

**AGENDA**  
**Board of Directors Meeting**  
**June 2, 2021**  
**10:00 a.m.**

**MEETING ACCESSIBLE VIA ZOOM AT:** <https://gosbcta.zoom.us/j/97980829984>

**Teleconference**

Dial: 1-669-900-6833

Meeting ID: 979 8082 9984

**This meeting is being conducted in accordance with Governor Newsom's  
Executive Order N-29-20**

**Board of Directors**

**President**

Frank Navarro, Mayor  
*City of Colton*

**Vice-President**

Curt Hagman, Supervisor  
*County of San Bernardino*

Vacant

*City of Adelanto*

Art Bishop, Council Member  
*Town of Apple Valley*

Paul Courtney, Mayor  
*City of Barstow*

Rick Herrick, Mayor Pro Tem  
*City of Big Bear Lake*

Eunice Ulloa, Mayor  
*City of Chino*

Ray Marquez, Vice Mayor  
*City of Chino Hills*

Acquanetta Warren, Mayor  
*City of Fontana*

Darcy McNaboe, Mayor  
*City of Grand Terrace*

Cameron Gregg, Mayor  
*City of Hesperia*

Larry McCallon, Mayor Pro Tem  
*City of Highland*

Rhodes "Dusty" Rigby, Council Member  
*City of Loma Linda*

John Dutrey, Mayor  
*City of Montclair*

Edward Paget, Vice Mayor  
*City of Needles*

Alan Wapner, Mayor Pro Tem  
*City of Ontario*

L. Dennis Michael, Mayor  
*City of Rancho Cucamonga*

Paul Barich, Mayor  
*City of Redlands*

Deborah Robertson, Mayor  
*City of Rialto*

John Valdivia, Mayor  
*City of San Bernardino*

Joel Klink, Council Member  
*City of Twentynine Palms*

Carlos A. Garcia, Council Member  
*City of Upland*

Debra Jones, Mayor  
*City of Victorville*

David Avila, Council Member  
*City of Yucaipa*

Rick Denison, Council Member  
*Town of Yucca Valley*

Paul Cook, Supervisor  
*County of San Bernardino*

Janice Rutherford, Supervisor  
*County of San Bernardino*

Dawn Rowe, Supervisor  
*County of San Bernardino*

Joe Baca, Jr., 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**

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**Interested persons may submit Public Comments in writing to the Clerk of the Board at [clerkoftheboard@gosbcta.com](mailto:clerkoftheboard@gosbcta.com). Written comments must acknowledge the Agenda Item number, and specify whether the commenter wishes the comment be included with the minutes or read into the record. Comments read into the record will be read for three minutes; if three minutes pass and there is comment still unread, the time will not be extended and the remaining comment will not be read. Public Comment must be submitted no later than 5:00 p.m. on June 1, 2021**

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 Frank Navarro)

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

Pg. 19

**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. 20

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. April 2021 Procurement Report** Pg. 22

Receive the April 2021 Procurement Report.

**Presenter: Jeffery Hill**

**This item was received by the General Policy Committee on May 12, 2021.**

**3. Employer Retirement Contribution Advance Payment** Pg. 31

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

Authorize an advance payment of \$3,749,877, to the San Bernardino County Employees' Retirement Association by July 10, 2021, for San Bernardino County Transportation Authority's estimated annual retirement contribution for Fiscal Year 2021/2022.

**Presenter: Lisa Lazzar**

**This item was reviewed and unanimously recommended for approval by the General Policy Committee on May 12, 2021.**

**4. Reclassification of Council of Governments Administrator Position** Pg. 35

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

Approve the reclassification of the Council of Governments Administrator position (salary range 33 - \$85,551 to \$128,326) to a new position of Council of Governments and Equity Programs Manager (salary range 35 - \$94,319 to \$141,479).

**Presenter: Duane Baker**

**This item was reviewed and unanimously recommended for approval by the General Policy Committee on May 12, 2021.**

### Consent - Air Quality/Traveler Services

**5. Agreement No. 21-1002547 with the California Highway Patrol for Freeway Service Patrol** Pg. 37

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

Approve Agreement No. 21-1002547 with the California Highway Patrol (CHP) in the amount of \$1,663,614 for daily oversight of the state and locally funded Freeway Service Patrol (FSP) Program and CHP oversight for the Construction FSP of the I-10 Express Lanes Project zone.

**Presenter: Jenny Herrera**

**This item was reviewed and unanimously recommended for approval by the General Policy Committee on May 12, 2021. SBCTA General Counsel and Risk Management have reviewed this item and the draft agreement.**

**6. Annual Agreements between the State of California Department of Transportation and San Bernardino County Transportation Authority, for the Freeway Service Patrol Program State Highway Account and Senate Bill 1 funding** Pg. 63

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

A. Approve Agreement No. 21-1002615 between the State of California Department of Transportation (Caltrans) and San Bernardino County Transportation Authority (SBCTA) to accept the Senate Bill 1 (SB1) Freeway Service Patrol (FSP) Program funds for the operation and management of FSP services in a not-to-exceed amount of \$1,279,859, and to match those funds with Department of Motor Vehicle (DMV) funds in the amount of \$319,965 for a total contract not-to-exceed amount of \$1,599,824 over a three (3) year period.

B. Approve Agreement No. 21-1002614 between Caltrans and SBCTA to accept the State Highway Account (SHA) FSP Program funds for the operation and management of FSP services in a not-to-exceed amount of \$1,536,561, and to match those funds with DMV funds in the amount of \$384,140, for a total contract not-to-exceed amount of \$1,920,701 over a three (3) year period.

