 design, and construction of the project at no cost to the authority.

23 132530. (a) The SBCTA shall transfer the unencumbered
24 balance of all local funds programmed for completion of the
25 project, the unencumbered balance of all funds that have been
26 identified by Measure I, and ____ to the authority for completion
27 of the project.

28 (b) The authority is eligible to receive allocations of state and
29 federal funds for the project. The unencumbered balance of funds
30 currently programmed or allocated by SBCTA for completion of
31 the project and that have been identified in ____ and ____ shall
32 be allocated to the authority for completion of the project.

33 (c) For purposes of this section, "Measure I" means Ordinance
34 No. 04-01 adopted by the San Bernardino County Transportation
35 Authority and approved by the voters of the County of San
36 Bernardino at the November 2, 2004, statewide general election
37 that authorizes the imposition of a transactions and use tax to fund
38 transportation project improvements and programs.

39 132535. (a) The authority shall design the project in
40 accordance with LACMTA design criteria and standards.

1 (b) The authority shall enter into a memorandum of
2 understanding with LACMTA that shall specifically authorize
3 LACMTA to review any significant changes in the scope of the
4 design or construction, or both design and construction, of the
5 project. For purposes of this subdivision, the term “significant
6 change” means any change of mode or technology, or any other
7 substantive change that affects the connectivity and operation of
8 the project as part of the overall transit system operated by
9 LACMTA, or any combination of those things. Design and
10 construction of a light rail project that is consistent with the current
11 scope of the project shall not be deemed to be a significant change
12 in the scope of the project and shall not require concurrence by
13 LACMTA.

14 (c) The authority shall coordinate its work in the City of
15 Montclair with the Foothill Gold Line Construction Authority and
16 shall not modify any portion of the Metro Gold Line light rail
17 project that has been or is being designed or constructed, or both,
18 by the Foothill Gold Line Construction Authority without the
19 approval of the Foothill Gold Line Construction Authority, unless
20 the Foothill Gold Line Construction Authority no longer exists.

21 (d) The authority shall coordinate its work in the City of Ontario
22 with the OIAA.

23 132540. The authority shall not encumber any future farebox
24 revenue anticipated from the operation of the project.

25 132545. Except as provided in this chapter, the authority shall
26 not encumber the project with any obligation that is transferable
27 to LACMTA or SBCTA upon completion of the design and
28 construction of the project without the consent of LACMTA or
29 SBCTA, respectively. The design and construction to be
30 administered by the authority does not include rolling stock, which
31 is a component of the operation of the project and shall be
32 administered by LACMTA. This section does not apply to any
33 joint development agreements, as authorized by paragraph (5) of
34 subdivision (a) of Section 132510, that may be used to contribute
35 to the financing of project design and construction.

36 132550. (a) LACMTA shall assume responsibility for
37 operating all completed phases of the project. SBCTA shall
38 reimburse LACMTA for the costs of operating the project.

39 (b) The authority shall be dissolved when project construction
40 has been completed.

1 SEC. 2. If the Commission on State Mandates determines that
2 this act contains costs mandated by the state, reimbursement to
3 local agencies and school districts for those costs shall be made
4 pursuant to Part 7 (commencing with Section 17500) of Division
5 4 of Title 2 of the Government Code.

O

Minute Action

AGENDA ITEM: 23

Date: March 4, 2020

Subject:

Report of Assembly Bill 2011 from Assembly Member Chris Holden

Recommendation:

Receive and file the report from Assembly Member Chris Holden regarding his legislation, Assembly Bill 2011.

Background:

On January 28th, Assembly Member Chris Holden introduced Assembly Bill (AB) 2011 to create the West San Bernardino County Rail Construction Authority, specifically to plan and construct an extension of the Los Angeles County Metropolitan Transportation Authority's (Metro) Gold Line from Montclair to Ontario International Airport (ONT). The construction authority would be governed by a seven member Board of Directors consisting of representatives from Metro, the Cities of Montclair, Upland, Ontario, Rancho Cucamonga, the Ontario International Airport Authority (OIAA) and the San Bernardino County Transportation Authority (SBCTA).

On January 30th, the members of the SBCTA Legislative Ad Hoc Committee voted to take an oppose position on AB 2011. The 2019/2020 Legislative Platform approved by the Board of Directors states that SBCTA supports legislation that "ensures SBCTA's decision-making authority over transportation projects that are constructed and operated in San Bernardino County."

At the February 12th SBCTA General Policy Committee (GPC) meeting, committee members approved to recommend the SBCTA Board of Directors adopt Resolution No. 20-045 reaffirming SBCTA's responsibility as the transportation planning agency and the voter approved steward of transportation funding in San Bernardino County. Additionally, reaffirming that SBCTA will not delegate its obligation to fund, plan, construct and deliver major transportation projects in San Bernardino County.

Following a discussion of AB 2011 during the February GPC meeting, an invitation was extended to Assembly Member Holden to attend the March Board meeting. Mr. Holden accepted the invitation and is presenting his bill to the Board.

A copy of the Assembly Member's Fact Sheet on AB 2011 and the bill text is provided as Attachments A and B. A summary of SBCTA's transit planning efforts and activities toward connecting prospective air travelers to ONT is provided as Attachment C.

Financial Impact:

This item has no financial impact on the Fiscal Year 2019/2020 Budget.

Reviewed By:

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

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: March 4, 2020

Witnessed By:

San Bernardino County Transportation Authority

AB 2011 – West San Bernardino Construction Authority Assemblymember Chris R. Holden

SUMMARY

Assembly Bill 2011 creates the West San Bernardino Construction Authority responsible for creating rail access to the Ontario International Airport.

BACKGROUND

The Ontario Airport is the primary airport for San Bernardino, Riverside and parts of LA County. However, there is no rail transit to the airport. The Metro Gold Line is currently being extended into Montclair, a neighboring city of the airport, but currently there are no plans to connect to the airport. A Gold Line connection to the airport would create much needed connectivity to the transit hub in Montclair, the San Gabriel Valley, and LA Union Station.

The I-210 Freeway runs along the foothills of the San Gabriel Mountains and connects the San Gabriel Valley to the Inland Empire and the Ontario Airport. This freeway is one of the busiest corridors in Southern California. The Metro Gold Line runs along the I-210 freeway creating a viable alternative to driving in this region. A light rail line connecting two counties to the Ontario Airport and curtailing the number of cars on roads, consequently reducing carbon emissions from personal vehicle trips, is consistent with the goals set by the Global Warming Solutions Act of 2006 (AB 32).

Currently, no rail lines connect directly to the Ontario Airport. Rail to airport connectivity has been a topic of discussion since 2013. Debates between transit agencies and inaction by transportation authorities has hindered any attempt to build rail to the airport.