C. Adopt Resolution No. 21-038 authorizing the Executive Director, or his designee, to execute all future annual agreements for Freeway Service Patrol (FSP) funding through FY 2031/2032.

**Presenter: Jenny Herrera**

**This item was reviewed and unanimously recommended for approval by the General Policy Committee on May 12, 2021. SBCTA General Counsel and Risk Management have reviewed this item, the draft agreements, and the resolution.**

**Consent - Project Delivery**

**7. Express Lanes Disabled Veterans Program** Pg. 81

Receive information about the development of a formal Disabled Veterans Program to facilitate access to the San Bernardino County Transportation Authority Express Lanes in San Bernardino County for future consideration by the San Bernardino County Transportation Authority Board of Directors.

**Presenter: Timothy Byrne**

**This topic was discussed at the I-10 and I-15 Joint Sub-Committee meeting on April 15, 2021. The Joint Sub-Committee unanimously approved development of a formal Disabled Veterans Program for future consideration by the Board. This item has not received prior policy committee or technical advisory committee review.**

**8. Amendment No. 1 to Contract No. 20-1002266 for the I-15 Express Lanes Corridor Contract 1 Project** Pg. 83

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

A. Approve Amendment No. 1 to Contract No. 20-1002266 with Michael Baker International, Inc., to increase the contract budget by \$1,503,227.18, for a new not-to-exceed amount of \$22,882,768.18, for the Interstate 15 Express Lanes Corridor Contract 1 Project; and modify the insurance language to accommodate non-admitted carriers and self-insured retention.

B. Approve a contingency increase for Contract No. 20-1002266 of \$150,322.72, for a new not-to-exceed contingency total of \$2,221,781.82, which would be released by the Department Director by contract amendment for out-of-scope work elements that may arise during the project.

**Presenter: Timothy Byrne**

Agenda Item 8 (cont.)

**This item was discussed at the I-10 and I-15 Joint Sub-Committee meeting on April 15, 2021. The Sub-Committee approved incorporating the additional work described above and recommended development of the corresponding contract amendment. This item was reviewed and recommended for approval (14-0-0) without a quorum of the Board present at the Board of Directors Metro Valley Study Session on May 13, 2021. SBCTA General Counsel, Procurement Manager and Risk Management have reviewed this item and the draft amendment.**

**9. Release of Invitation for Bids for I-10 Alabama Street Interchange Construction** Pg. 106

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

Authorize the Executive Director, or his designee, to release Invitation for Bids No. 21-1002620 for construction of the Interstate 10 Alabama Street Interchange Improvements Project, subject to approval as to form by General Counsel and approval of the Plans, Specifications, and Estimates package.

**Presenter: Henry Stultz**

**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 May 13, 2021. SBCTA General Counsel, Procurement Manager and Risk Management have reviewed this item and the IFB.**

**10. State Route 210 Base Line Interchange City of Highland Cooperative Agreement Amendment** Pg. 108

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

Approve Amendment No. 2 to the Third Amended and Restated Cooperative Agreement No. C13027 (C13027-07) with the City of Highland, for the delivery of the Planning, Environmental, Design, Right-of-Way and Construction phases of the State Route 210 Base Line Interchange Project, which increases project funding from the City of Highland by \$81,129, for a new funding total of \$35,013,027.

**Presenter: Henry Stultz**

**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 May 13, 2021. SBCTA General Counsel and Risk Management have reviewed this item and the draft amendment.**

**Consent - Regional/Subregional Planning**

**11. 2021 Transportation Development Act Article 3 Guidelines and Bicycle and Pedestrian Improvements Call-for-Projects** Pg. 118

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

A. Approve the changes to the guidelines for the Transportation Development Act Article 3 funds for Bicycle/Pedestrian and Transit Stop Access projects.

B. Authorize San Bernardino County Transportation Authority staff to release a call-for-projects for Bicycle and Pedestrian facilities with Transportation Development Act Article 3 funding under the new guidelines with \$3,119,595 available for award to selected projects and \$672,817 available as a Contingency Fund.

Agenda Item 11 (cont.)

C. Allocate \$100,000 from the Transportation Development Act Article 3 Contingency Fund to the City of Montclair for assistance with replacement of the Pacific Electric Trail Bridge that was lost during a recent fire incident.

**Presenter: Ginger Koblasz**

**This item was reviewed and unanimously recommended for approval by the General Policy Committee on May 12, 2021. This item was also reviewed by the Transportation Technical Advisory Committee via email on April 7, 2021, and the Public and Specialized Transportation Advisory and Coordination Council on April 13, 2021.**

**12. Project Development and Program Management Signatory and Approval Authority Policy No. 34509** Pg. 139

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

Approve updates and revisions to San Bernardino County Transportation Authority Policy No. 34509, Project Development and Program Management Signatory and Approval Authority, to clarify delegation of signatory and approval authority for documents associated with project delivery and administration of ongoing programs that were not included in the policy revision approved by the Board of Directors on March 3, 2021.

**Presenter: Carrie Schindler**

**This item was reviewed and unanimously recommended for approval by the General Policy Committee (GPC) on May 12, 2021. SBCTA General Counsel has reviewed this item and the proposed policy revisions. This item has been revised since GPC to conform to what was orally presented at GPC: with regard to amendments to cooperative agreements and MOUs, it has been revised to reflect authority is delegated to the Executive Director “or designee”; it was also revised to add Directors of Project Delivery, Toll Program and Capital Delivery to the definition of “Department Director.”**

**13. Update on the Coachella Valley-San Gorgonio Pass Rail Corridor** Pg. 147

Receive information from the Riverside County Transportation Commission on planning for the Coachella Valley-San Gorgonio Pass Rail Corridor.

**Presenter: Steve Smith**

**This item was received by the Board of Directors Metro Valley Study Session on May 13, 2021.**

**Consent - Transit**

**14. Fiscal Year 2020/2021 Quarterly Transit Operator Update** Pg. 161

Receive the San Bernardino County Multimodal Transportation Second Quarter Update for Fiscal Year 2020/2021.

**Presenter: Nancy Strickert**

**This item was received by the Transit Committee on May 13, 2021.**

**15. 2021 Transportation Development Act Article 3 Transit Stop Access Improvements Call-for-Projects** Pg. 185

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

Authorize San Bernardino County Transportation Authority staff to release a call-for-projects for Transit Stop Access Improvements to be funded with \$779,899 of Transportation Development Act Article 3 funds and maintain \$129,410 available as a contingency fund.

**Presenter: Nancy Strickert**

**This item was reviewed and unanimously recommended for approval by the Transit Committee on May 13, 2021. This item was also reviewed by the Transportation Technical Advisory Committee via email on April 7, 2021 and the Public and Specialized Transportation Advisory and Coordination Council on April 13, 2021.**

**16. Unmet Transit Needs Public Hearings and Findings** Pg. 192

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

- A. Review the testimony from the October 2020 Unmet Transit Needs Public Hearings; and
- B. Adopt Resolution No. 21-021 for Unmet Transit Needs Findings.

**Presenter: Nancy Strickert**

**This item was reviewed and unanimously recommended for approval by the Transit Committee on May 13, 2021. The high desert (Victor Valley/Barstow) unmet needs were reviewed and approved by the Public and Specialized Transportation Advisory and Coordination Council on April 13, 2021. SBCTA General Counsel has reviewed this item and the draft Resolution.**

**17. West Valley Connector Project – Phase 1 Right-of-Way Acquisition Incentive Payment Program** Pg. 198

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

Authorize the San Bernardino County Transportation Authority (SBCTA) Director of Transit and Rail Programs, or her designee, to implement the West Valley Connector Right-of-Way Acquisition Incentive Payment Program to expedite acquisition of necessary right-of-way for the West Valley Connector Project, consistent with SBCTA policies and procedures, contingent upon Federal Transit Administration concurrence.

**Presenter: Victor Lopez**

**This item was reviewed and unanimously recommended for approval by the Transit Committee on May 13, 2021. SBCTA General Counsel has reviewed this item.**

**18. Southern California Regional Rail Authority Preliminary Budget Request for Fiscal Year 2021/2022** Pg. 207

That the Board, acting as the San Bernardino County Transportation Authority, approve the Southern California Regional Rail Authority (SCRRA) Preliminary Budget Request for Fiscal Year (FY) 2021/2022 in which the following subsidies are being requested:

- A. Total operating assistance allocation of \$22,517,758, paid for with \$12,495,758 of Coronavirus Aid, Relief, and Economic Security Act funds (now referred to as COVID Relief Funds); \$1,601,661 of Valley Local Transportation Fund (LTF); \$4,000,000 of Federal Transit Administration (FTA) Section 5337 State of Good Repair funds; \$1,032,787 of Senate Bill 1 State of Good Repair-Operator Share (SB1 SGR-Op) funds; \$796,056 of State Transit Assistance-Operator Share (STA-Op) funds; and prior year surplus carry-over funds in the amount of \$2,591,496; and

Agenda Item 18 (cont.)

B. Rehabilitation allocation of \$7,279,641, paid for with \$6,742,505 of FTA Section 5337 and \$537,136 of STA-Op funds; and

C. Capital allocation of \$86,400 paid for with STA-Op funds; and

D. The use of up to \$4,000,000 of Valley LTF to meet San Bernardino County Transportation Authority's subsidy obligation to SCRRA, to be offset by future invoice credits as a cash flow mechanism until FTA Section 5337 reimbursements occur; and

E. Swap \$495,652 of SB1 SGR-Op funding, previously allocated as part of the Fiscal Year 2018/2019 Budget for STA-Op funds for those rehabilitation projects that are delayed due to impacts of COVID-19 and to prevent the lapsing of funds; and

F. De-allocate \$2,744,576 of FTA Section 5337 previously allocated as part of the FY 2020/2021 SCRRA Budget for Rehabilitation projects to be funded with unused prior year allocations of FTA 5337 and Public Transportation Modernization, Improvement, and Service Enhancement Account-Operator Share funds.

**Presenter: Rebekah Soto**

**This item was reviewed and unanimously recommended for approval by the Transit Committee on May 13, 2021.**

**Consent - Transportation Programming and Fund Administration**

**19. West Valley Connector Phase I Funding Plan Update and Ontario Loop Funding Allocation Swap** Pg. 275

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

A. Approve an updated funding plan for the West Valley Connector Phase I project to reflect \$166,750,000 in total competitive grant awards to date.

B. De-allocate \$9,982,621 of Congestion Mitigation and Air Quality funds for Contract No. 21-1002452 with HNTB Notice to Proceed 1 for Project Management/Construction Management services on the Ontario International Airport (ONT) Loop Project and replace with \$9,982,621 of Valley State Transit Assistance-Population share funds.

C. Designate Valley State Transit Assistance-Population share funds in the amount of \$8,117,379 to fund the balance of the Board allocation to the ONT Loop Project that was still pending a specific fund source designation, resulting in project allocations of \$950,000 Rail Assets and \$18,100,000 of Valley State Transit Assistance-Population share funds for the \$19,050,000 total project allocation to date.

D. Approve a budget amendment for Fiscal Year 2020/2021 for Task No. 0315 – Transit Capital to substitute \$5,100,000 of Federal Congestion Mitigation and Air Quality funds with State Transit Assistance Fund-Rail in the amount of \$5,100,000, for a zero net increase to the fiscal year budget.