EXISTING LAW

SB 1847 (1998)- Schiff: Created the Pasadena Metro Blue Line Construction Authority which ultimately built the Gold Line. *Chaptered.*

Chapter 827, Statutes of 2003: Exposition Metro Line Construction Authority which completed the Los

Angeles-Exposition Metro Line light rail project to Santa Monica. *Chaptered.*

Chapter 189, Statutes of 2012: Authorized the Metro Gold Line Foothill Extension Construction Authority to extend the line to the City of Montclair. *Chaptered.*

AB 2417 (2018)- Rodriguez: Increased 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. *Held in Approps.*

THE SOLUTION

A.B. 2011 will ensure that a rail line is created to the airport that serves the local community. It also ensures the planning will be done in a way that includes representatives of that community and will require local agencies to finally plan, fund, and build a rail line.

Support/Opposition

Support:

Contact: Naima Ford
Linda Rios
916-319-2041 || 916-319-2141 (Fax)

ASSEMBLY BILL**No. 2011**

**Introduced by Assembly Member Holden
(Principal coauthor: Assembly Member Rodriguez)**

January 28, 2020

An act to add Chapter 6.5 (commencing with Section 132500) to Division 12.7 of the Public Utilities Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 2011, as introduced, Holden. West San Bernardino County Rail Construction Authority.

Existing law creates the Metro Gold Line Foothill Extension Construction Authority for the purpose of awarding and overseeing all design and construction contracts for completion of the Los Angeles-Pasadena Foothill Extension Gold Line light rail project extending from Union Station in the City of Los Angeles to Sierra Madre Villa Boulevard in the City of Pasadena and any mass transit guideway that may be planned east of Sierra Madre Villa Boulevard along the rail right-of-way extending to the City of Montclair.

This bill would create the West San Bernardino County Rail Construction Authority for purposes of awarding and overseeing all design and construction contracts for completion of an extension of the Metro Gold Line light rail project from the City of Montclair to the Ontario International Airport. The bill would prescribe the powers and duties of the construction authority.

The bill would require the construction authority to be governed by a board consisting of 7 voting members and one nonvoting member. The city councils of the Cities of Montclair, Ontario, Rancho Cucamonga, and Upland would each appoint one member to the

governing board and the Los Angeles County Metropolitan Transportation Authority (LACMTA), the Ontario International Airport Authority (OIAA), and the San Bernardino County Transportation Authority (SBCTA) would each appoint one member. The nonvoting member would be appointed by the Governor.

The bill would require the construction authority and the SBCTA to enter into an agreement for the construction authority to hold in trust all real property interests held by the SBCTA that are necessary for the planning, design, and construction of the project at no cost to the construction authority.

The bill would require the construction authority to enter into a memorandum of understanding with the SBCTA that specifically authorizes the SBCTA to review any significant changes in the scope of the design or construction, or both design and construction, of the project, as specified. The bill would require the construction authority to coordinate its work in the City of Montclair with the Metro Gold Line Foothill Extension Construction Authority, as specified, and would require the construction authority to coordinate its work in the City of Ontario with the OIAA.

The bill would prohibit the construction authority from encumbering the project with any obligation that is transferable to LACMTA or the SBCTA upon completion of the design and construction of the project without the consent of those entities, except the bill would require the SBCTA to assume responsibility for operating all completed phases of the project. The bill would require the construction authority to be dissolved upon completion of the project.

This bill would create a state-mandated local program by imposing these duties on local government entities.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: yes.

The people of the State of California do enact as follows:

1 SECTION 1. Chapter 6.5 (commencing with Section 132500)
2 is added to Division 12.7 of the Public Utilities Code, to read:

3
4 CHAPTER 6.5. WEST SAN BERNARDINO COUNTY RAIL
5 CONSTRUCTION AUTHORITY
6

7 132500. For purposes of this chapter, the following definitions
8 apply:

9 (a) "Authority" means the West San Bernardino County Rail
10 Construction Authority created by this chapter.

11 (b) "Board" means the governing board of the authority.

12 (c) "Extension cities" means the Cities of Montclair, Ontario,
13 Rancho Cucamonga, and Upland.

14 (d) "Foothill Gold Line Construction Authority" means the
15 Metro Gold Line Foothill Extension Construction Authority created
16 pursuant to Section 132405.

17 (e) "LACMTA" means the Los Angeles County Metropolitan
18 Transportation Authority.

19 (f) "OIAA" means the Ontario International Airport Authority.

20 (g) "Project" means the extension of rail access to the Ontario
21 International Airport.

22 (h) "SBCTA" means the San Bernardino County Transportation
23 Authority.

24 132505. The authority is hereby created for purposes of
25 awarding and overseeing all design and construction contracts for
26 completion of the project.

27 132510. (a) The authority has all of the powers necessary for
28 planning, acquiring, leasing, developing, jointly developing,
29 owning, controlling, using, jointly using, disposing of, designing,
30 procuring, and building the project, including, but not limited to,
31 all of the following:

32 (1) Acceptance of grants, fees, allocations, and transfers of funds
33 from federal, state, and local agencies, as well as private entities.

34 (2) Acquiring, through purchase or through eminent domain
35 proceedings, any property necessary for, incidental to, or
36 convenient for, the exercise of the powers of the authority.

37 (3) Incurring indebtedness, secured by pledges of revenue
38 available for project completion.

1 (4) Contracting with public and private entities for services
 2 related to the planning, design, and construction of the project.
 3 These contracts may be assigned separately or may be combined
 4 to include any or all tasks necessary for completion of the project.

5 (5) Entering into cooperative or joint development agreements
 6 with local governments or private entities. These agreements may
 7 be entered into for any project-related purpose, including, but not
 8 limited to, the purpose of sharing costs, selling or leasing land, air,
 9 or development rights, the transferring of passengers, making
 10 pooling arrangements, or for any other purpose that is necessary
 11 for, incidental to, or convenient for the full exercise of the powers
 12 granted the authority. For purposes of this paragraph, “joint
 13 development” includes, but is not limited to, an agreement with
 14 any person, firm, corporation, association, or organization for the
 15 operation of facilities or development of projects adjacent to, or
 16 physically or functionally related to, the project.

17 (6) Relocation of utilities, as necessary for completion of the
 18 project.

19 (b) The duties of the authority include, but are not limited to,
 20 all of the following:

21 (1) Conducting the financial studies and the planning and
 22 engineering necessary for completion of the project.

23 (2) Adoption of an administrative code, not later than 60 days
 24 after establishment of the authority, for administration of the
 25 authority in accordance with any applicable laws, including, but
 26 not limited to, the Ralph M. Brown Act (Chapter 9 (commencing
 27 with Section 54950) of Part 1 of Division 2 of Title 5 of the
 28 Government Code), this chapter, laws generally applicable to local
 29 agency procurements and contracts, and the Political Reform Act
 30 of 1974 (Title 9 (commencing with Section 81000) of the
 31 Government Code).