**Presenter: Michele Fogerson**

**This item was reviewed and unanimously recommended for approval by the Transit Committee on May 13, 2021.**



**20. Allocation of ARP Act Funds to Transit Operators**

Pg. 279

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

A. Approve allocations totaling \$62,160,646 of Federal Transit Administration (FTA) Section 5307 funds made available under the American Rescue Plan Act of 2021 (ARP) to Omnitrans, Southern California Regional Rail Authority (SCRRA), and Victor Valley Transit Authority (VVTA) as the transit operators within urbanized areas of San Bernardino County, as recommended in Attachment A, Option 1.

B. Direct staff to work with Omnitrans, SCRRA and VVTA to program allocations to maximize ARP funding for eligible expenses, including but not limited to costs to prevent, prepare for, and respond to COVID-19; to replace reduced revenues from passenger fares and sales tax revenues; and to ensure other discretionary funding allocations continue to meet the transit agencies' long-term operating needs.

**Presenter: Michele Fogerson**

**This item was reviewed and unanimously recommended for approval by the Transit Committee on May 13, 2021.**

**21. Colorado River Bridge Funding Agreement**

Pg. 285

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

A. Approve a policy exception to allow for reimbursement of previous Arizona Department of Transportation invoices totaling \$19,385 and paid by the City of Needles (City) for the environmental and design phases of the Colorado River Bridge Project (Project).

B. Allocate \$98,470 of Measure I Colorado River Subarea Major Local Highway Projects Program (MSI CR-MLHPP) funds to the City for the Project, which includes funding for reimbursement of prior expenses totaling \$19,385.

C. Approve Agreement 21-1002610 with the City for reimbursement of \$98,470 in MSI CR-MLHPP funds for the Project.

**Presenter: Michele Fogerson**

**This item was reviewed and unanimously recommended for approval by the Mountain/Desert Policy Committee on May 21, 2021. SBCTA General Counsel and Risk Management have reviewed this item and the draft agreement.**

**22. Victor Valley Subarea Regional/Interregional Projects Prioritization**

Pg. 296

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

Approve the Victor Valley Subarea Regional/Interregional Projects List and prioritization of projects in Attachment A, and direct staff to work with jurisdictions to begin to incorporate the highest priorities into the 2021 Update to the 10-Year Delivery Plan.

**Presenter: Andrea Zureick**

**This item was reviewed and unanimously recommended for approval by the Mountain/Desert Policy Committee on May 21, 2021.**

**23. Amendment 1 to the Bear Valley Road Overhead at BNSF Railroad Project Funding Agreement with the City of Victorville** Pg. 302

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

A. Deallocate \$1,633,758 of Federal Surface Transportation Program funds on the Bear Valley Road Overhead at BNSF Railroad Project in the City of Victorville (City) and replace with \$1,633,758 of Federal Highway Infrastructure Program funds.

B. Allocate up to \$598,231 of additional Federal Highway Infrastructure Program funds for a new total of \$2,231,989.

C. Approve Amendment No. 1 to Project Funding Agreement 19-1002212 with the City for the Construction Phase of the Bear Valley Road Overhead at BNSF Railroad Project in the City.

**Presenter: Vanessa Schoenewald**

**This item was reviewed and unanimously recommended for approval by the Mountain/Desert Policy Committee on May 21, 2021. SBCTA General Counsel and Risk Management have reviewed this item and the draft amendment.**

**24. Amendment No. 1 to the Advance Expenditure Agreement with City of Big Bear Lake for Moonridge Road Project** Pg. 309

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

A. Allocate an additional \$1,700,000 in Measure I Mountains Subarea Major Local Highway Projects Program Funds to the City of Big Bear Lake for the Moonridge Road Improvement Project.

B. Approve Amendment No. 1 to the Advance Expenditure Agreement No. 19-1002192 with the City of Big Bear Lake for future reimbursement of \$3,200,000 in Measure I Mountains Subarea Major Local Highway Projects Program Funds for the Moonridge Road Improvement Project.

**Presenter: Andrea Zureick**

**This item was reviewed and unanimously recommended for approval by the Mountain/Desert Policy Committee on May 21, 2021. SBCTA General Counsel and Risk Management have reviewed this item and the draft amendment.**

**25. Advanced Reimbursement for Ranchero Corridor Construction** Pg. 316

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

Approve an advanced reimbursement of \$2,418,582 in Measure I Victor Valley Subarea Major Local Highways Program funds to the City of Hesperia for the Ranchero Road Widening Project.

**Presenter: Andrea Zureick**

**This item was reviewed and unanimously recommended for approval by the Mountain/Desert Policy Committee on May 21, 2021.**

**Consent - Legislative/Public Outreach**

**26. State Legislative Update** Pg. 317

Receive and file the May 2021 State Legislative Update.

**Presenter: Louis Vidaure**

**This item was received by the Legislative Policy Committee on May 12, 2021.**

**27. Federal Legislative Update**

Pg. 342

Receive and file the May 2021 Federal Legislative Update.