32 (c) Board members and alternate members shall not be
 33 considered financially interested for purposes of Section 1090 of
 34 the Government Code solely by virtue of their holding office with
 35 the authority and, concurrently, holding office with an entity set
 36 forth in subdivision (a) of Section 132515, an extension city, or
 37 both that entity and city, and they may participate in decisions and
 38 agreements regarding the authority, any of the entities set forth in
 39 subdivision (a) of Section 132515, and any of the extension cities.
 40 The participation described in this clause shall not constitute a

1 conflict of interest for purposes of Section 1090 of the Government
 2 Code, or an incompatible employment, activity, or enterprise for
 3 purposes of Section 1126 of the Government Code.

4 132515. (a) The authority shall be governed by a board
 5 consisting of seven voting members and one nonvoting member
 6 who shall be appointed as follows:

7 (1) Four members shall be appointed by the city councils of the
 8 Cities of Montclair, Ontario, Rancho Cucamonga, and Upland,
 9 with each city council appointing one member by a majority vote
 10 of the membership of that city council.

11 (2) One member shall be appointed by the OIAA.

12 (3) One member shall be appointed by the SBCTA.

13 (4) One member shall be appointed by the LACMTA.

14 (5) One nonvoting member shall be appointed by the Governor.

15 (b) All members shall serve a term of not more than four years,
 16 with no limit on the number of terms that may be served by any
 17 person.

18 (c) Each appointing authority shall also appoint an alternate
 19 member to serve in a member's absence. If the position of a voting
 20 member becomes vacant, the alternate member shall serve until
 21 the position is filled as required pursuant to subdivision (a).

22 (d) Four members of the board shall constitute a quorum.

23 (e) The board shall elect a chairperson and vice chairperson
 24 from among the membership of the board.

25 (f) Each member of the board may be compensated at a rate of
 26 not more than one hundred fifty dollars (\$150) per day spent
 27 attending to the business of the authority. Compensation, if paid,
 28 shall not exceed six hundred dollars (\$600) per month, plus
 29 expenses directly related to the performance of duties imposed by
 30 the authority, including, but not limited to, travel and personal
 31 expenses.

32 (g) Members appointed to the board may include members of
 33 the entities set forth in subdivision (a), and members of the city
 34 councils or other elected officials of the extension cities, or both.
 35 The simultaneous membership described in this subdivision shall
 36 not constitute a violation of Section 1099 of the Government Code.

37 132520. (a) The board may appoint an executive director to
 38 serve at the pleasure of the authority.

39 (b) The executive director is exempt from all civil service
 40 provisions and shall be paid a salary established by the board.

1 (c) The executive director may appoint staff or retain consultants
2 as necessary to carry out the duties of the authority.

3 (d) All contracts approved and awarded by the board of the
4 construction authority shall be awarded in accordance with state
5 laws generally applicable to local agency procurements and
6 contracts, subject to the provisions of this chapter. Awards shall
7 be based on price or competitive negotiation, or on both of those
8 things.

9 132525. The authority and the SBCTA shall expeditiously
10 enter into an agreement for the authority to hold in trust all real
11 property interests held by the SBCTA that are necessary for the
12 planning, design, and construction of the project at no cost to the
13 authority.

14 132530. (a) The authority shall design the project in
15 accordance with the SBCTA design criteria and standards.

16 (b) The authority shall enter into a memorandum of
17 understanding with the SBCTA that shall specifically authorize
18 the SBCTA to review any significant changes in the scope of the
19 design or construction, or both design and construction, of the
20 project. For purposes of this subdivision, the term “significant
21 change” means any change of mode or technology, or any other
22 substantive change that affects the connectivity and operation of
23 the project as part of the overall transit system operated by SBCTA,
24 or any combination of those things. Design and construction of a
25 light rail project that is consistent with the current scope of the
26 project shall not be deemed to be a significant change in the scope
27 of the project and shall not require concurrence by SBCTA.

28 (c) The authority shall coordinate its work in the City of
29 Montclair with the Foothill Gold Line Construction Authority and
30 shall not modify any portion of the Metro Gold Line light rail
31 project that has been or is being designed or constructed, or both,
32 by the Foothill Gold Line Construction Authority without the
33 approval of the Foothill Gold Line Construction Authority, unless
34 the Foothill Gold Line Construction Authority no longer exists.

35 (d) The authority shall coordinate its work in the City of Ontario
36 with the OIAA.

37 132535. The authority shall not encumber any future farebox
38 revenue anticipated from the operation of the project.

39 132540. Except as provided in this chapter, the authority shall
40 not encumber the project with any obligation that is transferable

1 to LACMTA or the SBCTA upon completion of the design and
2 construction of the project without the consent of LACMTA or
3 the SBCTA, respectively. The design and construction to be
4 administered by the authority does not include rolling stock, which
5 is a component of the operation of the project and shall be
6 administered by the SBCTA. This section does not apply to any
7 joint development agreements, as authorized by paragraph (5) of
8 subdivision (a) of Section 132510, that may be used to contribute
9 to the financing of project design and construction.

10 132545. (a) The SBCTA shall assume responsibility for
11 operating all completed phases of the project.

12 (b) The authority shall be dissolved when project construction
13 has been completed.

14 SEC. 2. If the Commission on State Mandates determines that
15 this act contains costs mandated by the state, reimbursement to
16 local agencies and school districts for those costs shall be made
17 pursuant to Part 7 (commencing with Section 17500) of Division
18 4 of Title 2 of the Government Code.

O

On Track for Access to Ontario International Airport

Access to Ontario International Airport (ONT) has been a top-of-mind topic for the San Bernardino County Transportation Authority even before local control was achieved by the City of Ontario in November 2016. However, in 2014 as the local control efforts were underway; access to ONT became an important part of SBCTA's vision. Below is a summary of SBCTA's transit planning efforts and activities toward connecting prospective air travelers to ONT:

- **NOVEMBER 2014:** In anticipation of ONT coming under local control, SBCTA conducted the Ontario Airport Rail Access Study (2014 Study) reviewing options, costs, and ridership estimates to provide a rail connection between ONT and the adjacent rail corridors.
- **JULY 2016:** SBCTA Transit Committee requested additional analysis comparing the results of the 2014 Study to existing rail connections with other airports, specifically the Oakland Airport-BART Connector system.
- **JANUARY 2017:** SBCTA Board of Directors approved the agency's State Legislative Platform that includes a Support position for bills that "advocate for investment in San Bernardino County, supported by SBCTA and local stakeholders, rail connectivity including future services to Ontario International Airport."
- **SEPTEMBER 2017:** Omnitrans worked with ONT to bring fixed route bus service (Route 61) directly to Terminal 2 and Terminal 4. Route 61 is their highest performing route and joined Route 80 as a transit option to the airport.
- **MAY 2018:** The ONT Roundtable (Roundtable) was formed to bring stakeholders together to facilitate discussions regarding efficient, effective, and sustainable access to the airport as well as other key initiatives that support a symbiotic relationship that benefits the region and ONT. The November 2019 Roundtable discussion included an overview of the next actions necessary to progress with a rail connection to the airport. SBCTA laid out the general steps and timeline to completing an alternatives analysis and beginning an environmental document within three years.
- **NOVEMBER 2019:** SBCTA instituted the Private Transportation Network Pilot Program with Lyft, which provides up to a \$35 subsidy per ride, with the intention of fully subsidizing the majority of rides, between ONT and the four closest Metrolink Stations: Montclair, Upland and Rancho Cucamonga on the San Bernardino Line, and East Ontario on the Riverside Line. This pilot program provides additional data for transit connectivity to ONT.
- **NOVEMBER 2019:** SBCTA signs contract with Stadler for first Zero-Emission Multiple Unit (ZEMU), opening the door for enhancements of service along Metrolink's San Bernardino Line. These enhancements serve as a precursor to a viable connection to ONT.
- **FEBRUARY 2020:** SBCTA Transit Committee recommends the Board begin an alternatives study for the development of final locally Preferred Alternative (LPA)
- **UNDER DEVELOPMENT:** The West Valley Connector Phase I Project (WVC). WVC will enhance the service currently provided by Route 61, providing sbX branded rapid 10-minute peak frequency service connecting ONT with the Metrolink Riverside Line at Downtown Pomona and the Metrolink San Bernardino Line at Rancho Cucamonga, as well as other work and leisure centers.

SBCTA is committed in its role as the planning agency for San Bernardino County to deduce, develop, and ultimately deliver the appropriate high quality transit connection to ONT in the most expeditious manner.

Minute Action

AGENDA ITEM: 24

Date: *March 4, 2020*

Subject:

Public Hearing to Consider Resolution No. 20-041 Establishing a Fee Schedule for Use of Electric Vehicle Charging Stations

Recommendation:

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

A. Conduct a public hearing to consider the proposed fee schedule for use of electric vehicle (EV) charging stations located in SBCTA's east parking lot, the San Bernardino Metrolink station at the Santa Fe Depot and the San Bernardino Transit Center.

B. Upon completion of the public hearing adopt Resolution No. 20-041 implementing the fee schedule for EV charging stations that will be located in all three lots.

Background:

Per Government Code § 66018, this item serves as the public hearing for the Board of Directors consideration to adopt Resolution No. 20-041 and the fee schedule for Electric Vehicle (EV) charging stations located in the following three locations: SBCTA's east parking lot, the San Bernardino Metrolink station at the Santa Fe Depot and the San Bernardino Transit Center. Pursuant to Government Code § 6062a, a public notice regarding the public hearing was placed in the San Bernardino Sun Newspaper.

Funding for the EV charging stations was awarded to SBCTA by the Mobile Source Air Pollution Reduction Review Committee (MSRC). The proposed fee schedule and public hearing are for the charging stations located in all three locations.

Staff has developed the fee schedule based on cost recovery for electricity and operations including maintenance and network services expenses. The fee schedule was developed by estimating usage of the chargers, average electricity rates and consumption, and annual cost for maintenance and network services. The proposed fee schedule for these charging stations is outlined as follows:

SBCTA East Parking Lot

Four (4) Level 2 Chargers – Total Six (6) charging ports

- a. \$0.25 per kilowatt-hour (kWh); and
- b. \$5.00 per hour will be charged for any vehicle continuing to occupy an EV charging space sixty (60) minutes after the vehicle is completely charged.

Two (2) Level 3 Chargers – Total Two (2) charging ports

- a. \$0.50 per kWh; and
- b. \$10.00 per hour will be charged for any vehicle continuing to occupy an EV charging space sixty (60) minutes after the vehicle is completely charged.

Entity: San Bernardino County Transportation Authority

San Bernardino Metrolink Station

Three (3) Level 2 Chargers – Total Five (5) charging ports

- a. \$0.25 per kWh; and
- b. \$5.00 per hour will be charged for any vehicle continuing to occupy an EV charging space sixty (60) minutes after the vehicle is completely charged.

San Bernardino Transit Center

Five (5) Level 2 Chargers – Total Eight (8) charging ports

- a. \$0.25 per kWh; and
- b. \$5.00 per hour will be charged for any vehicle continuing to occupy an EV charging space sixty (60) minutes after the vehicle is completely charged.

The resolution and cost analysis for the proposed fee schedule are attached to this item and are available with the Clerk of the Board. Staff anticipates implementing the fee schedule (i.e., programming the charging equipment) shortly after it is authorized and approved by the Board.

Financial Impact:

This item has no financial impact on the Fiscal Year 2019/2020 budget.

Reviewed By:

This item has not received prior policy committee or technical advisory committee review. SBCTA General Counsel has reviewed this item and the draft resolution.

Responsible Staff:

Jenny Herrera, Management Analyst III

Approved
 Board of Directors
 Date: March 4, 2020

Witnessed By:

RESOLUTION NO. 20-041

A RESOLUTION OF SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
ESTABLISHING A FEE SCHEDULE FOR USE OF ELECTRIC VEHICLE CHARGING
STATIONS

Whereas, San Bernardino County Transportation Authority (SBCTA) received funding from the Mobile Source Air Pollution Reduction Review Committee (MSRC) to install Level 2 and Level 3 electric vehicle (EV) charging stations in SBCTA's east parking lot, San Bernardino Metrolink station and San Bernardino Transit Center; and

Whereas, SBCTA's Board of Directors authorized the MSRC grant for the EV charging stations on October 5, 2016; and

Whereas, pursuant to the MSRC grant, the charging stations will be available to the public; and

Whereas, the proposed fee is intended to recover SBCTA's energy costs (electricity and demand charges), network service fees, maintenance, and transaction fees associated with operating the EV charging stations; and

Whereas, the revenue generated from the fee will be applied to offset such operational costs; and

Whereas, SBCTA wants to encourage those using the EV chargers to make them available to others when charging is complete;

Now, therefore, be it resolved by the San Bernardino County Transportation Authority, as follows:

Section 1. The foregoing recitals are true and correct and are incorporated into this Resolution.

Section 2. EV Charging Fees. Fees for use of EV charging stations in SBCTA's east parking lot, San Bernardino Metrolink station and San Bernardino Transit Center are established as follows:

- a. For Level 2 chargers - \$0.25/kWh; and
- b. For Level 3 chargers - \$0.50/kWh

Section 3. Additional Fees. Additional fees for use of EV charging stations in SBCTA's east parking lot are established as follows:

- a. For Level 2 chargers - \$5.00 per hour will be charged for any vehicle continuing to occupy an EV charging space sixty (60) minutes after the vehicle is completely charged; and
- b. For Level 3 chargers - \$10.00 per hour will be charged for any vehicle continuing to occupy an EV charging space sixty (60) minutes after the vehicle is completely charged.

Section 4. This resolution shall take effect immediately upon its adoption.

PASSED AND ADOPTED at a meeting of the San Bernardino County Transportation Authority Board which took place on March 4, 2020.