**Presenter: Louis Vidaure**

**This item was received by the Legislative Policy Committee on May 12, 2021.**

**Consent Calendar Items Pulled for Discussion**

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

**DISCUSSION ITEMS**

**Discussion - Administrative Matters**

**28. Election of Officers for Fiscal Year 2021/2022**

Pg. 361

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

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

B. Conduct elections for Board President and Vice President.

**Presenter: Frank Navarro**

**This item has not received prior policy committee or technical advisory committee review. SBCTA General Counsel has reviewed this item.**

**29. SBCTA 2021/2022 Proposed Budget**

Pg. 363

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

A. Conduct the Public Hearing for the Fiscal Year 2021/2022 Proposed Budget; and

B. Adopt the San Bernardino County Transportation Authority Fiscal Year 2021/2022 Budget; and

C. Approve the Fiscal Year 2021/2022 Initiatives and Action Plan.

**Presenter: Hilda Flores**

**The proposed budget was presented for review at the Board of Directors Budget Workshop held during the Board meeting on May 5, 2021. All SBCTA policy committees have reviewed task descriptions and budget for activities under their purview.**

**30. Appropriations Limitation for Fiscal Year 2021/2022**

Pg. 366

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

Adopt Resolution No. 21-044 establishing an appropriations limit of \$1,429,944,657 for Fiscal Year 2021/2022.

**Presenter: Hilda Flores**

**This item has not received prior policy committee or technical advisory committee review. This item is being presented directly to the Board of Directors at its June 2, 2021, meeting, in conjunction with the adoption of the Fiscal Year 2021/2022 Budget. SBCTA General Counsel has reviewed this item and the draft resolution.**

## **Discussion - Transit**

### **31. Arrow Maintenance Facility Hydrogen Fuel Upgrade Project Draft Environmental Impact Report Public Hearing** Pg. 369

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

Conduct a Public Hearing to allow and consider comments from the public, related to the Arrow Maintenance Facility Hydrogen Fuel Upgrade Project Draft Environmental Impact Report, which is currently in the 45-day public review period.

**Presenter: Carrie Schindler**

**This item has not received prior policy committee or technical advisory committee review. SBCTA General Counsel has reviewed this item.**

## **Discussion - Administrative Matters**

### **32. Renewal of Annual Insurance Policies** Pg. 371

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

A. Authorize the Director of Special Projects and Strategic Initiatives to approve and execute binding insurance coverage through the policies and premiums being proposed by Alliant Insurance Services, Inc., for the period July 1, 2021 through June 30, 2022.

B. Authorize the issuance of Purchase Orders to process payments for securing the insurance policies.

C. Provide direction to staff regarding who should insure the core transit assets, SBCTA or the host cities.

**Presenter: Beatriz Valdez**

**This item was reviewed and unanimously recommended for approval by the General Policy Committee on May 12, 2021. SBCTA General Counsel and Risk Management have reviewed this item.**

## **Discussion - Air Quality/Traveler Services**

### **33. Amendments to FSP Funding Agreements** Pg. 375

That the Board, acting as the San Bernardino County Transportation Authority, delegate signing authority to the Executive Director or his designee to execute the following amendments, subject to approval as to form by General Counsel:

A. Amendment No. 2 to Agreement No. 19-1002077 between San Bernardino County Transportation Authority (SBCTA) and California Department of Transportation (Caltrans) for Freeway Service Patrol (FSP) revenue funds, extending the term of agreement for an additional year.

B. Amendment No. 1 to Agreement No. 20-1002353 between SBCTA and Caltrans for FSP revenue funds, extending the term of agreement for an additional year.

**Presenter: Jenny Herrera**

**This item has not received prior policy committee or technical advisory committee review. SBCTA General Counsel has reviewed this item.**

## **Discussion - Project Delivery**

### **34. Fiscal Year 2020/2021 Budget Amendment for the Mt. Vernon Viaduct Project**

Pg. 377

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

Approve a Budget Amendment for Fiscal Year 2020/2021 for Task No. 860 Arterial Projects, Subtask No. 0827 Mt. Vernon Viaduct Project, to add \$23,495,394 in Highway Infrastructure Program funds (new fund 2082), and reduce \$23,495,394 in Highway Bridge Program funds.

**Presenter: Hilda Flores**

**This item has not received prior policy committee or technical advisory committee review. This item is being brought directly to the Board as a discussion item due to the urgency to utilize these funds in the current Fiscal Year.**

## **Discussion - Council of Governments**

### **35. Emergency Communications Nurse System Update**

Pg. 379

That the Board, acting as the San Bernardino Associated Governments (SBCOG):

A. Receive a preliminary report on the Emergency Nurse Communications System (ECNS) implemented by the Consolidated Fire Agencies (CONFIRE).

B. Authorize staff to partner with CONFIRE and proceed with targeted public education and outreach for the initial ECNS program.

C. Authorize the Executive Director, or designee, to approve and execute a Contract Task Order for public outreach upon finalization of the scope of work.

**Presenter: Monique Reza-Arellano**

**This presentation was received by the City/County Manager's Technical Advisory Committee on May 6, 2021.**

## **Public Comment**

### **Brief Comments from the General Public**

Interested persons may submit Public Comments in writing to the Clerk of the Board at [clerkoftheboard@gosbcta.com](mailto:clerkoftheboard@gosbcta.com). Written comments must acknowledge the Agenda Item number, and specify whether the commenter wishes the comment be included with the minutes or read into the record. Comments read into the record will be read for three minutes; if three minutes pass and there is comment still unread, the time will not be extended and the remaining comment will not be read. Public Comment must be submitted no later than 5:00 p.m. on June 1, 2021.