Darcy McNaboe, Board President
San Bernardino County Transportation Authority

ATTEST:

Marleana Roman, Clerk of the Board
San Bernardino County Transportation Authority

Estimated Costs for Four (4) Level 2 Charging Ports

	Annual
Electricity <i>Estimated average electrical rate of \$0.09/kWh</i> <i>Estimated at a total of 34.26 kWh per day for all charging ports</i>	\$1,125.44
Network Plan <i>Driver support, payment processing and reporting</i>	\$952.00
Maintenance Plan <i>Parts and onsite labor</i>	\$1,286.90
Estimated Costs	\$3,364.34

	Annual
Estimated Revenue	
Proposed Charging Fee: \$0.25/kWh <i>Estimated at a total of 34.26 kWh per day for all charging ports</i>	\$3,126.23
Proposed Idle Fee (vehicle in non-charging state): \$5.00/hour after first 60 minutes of vehicle being charged <i>Based on one (1) fee imposed per month</i>	\$60.00
Sub-Total	\$3,186.23
Payment Processing Transaction Fee Deduction: <i>Estimated at 10%</i>	(\$318.62)
Estimated Revenue	\$2,867.60

Summary

	Annual
Revenue	\$2,867.60
Electricity	(\$1,125.44)
Network Plan	(\$952.00)
Maintenance Plan	(\$1,286.90)
Net	(\$496.74)

*Cost Analysis is based on average electrical rates and energy used with existing chargers in SBCTA's East Parking Lot

Estimated Costs for Two (2) Level 3 DC Charging Stations

	Annual
Electricity <i>Estimated average electrical rate of \$0.09/kWh</i> <i>Estimated at two (2) 20kWh charging sessions per charger per day</i>	\$2,102.40
Network Plan <i>Driver support, payment processing and reporting</i>	\$952.00
Maintenance Plan <i>Parts and onsite labor</i>	\$7,820.00
Estimated Costs	\$10,874.40

Estimated Revenue	Annual
Proposed Charging Fee: \$0.50/kWh <i>Estimated at two (2) 16KW charging sessions per charger per day</i>	\$11,680
Proposed Idle Fee (vehicle in non-charging state) \$10.00/hour after first 60 minutes of vehicle being charged <i>Assuming no idle fees would be imposed</i>	-
Sub-Total	\$11,680.00
Payment Processing Transaction Fee Deduction <i>Estimated at 10%</i>	(\$1,168.00)
Estimated Revenue	\$10,512.00

Summary	Annual
Revenue	\$10,512.00
Electricity	(\$2,102.40)
Network Plan	(\$952.00)
Maintenance Plan	(\$7,820.00)
Net	(\$362.40)

*Cost Analysis is based on average electrical rates and estimated utilization of the chargers

Minute Action

AGENDA ITEM: 25

Date: March 4, 2020

Subject:

Census 2020 Update

Recommendation:

Receive and file the report.

Background:

The San Bernardino Council of Governments has been working with San Bernardino County, Riverside County and the University of California Riverside on preparations for the 2020 Census. Census Day is April 1, 2020 and there have been many efforts to prepare our region. The goal for these efforts is to get as complete a count as possible for the Inland Empire, including traditionally hard to count populations.

The San Bernardino County Transportation Authority Board will receive an update from Lupe Camacho, Lead Partnership Specialist with the US Census Bureau and from Danette Tealer with the County of San Bernardino on how the Census will take place, what has been done to prepare and what Board Members and their agencies can do to help with a complete count.

Financial Impact:

This item has no financial impact on the Fiscal Year 2019/2020 budget.

Reviewed By:

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

Responsible Staff:

Duane Baker, Deputy Executive Director

Approved
Board of Directors
Date: March 4, 2020

Witnessed By:

Entity: San Bernardino Council of Governments



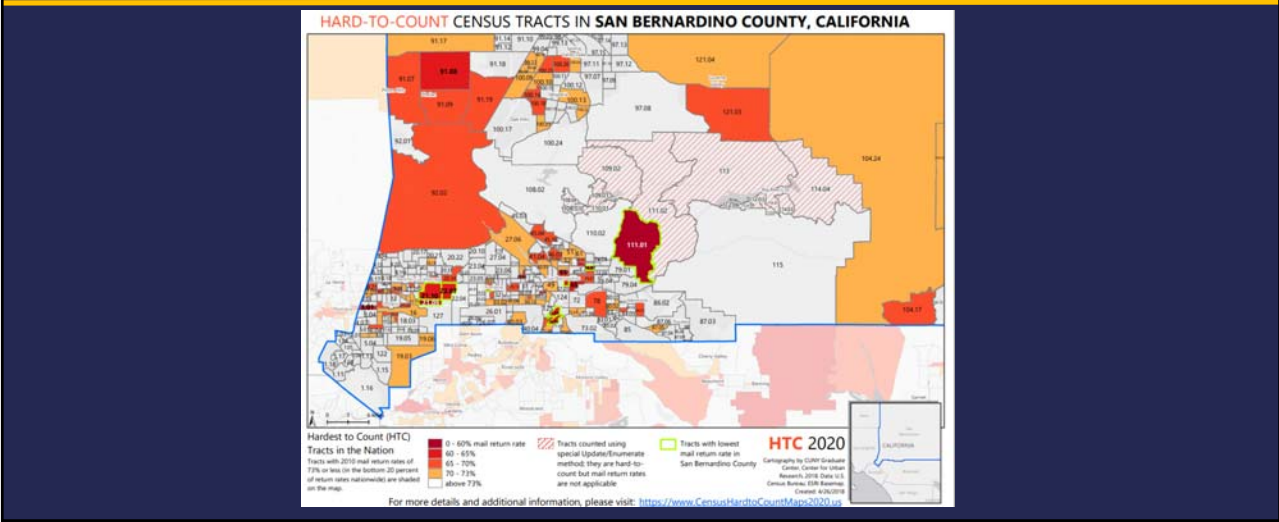
Inland Empire
Census
2020
IECounts.org

SAN BERNARDINO COUNTY
2020 Census

March 4, 2020



HARD TO COUNT (HTC) POPULATIONS



Attachment: PDF - Census 2020 - County Update for 3.2.20 (6419 : Census 2020 Update)

REGION 7

- The State has designated Riverside and San Bernardino Counties as one of 10 Census regions statewide to develop and execute strategies that will inform Inland Empire residents about the 2020 U.S. Census and motivate participation.

- **INLAND EMPIRE is Region 7**



REGION 7

- For the past year and a half, both counties have worked with Region 7 partners as well as the State Complete Count representative, U.S. Census Bureau representatives, and State-contracted partners to develop a collaborative approach toward identifying and communicating with the two-county area's hard-to-count (HTC) populations.

Attachment: PDF - Census 2020 - County Update for 3.2.20 (6419 : Census 2020 Update)

U.S. CENSUS BUREAU

U.S. CENSUS BUREAU HIRING:

- Assisting the U.S. Census Bureau in their hiring efforts by posting job announcements as well as participating in hiring events held at the American Job Centers of California
- Workforce Development is providing office space to the U.S. Census Staff to conduct interviews
- County is providing office space and training rooms in support of U.S. Census hiring efforts

INLAND EMPIRE COMPLETE COUNT COMMITTEE

• Multiple organizations coming together to promote education, awareness, and participation.

- Information sharing
- Learning
- Coordination of work to avoid duplication
- Identification of gaps

Development of:

- Logo
- Collateral Materials
- Press Releases
- Social Media Outreach / Messaging Plan
- Regional website (recounts.org)

Attachment: PDF - Census 2020 - County Update for 3.2.20 (6419 : Census 2020 Update)

OUTREACH OPPORTUNITIES

- Cities notified of funding opportunities for outreach activities.
- Contracting with Inland Empire Community Foundation and other partners to provide outreach services throughout San Bernardino County.
 - Services include:
 - Mobile Questionnaire Assistance Centers/Kiosks (QACs/QAKs)
 - Pledge Card Drive
 - Trainings

OUTREACH OPPORTUNITIES

- Contracted with cities for Census Outreach
- Outreach efforts include:
 - Hosting mobile QACs
 - Census events
 - Utility bill mailer inserts
 - City banners
 - Partnering with local grocery stores
 - Advertisement in local papers
 - Bus stop advertisements
 - Auto mall signs / electronic bill boards

Attachment: PDF - Census 2020 - County Update for 3.2.20 (6419 : Census 2020 Update)

OUTREACH EFFORTS

- What can cities continue to do?
 - Messaging on importance of responding to the 2020 Census
 - Social Media
 - City website
 - Provide census materials
 - Host a Census booth at events
 - Continue to engage their community

NEXT STEPS

- Media campaign - Countywide
 - Bus and bus shelter advertisements
 - Theater ads
 - Mall advertisements
 - Commercials
 - Digital / local billboards
 - Social media presence



Danette Tealer
Danette.tealer@cao.sbcounty.gov

QUESTIONS?

Attachment: PDF - Census 2020 - County Update for 3.2.20 (6419 : Census 2020 Update)

ADDITIONAL INFORMATION

BOARD OF DIRECTORS ATTENDANCE RECORD – 2020

Name	Jan	Feb	March	April	May	June	July	Aug DARK	Sept	Oct	Nov	Dec
Robert A. Lovingood Board of Supervisors	X											
Janice Rutherford Board of Supervisors	X											
Dawn Rowe Board of Supervisors	X											
Curt Hagman Board of Supervisors	X											
Josie Gonzales Board of Supervisors	X											
Gabriel Reyes City of Adelanto												
Art Bishop Town of Apple Valley	X											
Julie McIntyre City of Barstow												
Bill Jahn City of Big Bear Lake	X											
Eunice Ulloa City of Chino	X											
Ray Marquez City of Chino Hills	X											
Frank Navarro City of Colton	X											
Acquanetta Warren City of Fontana	X											
Darcy McNaboe City of Grand Terrace	X											
Rebekah Swanson City of Hesperia	X											
Larry McCallon City of Highland	X											

Communication: Attendance (Additional Information)

X = member attended meeting. * = alternate member attended meeting. Empty box = did not attend meeting. Crossed out box = not a Board Member at the time. Shaded box=no meeting

BOARD OF DIRECTORS ATTENDANCE RECORD – 2020

Name	Jan	Feb	March	April	May	June	July	Aug DARK	Sept	Oct	Nov	Dec
Rhodes ‘Dusty’ Rigsby City of Loma Linda	X											
John Dutrey City of Montclair	X											
Edward Paget City of Needles												
Alan Wapner City of Ontario												
L. Dennis Michael City of Rancho Cucamonga	X											
Toni Momberger City of Redlands	X											
Deborah Robertson City of Rialto	X											
John Valdivia City of San Bernardino	X											
Joel Klink City of Twentynine Palms	X											
Debbie Stone City of Upland	X											
Jim Cox City of Victorville	X											
David Avila City of Yucaipa	X											
Rick Denison Town of Yucca Valley	X											
Michael Beauchamp Ex-Official Member	X											

Communication: Attendance (Additional Information)

X = member attended meeting. * = alternate member attended meeting. Empty box = did not attend meeting. Crossed out box = not a Board Member at the time. Shaded box=no meeting

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
IIEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds

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
S RTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TSM	Transportation Systems Management
TSSDRA	Transit System Safety, Security and Disaster Response Account
USFWS	United States Fish and Wildlife Service
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

AGENCY REPORTS



REPORT: Mobile Source Air Pollution Reduction Review Committee

FROM: Larry McCallon, SBCTA Representative to the MSRC

SYNOPSIS: Below is a summary of key issues addressed at the MSRC's meeting on January 16, 2020. The next meeting is scheduled for Thursday, February 20, 2020 at 2:00 p.m., in Conference Room CC8.

FYs 2018-21 Programmatic Outreach

At their June 20, 2019 meeting, the MSRC approved a proposal from their Programmatic Outreach Coordinator, Better World Group Advisors (BWG), to perform additional research and outreach in support of development of the FYs 2018-21 Work Program. The MSRC authorized the work at a cost not to exceed \$25,165, to be met through a combination of reallocation from other tasks under BWG's Contract #MS16030 and the allocation of an additional \$15,000. Following modification of the contract, a task order was issued in the amount of \$25,165 to authorize the work. In coordination with MSRC staff, BWG has proceeded to participate in meetings and workshops, reach out to potential project partners, and investigate collaborative opportunities. Given staff direction and the potential project partners' schedules, BWG's work has not proceeded as rapidly as originally anticipated. Contract #MS16030 expired on December 31, 2019. BWG requests that their current Contract #MS21002 be increased by \$15,079, the unexpended balance of the task order, so that they can complete this work. The MSRC approved a value augmentation of \$15,079 to BWG's contract #MS21002.

UCLA Luskin Center for Innovation

As directed by MSRC, the UCLA's Luskin Center provided a summary of the MSRC-supported project to identify multi-unit dwelling (MUD) and workplace locations across Southern California where there is particularly high latent demand for plug-in vehicle (PEV) charging. By identifying locations where installed infrastructure has a high likelihood of being used, the project is intended to support the growth of PEV use and electric vehicle miles traveled.

Update on MSRC's Regional Goods Movement Program

In June 2019, the MSRC established four subject matter areas for the Regional Goods Movement Program of its FYs 2018-21 Work Program. For the Zero & Near-Zero Emission Truck Maritime Ports, in December 2019 the Market Acceleration Program (MAP) NZE HD Truck Program in Partnership with SCAQMD & Implementation Partner Clean Energy® was launched. This program targets the near zero natural gas 0.02-gram/bhp-hr trucks. Staff will be bringing further near-zero deployment

opportunities forward for discussion. Meanwhile, the second Zero/Near Zero Emission Truck Working Group Meeting will convene in February 2020; the focus will be on zero-emission truck demonstration. For the Inland Ports, a program opportunity notice has been released. Finally, the Last Mile Program will be the primary focus for the new year. Discussions with SCAG's Goods Movement staff have been underway and other stakeholders are being encouraged to participate.