## **Comments from Board Members**

### **Brief Comments from Board Members**

## **Executive Director's Comments**

### **Brief Comments from the Executive Director**

**ADJOURN TO CLOSED SESSION**

## **CLOSED SESSION**

### **1. CONFERENCE WITH LEGAL COUNSEL - EXISTING LITIGATION**

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

- a. SBCTA--*In re: Lumbermen's Mutual Casualty Company, In Liquidation*  
Office of Special Deputy Receiver, Docket No. 12 CH 24227  
Circuit Court of Cook County, Illinois
- b. SANBAG--*Maebell Dorsey, an individual and Trustee v. Renovate America, Inc., SBCTA, et al.*  
San Bernardino Superior Court Case No. CIVDS 1925774
- c. SBCTA--*Daniel Hayler, Leticia Hayler v SBCTA*  
U.S. District Court, Central District of California, Case No. 5:19-cv-02469-CJC-SP
- d. SANBAG--*Roberto Elizarraras v. Renovate America, Inc., SBCTA, et al.*  
San Bernardino Superior Court Case No. CIVDS 2013260
- e. SANBAG--*Pete Espinoza v. Renovate America, Inc., SBCTA, et al.*  
San Bernardino Superior Court Case No. CIVDS 2015834
- f. SBCTA--*Pulice Construction, Inc. v. SBCTA, et al.*  
San Bernardino Superior Court Case No. CIVDS 2020473
- g. SANBAG—*In re: Renovate America, Inc., et al.*  
U.S. Bankruptcy Court for the District of Delaware, Case No. 20-13172 (LSS)

## **ADJOURNMENT**

### **Additional Information**

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### **Agency Reports**

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### **Committee Membership**

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### **Mission Statement**

Mission Statement	Pg. 404
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## **Meeting Procedures and Rules of Conduct During COVID-19 ‘Stay in Place’ Orders**

**Meeting Procedures** - The Ralph M. Brown Act is the state law which guarantees the public’s right to 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. California Governor Gavin Newsom has issued several Executive Orders (N-25-20, N-29-20 and N-35-20) waiving portions of the Brown Act requirements during the COVID-19 State of Emergency.

**Accessibility** – During the COVID-19 crisis, meetings are being held virtually using web-based or telephone technologies. If accessibility assistance is 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 can be reached by phone at (909) 884-8276 or via email at [clerkoftheboard@gosbcta.com](mailto:clerkoftheboard@gosbcta.com).

**Agendas** – All agendas are posted at [www.gosbcta.com/board/meetings-agendas/](http://www.gosbcta.com/board/meetings-agendas/) at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed online at that web address.

**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** – Public Comment may be submitted in writing to the Clerk of the Board via email at [clerkoftheboard@gosbcta.com](mailto:clerkoftheboard@gosbcta.com). Written comments must acknowledge the Agenda Item number, and specify whether the commenter wishes the comment be included with the minutes or read into the record. Comments read into the record will be read for three minutes; if three minutes pass and there is comment still unread, the time will not be extended and the remaining comment will not be read. Public Comment must be submitted no later than 5:00 pm the day before the meeting. 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 indicate their request when Public Comment is called for during the meeting. This request to speak can be achieved by either using the ‘Raise Hand’ feature in Zoom platform or by verbally stating interest when the Chair calls for Public Comment. When recognized by the Chair, speakers should be prepared to announce their name 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 such information electronically to the Clerk of the Board via email at [clerkoftheboard@gosbcta.com](mailto:clerkoftheboard@gosbcta.com) no later than 5:00 pm the day before the meeting. 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 an 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 be removed from the virtual 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, posting profane or rude content in the virtual meeting environment, or otherwise preventing the Board from conducting its meeting in an orderly manner. Your cooperation is appreciated!



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

**Attendance.**

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

**Basic Agenda Item Discussion.**

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

**The Vote as specified in the SANBAG Bylaws.**

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

**Amendment or Substitute Motion.**

- Occasionally a Board Member offers a substitute motion before the vote on a previous motion. In instances where there is a motion and a second, the maker of the original motion is asked if he or she would like to amend his or her motion to include the substitution or withdraw the motion on the floor. If the maker of the original motion does not want to amend or withdraw, the substitute motion is voted upon first, and if it fails, then the original motion is considered.
- Occasionally, a motion dies for lack of a second.

**Call for the Question.**

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

**The Chair.**

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

**Courtesy and Decorum.**

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

*Adopted By SANBAG Board of Directors January 2008  
Revised March 2014  
Revised May 4, 2016*



# Important Dates to Remember...

## June 2021

**SBCTA Meetings – Cancelled:** None

**SBCTA Meetings – Scheduled:**

General Policy Committee	June 9	9:00 am	Meeting Accessible via Zoom
Legislative Policy Committee	June 9	9:30 am	Meeting Accessible via Zoom
Transit Committee	June 10	9:00 am	Meeting Accessible via Zoom
Metro Valley Study Session	June 10	9:30 am	Meeting Accessible via Zoom
I-10/I-15 Corridor Joint Sub-Committee	June 10	10:00 am	Meeting Accessible via Zoom
Mountain/Desert Committee	June 11	9:30 am	Meeting Accessible via Zoom

**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:** June 2, 2021

**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:

<b>Item No.</b>	<b>Contract No.</b>	<b>Principals &amp; Agents</b>	<b>Subcontractors</b>
8	20-1002266-01	Michael Baker International, Inc. <i>Darren Riegler</i>	ADVANTEC Consulting Engineers, Inc. Earth Mechanics, Inc. Epic Land Solutions, Inc. Fehr and Peers Group Delta Consultants, Inc. ICF Jones & Strokes, Inc. STC T.Y. Lin, International WKE, Inc.
19	21-1002452	HNTB Corporation <i>Kevin Haboian</i> <i>Ian Choudri</i>	Safework, Inc. KKCS Lea+Elliott RailPros Towill, Inc. Leighton Consulting, Inc. Epic Land Solutions, Inc. Monument GCAP Services
32	19-1002035	Alliant Insurance Services, Inc. <i>Courtney Ramirez and Rex Jorgensen</i>	None

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

Board of Directors Agenda Item  
June 2, 2021  
Page 2

***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:***

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Approved  
Board of Directors  
Date: June 2, 2021

Witnessed By:

San Bernardino Council of Governments  
San Bernardino County Transportation Authority

## *Minute Action*

AGENDA ITEM: 2

***Date:*** June 2, 2021

***Subject:***

April 2021 Procurement Report

***Recommendation:***

Receive the April 2021 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 June 3, 2020. The Board of Directors authorized the Executive Director, or his 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) Contract Task Orders (CTO) up to \$500,000 and for CTOs originally \$500,000 or more, increasing the purchase order amount up to 10% of the original CTO value, not-to-exceed \$100,000; c) amendments with a zero dollar value; d) amendments to exercise the option term if the option term was approved by the Board of Directors in the original contract; e) amendments that cumulatively do-not-exceed 50% of the original contract value or \$100,000, whichever is less; f) amendments that do-not-exceed contingency amounts authorized by Board; and g) 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, and authorized Department Directors to approve and execute Contingency Amendments that do-not-exceed contingency amounts authorized by Board of Directors. A list of all Contracts and Purchase Orders that were executed by the Executive Director, Department Director and/or General Counsel during the month of April 2021 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 2020/2021 Budget. Presentation of the monthly procurement report demonstrates compliance with the Contracting and Procurement Policy.

***Reviewed By:***

This item was received by the General Policy Committee on May 12, 2021.

***Responsible Staff:***

Jeffery Hill, Procurement Manager

Approved  
Board of Directors  
Date: June 2, 2021

Witnessed By:

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

## Attachment A

### April Contract Actions

**New Contracts Executed:**

Contract No.	Description of Specific Services	Vendor Name	Dollar Amount
21-1002560	Conducting recorder retention training along with a video of the training.	Burke, Williams, and Sorensen, LLP	\$500.00
21-1002475	Cooperative agreement to reimburse SBCOG for Public Outreach Plan on the Cucamonga Canyon management plan.	Rancho Cucamonga Fire Protection District	\$21,575.00
21-1002476	Cooperative agreement to reimburse SBCOG for Public Outreach Plan on the Cucamonga Canyon management plan and Lytle Creek management plan.	County of San Bernardino	\$12,456.99

## Attachment A

### April Amendment Actions

#### Contract Amendments Executed:

Contract No. & Amendment No.	Reason for Amendment (include a description of the amendment)	Vendor Name	Previous Amendments & Dollar Values	Dollar Amount of Amendment	Amended Contract Total
21-1002502 Amendment 1	Amendment to update contacts, price form and allow for monthly billing. Project: Emergency Communications Nurse System.	Mission Critical Partners, LLC.	Original \$24,850.00	\$0.00	\$24,850.0
17-1001741 Amendment 3	Exercise second option term. Project: On-call labor compliance services.	GCAP Services, Inc.	Original \$150,000.00 Amendment 1 \$175,000.00 Amendment 2 \$0.00	\$0.00	\$325,000.0
19-1002196 Amendment 1	Amendment to the release of computer aided design files to Security Paving. Project: State Route 60 (SR-60) Central Avenue Interchange construction contract.	Security Paving Company, Inc.	Original \$24,026,391.65	\$0.00	\$24,026,391.6

Attachment: April Procurement Report Attachment A (7700 : April 2021 Procurement Report)



## Attachment A

### April Contract Task Order Actions

#### Contract Task Order (CTO) Executed:

Contract No. & CTO No.	Description of CTO	Vendor Name	Contract Amount	Previously Issued CTOs	Dollar Amount of CTO
20-1002377 CTO 3	Bridge Concrete Asbestos Survey for the Interstate 10 (I-10) Cedar Interchange project.	Vandermost Consulting Services	\$3,000,000.00	Various CTOs not including CTO 3 Totaling \$130,408.42	Total \$19,975.00
18-1001907 CTO 7 Amendment 1	Additional services were needed for particular properties on State Route 60 (SR-60) Archibald Interchange.	Epic Land Solutions	\$6,000,000.00 Shared with Bender Rosenthal (18-1001823), Property Specialists, Inc. (18-1001906), and Overland Pacific (18-1001909)	Various CTOs not including CTO 7 Totaling \$519,839.52	Original \$76,690.00 Amendment 1 \$35,612.00 Total \$112,302.00
20-1002378 CTO 3	Audit of Construction Management firm for North First Street Avenue Bridge Replacement in the City of Barstow.	Conrad LLP	\$600,000 Shared with Crowe LLP (20-1002320)		Total \$16,650.00
19-1002008 CTO 3	West Valley Connector Project Segment 1 Right-of-Way Services.	Overland Pacific Cutler	\$5,500,000 Shared with Bender Rosenthal (19-1002007), Paragon Partners (19-1002009), and Epic Land Solutions (18-1001924)		Total \$477,986.58

Attachment: April Procurement Report Attachment A (7700 : April 2021 Procurement Report)

Contract No. & CTO No.	Description of CTO	Vendor Name	Contract Amount	Previously Issued CTOs	Dollar Amount of CTO
19-1002007 CTO 4	West Valley Connector Project Segment 2 Right-of-Way Services	Bender Rosenthal	\$5,500,000 Shared with Overland Pacific Cutler (19-1002008) Paragon Partners (19-1002009), and Epic Land Solutions (18-1001924)		Total \$550,307.25
19-1002009 CTO 5	West Valley Connector Project Segment 3 Right-of-Way Services.	Paragon Partners	\$5,500,000 Shared with Overland Pacific Cutler (19-1002008) Bender Rosenthal (19-1002007), and Epic Land Solutions (18-1001924)	CTO 1 \$9,396.84	Total \$1,080,067.55
18-1001924 CTO 6	West Valley Connector Project Segment 4 Right-of-Way Services.	Epic Land Solutions	\$5,500,000 Shared with Overland Pacific Cutler (19-1002008) Bender Rosenthal (19-1002007), and Paragon Partners (19-1002009)		Total \$1,196,056.11