Contract Modification Request

The MSRC considered seven contract modification requests and took the following actions:

1. For the County of Los Angeles, Contract #ML14030, which provided \$425,000 for Bicycle Racks, Outreach and Education, a two-month term extension;
2. For the City of Bellflower, Contract #ML12091, which provided \$100,000 to increase the number of EV charging stations to be installed from five to eleven and install all stations at the new City parking lot, with no change to the project cost;
3. For the City of Covina, Contract #ML18156, which provided \$63,800 to purchase four light-duty zero emission vehicles and to substitute one dual-port charging station for two charging, and a nine-month term extension, due to unforeseen delays in the delivery of the vehicles;
4. For the County of Los Angeles, Contract #ML14027, which provided \$500,000 to install New CNG Stations in Canyon Country and La Puente, an eighteen-month term extension;
5. For the Los Angeles County Metropolitan Transportation Authority (Metro), Contract # MS14057, which provided \$1,250,000 to implement Various Signal Synchronization Project, a three-year term extension;
6. For the County of Los Angeles, Contract # ML14096, which provided \$150,000 for San Gabriel Bike Trail Underpass Improvements, remove the tunnel lighting from the project and reduce the contract value by \$75,814; and
7. For the City of Eastvale, Contract #16040, which provided \$110,000 to install EV charging infrastructure, with no change to the project cost. The MSRC approved the request with these conditions: 1) approval of the substitution of twelve Level III chargers for twenty Level II chargers; and 2) that MSRC funds only be used for nonproprietary EVSE project components. This means that the City could select to use a nonproprietary charger technology. Or, they could choose to install the Tesla chargers but apply the funding to elements other than the charging equipment itself, including but not limited to site work and permitting.

Received and Approved Final Reports

The MSRC received and unanimously approved three final reports this month as follows:

1. Rialto Unified School District, Contract #MS14076, which provided \$225,000 to construct new public access CNG station;
2. Orange County Transportation Authority, Contract #MS16029, which provided \$836,413 for the TCM Partnership Program; and

3. Orange County Transportation Authority, Contract #MS18005, which provided \$834,222 for the Clean Fuel Bus Service to OC Fair.

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 L. McCallon D. Robertson L. Michael R. Marquez B. Jahn R. Ramirez C. Hagman	B. Jahn R. Ramirez	D. Robertson	F. Navarro L. McCallon L. Michael R. Marquez 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. *Terms of appointment expire December 31 of odd-numbered years.		David Avila Ed Paget Acquanetta Warren	Cynthia Moran John Valdivia Toni Momberger	John Dutrey

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.

Communication: Representatives on SCAG Committees (Committee Membership)

Appointments to External Agencies

The San Bernardino County Transportation Authority (SBCTA) and San Bernardino 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.	12/31/20
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.	12/31/21
Gold Line Phase II Joint Powers Authority	John Dutrey, Montclair, 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.	12/31/21 12/31/20
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.	12/31/20 12/31/20
Mobile Source Air Pollution Reduction Review Committee	Larry McCallon, Highland, Primary John Valdivia, San Bernardino, 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.	12/31/20 12/31/20

Communication: Appointments to External Agencies (Committee Membership)

Appointments to External Agencies

Committee	Appointee	Appointing Authority	Purpose	Term
One Water One Watershed (OWOW) Steering Committee of the Santa Ana Watershed Project Authority	Deborah Robertson, Rialto	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). Members of the Steering Committee do not receive a stipend.</p>	12/31/22
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 Ray Marquez, Chino Hills, Alternate John Dutrey, Montclair, Alternate	Board of Directors (Recommendation made by the Transit Committee)	<p>SCRRRA 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 SCRRRA for participation.</p>	Indefinite
SR 91 Advisory Committee	Ray Marquez, Chino Hills, 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>	12/31/20
California Vanpool Authority (CalVans)	Rick Denison, Yucca Valley, Primary John Valdivia, 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.	12/31/20 12/31/20

Communication: Appointments to External Agencies (Committee Membership)

San Bernardino County Transportation Authority (SBCTA) Policy Committee Membership

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p>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.</p>	<p>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)</p>	<p><u>West Valley</u> Alan Wapner, Ontario (Past President) L. Dennis Michael, Rancho Cucamonga Acquanetta Warren, Fontana Curt Hagman, Supervisor (Chair MVSS)</p> <p><u>East Valley</u> Frank Navarro, Colton (Chair/Vice President) Darcy McNaboe, Grand Terrace (Vice Chair/President) Larry McCallon, Highland Josie Gonzales, Supervisor</p> <p><u>Mountain/Desert</u> Bill Jahn, Big Bear Lake (Chair TC) Art Bishop, Apple Valley Rick Denison, Yucca Valley (Chair MDC) Dawn Rowe, Supervisor</p> <p>Should the chairs of each Committee and the Officers all be from the East Valley, West Valley or Mountain/Desert, additional members may be added to maintain geographical balance. Additional Board Members may be appointed annually at the discretion of the Board President.</p>	<p>6/30/2020 6/30/2020 6/30/2020 6/30/2020</p> <p>6/30/2020 6/30/2020 6/30/2020 6/30/2020</p> <p>6/30/2020 6/30/2020 6/30/2020 6/30/2020</p>
<p>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, and 2 Mountain/Desert Board Members. 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.</p>	<p>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)</p>	<p>Bill Jahn, Big Bear Lake (Chair) L. Dennis Michael, Rancho Cucamonga (Vice Chair) Frank Navarro, Colton John Dutrey, Montclair** Larry McCallon, Highland* David Avila, Yucaipa Deborah Robertson, Rialto Alan Wapner, Ontario* Acquanetta Warren, Fontana Ray Marquez, Chino Hills** Dawn Rowe, Supervisor John Valdivia, San Bernardino</p>	<p>12/31/2020 (6/30/2020) 12/31/2021 (6/30/2020) 12/31/2021 Indeterminate Indeterminate 12/31/2020 12/31/2020 Indeterminate 12/31/2021 Indeterminate 12/31/2020 12/31/2020</p>

Communication : Committee Membership (Committee Membership)

San Bernardino County Transportation Authority (SBCTA) Policy Committee Membership

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p>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.</p>	<p>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)</p>	<p>Rick Denison, Yucca Valley (Chair) Robert A. Lovingood, Supervisor (Vice Chair) Rebekah Swanson, Hesperia Art Bishop, Apple Valley Julie McIntyre, Barstow Bill Jahn, Big Bear Lake Gabriel Reyes, Adelanto Joel Klink, Twentynine Palms Jim Cox, Victorville Edward Paget, Needles Dawn Rowe, Supervisor Janice Rutherford, Supervisor</p>	<p>Indeterminate (6/30/2020) Indeterminate (6/30/2020) Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate</p>

Policy Committee Meeting Times

General Policy Committee	Second Wednesday, 9:00 a.m., SBCTA Office
Transit Committee	Second Thursday (following the Board of Directors meeting), 9:00 a.m., SBCTA Office
Mountain/Desert Committee	Third Friday, 9:30 a.m., Victorville, CA

Board of Directors Study Sessions for Metro Valley Issues

STUDY SESSION	PURPOSE	MEMBERSHIP	TERMS
<p>Board of Directors Study Sessions for Metro Valley Issues Refer to SBCTA Policy 10007.</p>	<p>To review, discuss, and make recommendations for actions to be taken at regular meetings of the Board on issues relating to Measure I Projects in the Valley. (Brown Act)</p>	<p>Board of Directors Curt Hagman, Supervisor (Chair) Dawn Rowe, Supervisor (Vice Chair)</p>	<p>6/30/2020 6/30/2020</p>

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
<p>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.</p>	<p>The purpose is to consider and make recommendations to the Board of Directors on the development of express lanes in San Bernardino County, in particular on the I-10 and I-15 Corridors. (Brown Act)</p>	<p>Alan Wapner, Ontario – Chair 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 Acquanetta Warren, Fontana Art Bishop, Town of Apple Valley</p>

Public and Specialized Transportation Advisory and Coordinating Council (PASTACC)

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p>Public and Specialized Transportation Advisory and Coordinating Council (PASTACC)</p> <p>Membership consists of 11 members appointed by the SBCTA Executive Director.</p> <p>5 representing Public Transit Providers 1 representing County Dept. of Public Works 2 representing the Consolidated Transportation Services Agency - Omnitrans and VVTA also represent CTSA for the Valley and High Desert respectively. 5 At Large Members 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 (2) Score and make recommendations for Federal Transit Administration Section 5310 Capital Grant Program applications (3) Assist SBCTA in developing public outreach approach on updating the Coordinated Public Transit/Human Services Transportation Plan (4) Review call for projects for Federal Transit Administration Section 5310 grant applications (5) Monitor and make recommendations on Federal regulatory processes as they relate to transit and specialized transit (6) Monitor and disseminate information in reference to State level law and recommendations as they relate to transit and specialized transit (7) Receive annual reports on funded specialized programs funded through FTA Section 5310 and Measure I (8) Identify regional or county level areas of unmet needs (9) Address special grant or funding opportunities (10) Address any special issues of PASTACC voting and non-voting members</p> <p>(Brown Act)</p>	<p>Standing Membership – Morongo Basin Transit Authority Mountain Area Regional Transit Authority Needles Area Transit Omnitrans Victor Valley Transit Authority County of San Bernardino Dept. of Public Works</p> <p>At Large Membership – San Bernardino Dept. of Aging and Adult Services Foothill Aids OPARC Option House Loma Linda Medical Center</p>	<p>On-going On-going On-going On-going On-going On-going</p> <p>5/31/2020 9/30/2020 9/30/2020 6/30/2022 5/31/2020</p>

Communication: Committee Membership (Committee Membership)

Meeting Dates and Time: Bi monthly, beginning in January, 2nd Tuesday of the month, 10:00 a.m., (Location rotates: SBCTA Office, VVTA, MBTA)

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 “P” 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) Gerry Newcombe (B) Wayne Hendrix (C) Rick Gomez (D) Mike Layne (E) Darcy McNaboe, Ex-Officio Ray Wolfe, Ex-Officio</p>	<p>12/31/20 12/31/20 12/31/22 12/31/22 12/31/22</p>

Communication: Committee Membership (Committee Membership)

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 – Darcy McNaboe, Grand Terrace Vice President – Frank Navarro, Colton Immediate Past President – Alan Wapner, Ontario</p>

<p>Council of Governments Ad Hoc Committee In June 2016, the SBCTA Board President appointed this ad hoc committee.</p>	<p>To provide direction relative to the Council of Governments annual work plan.</p>	<p>Alan Wapner, Ontario – Chair Josie Gonzales, Supervisor Bill Jahn, Big Bear Lake Larry McCallon, Highland L. Dennis Michael, Rancho Cucamonga Frank Navarro, Colton Janice Rutherford, Supervisor</p>
<p>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.</p>	<p>To study the Bylaws and make recommendations to the Board on necessary or desirable Bylaws amendments.</p>	<p>Alan Wapner, Ontario Robert Lovingood, County of San Bernardino Janice Rutherford, County of San Bernardino Dusty Rigsby, Loma Linda</p>
<p>Omnitrans/San Bernardino County Transportation Authority Ad Hoc Committee In April 2019, President McNaboe appointed SBCTA members to this ad hoc committee.</p>	<p>To provide policy guidance related to funding allocations and project delivery.</p>	<p>Ron Dailey, Loma Linda (Omnitrans) Penny Lilburn, Highland (Omnitrans) Sam Spagnolo, Rancho Cucamonga (Omnitrans) Darcy McNaboe, Grand Terrace (SBCTA) Dusty Rigsby, Loma Linda (SBCTA) Ray Marquez, Chino Hills (SBCTA)</p>
<p>Visioning Ad Hoc Committee In June 2019, the SBCTA Board President appointed SBCTA members to this ad hoc committee.</p>	<p>To review the Mission Statement.</p>	<p>Julie McIntyre, Barstow Eunice Ulloa, Chino Darcy McNaboe, Grand Terrace Rebekah Swanson, Hesperia John Dutrey, Montclair John Valdivia, San Bernardino Janice Rutherford, County of San Bernardino</p>

SBCTA Technical Advisory Committees

COMMITTEE	PURPOSE	MEETING SCHEDULE
<p>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.</p>	<p>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.</p> <p>The TTAC is not a Brown Act committee.</p>	<p>Generally meets on the first Monday of each month at 1:30 PM, at SBCTA.</p>
<p>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.</p>	<p>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.</p> <p>The CCM TAC is a Brown Act Committee.</p>	<p>Meets on the first Thursday of each month at 10:00 AM, at SBCTA.</p>
<p>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.</p>	<p>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.</p> <p>The PDTF is not a Brown Act Committee.</p>	<p>Meets the 4th Wednesday of each month at 2:00 p.m. at the Santa Fe Depot (in the SCAG Office).</p>

Communication: Committee Membership (Committee Membership)

Project Development Teams	<p>Project Development Teams (PDTs) are assembled for all major project development activities by SBCTA staff.</p> <p>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.</p> <p>PDTs make recommendations related to approaches to project development, evaluation of alternatives, and technical solutions.</p> <p>PDTs meet on a regular basis throughout the project phase to review progress and to provide technical input required for project development.</p> <p>The PDTs are not Brown Act Committees.</p>	Varies with the PDT.
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MISSION STATEMENT

Our mission is to improve the quality of life and mobility in San Bernardino County. Safety is the cornerstone of all we do.

We achieve this by:

- Making all transportation modes as efficient, economical, and environmentally responsible as possible.
- Envisioning the future, embracing emerging technology, and innovating to ensure our transportation options are successful and sustainable.
- Promoting collaboration among all levels of government.
- Optimizing our impact in regional, state, and federal policy and funding decisions.
- Using all revenue sources in the most responsible and transparent way.

Approved December 4, 2019