Attachment: April Procurement Report Attachment A (7700 : April 2021 Procurement Report)

## Attachment A

### April Contract Task Order Actions

#### Contingency Released:

Contract No. & Contingency No.	Reason for Contingency Amendment (include a description of the amendment)	Vendor Name	Previous Amendments & Dollar Values	Dollar Amount of Contingency Amendment	Amended Contract Total
20-1002271 Contingency Amendment 0A	This contingency is to allow preparation of an exhibit to support a memo to request Caltrans to decertify and sell the property to SBCTA for use on the project to allow for improved access to a fast food establishment and adjacent strip mall.	HDR Engineering, Inc.	Original \$650,461.79	\$5,670.50	\$656,132.2

Attachment: April Procurement Report Attachment A (7700 : April 2021 Procurement Report)

## Attachment A

### April Purchase Order Actions

Purchase Orders:

PO No.	PO Issue Date	Vendor Name	Description of Services	PO Dollar Amount
None				

Attachment: April Procurement Report Attachment A (7700 : April 2021 Procurement Report)

## Attachment A

### April Purchase Order Amendment Actions

Purchase Order Amendments Executed:

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

Attachment: April Procurement Report Attachment A (7700 : April 2021 Procurement Report)

## Attachment B

### April RFP's and IFB's

#### Release of RFP's and IFB's

Release Date	RFP/IFB No.	Anticipated Dollar Amount	Anticipated Award Date	Description of Overall Program and Program Budget
None				

Attachment: April Procurement Report Attachment B (7700 : April 2021 Procurement Report)

## *Minute Action*

AGENDA ITEM: 3

***Date:*** June 2, 2021

***Subject:***

Employer Retirement Contribution Advance Payment

***Recommendation:***

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

Authorize an advance payment of \$3,749,877, to the San Bernardino County Employees' Retirement Association by July 10, 2021, for San Bernardino County Transportation Authority's estimated annual retirement contribution for Fiscal Year 2021/2022.

***Background:***

San Bernardino County Transportation Authority (SBCTA) can take advantage of a savings by advancing payment of the estimated annual retirement contribution to the San Bernardino County Employees' Retirement Association (Board of Retirement), provided that the payment is received by July 10, 2021. The cost of retirement is included in the Fiscal Year 2021/2022 Proposed Budget as a fringe cost. Fringe costs are allocated to funds where salary expenditures are recorded. The funds supporting salaries and fringe include various Measure I programs, Local Transportation Funds, Service Authority for Freeway Emergencies and Council of Governments.

The prepaid amount is discounted by the Board of Retirement resulting in savings benefiting SBCTA. The estimated retirement cost for Fiscal Year 2021/2022 is \$3,871,259. The discount amount is calculated at \$121,382, resulting in a retirement contribution of \$3,749,877. SBCTA staff will annually request Board approval to prepay the retirement contribution resulting in savings to SBCTA.

***Financial Impact:***

This item is consistent with the Fiscal Year 2021/2022 Budget.

***Reviewed By:***

This item was reviewed and unanimously recommended for approval by the General Policy Committee on May 12, 2021.

***Responsible Staff:***

Lisa Lazzar, Chief of Fiscal Resources

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Approved  
Board of Directors  
Date: June 2, 2021

Witnessed By:

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*Entity: San Bernardino County Transportation Authority*



Molly Calcagno, ASA, MAAA, EA  
Actuary  
T 415.263.8254  
mcalcagno@segalco.com

180 Howard Street, Suite 1100  
San Francisco, CA 94105-6147  
segalco.com

## Via Email

April 29, 2021

Ms. Debby Cherney  
Chief Executive Officer  
San Bernardino County Employees' Retirement Association  
348 W Hospitality Lane, Third Floor  
San Bernardino, CA 92415-0014

**Re: San Bernardino County Employees' Retirement Association (SBCERA)  
San Bernardino County Transportation Authority (SBCTA) Employer Contributions  
Prepayment for Fiscal Year 2021-2022 on July 10, 2021**

Dear Debby:

We understand that SBCTA intends to prepay a portion of their total contributions on July 10, 2021 with a prepayment amount of \$3,749,876.79. As requested by SBCERA, we have calculated the equivalent biweekly contribution based on this prepayment scenario for SBCTA based on the number of biweekly payroll periods for fiscal year 2021-2022 (i.e., 26 biweekly periods).

As shown on Exhibit A, we determined that if SBCTA were to make a prepayment amount of \$3,749,876.79 on July 10, 2021, that amount would be equivalent to a biweekly contribution of \$148,894.58 starting on July 14, 2021 for the fiscal year 2021-2022 (or a total of \$3,871,259.20 for the 26 biweekly pay periods) based on an interest rate of 6.75% per annum. The prepayment reflects an interest discount of \$121,382.41 for paying the contributions earlier than the biweekly payment timing that we have anticipated in our valuation. We understand that the use of a discount rate for prepayments that is 0.50% less than the investment return assumption used in the annual actuarial valuation (currently 7.25%) was approved by the Board in July 2017.

The actuarial calculations contained in this letter were prepared under my supervision. I am a member of the American Academy of Actuaries and meet the Qualification Standards of the American Academy of Actuaries to render the actuarial opinion herein.



Ms. Debby Cherney  
April 29, 2021  
Page 2

Please let us know if you have any questions.

Sincerely,



Molly Calcagno, ASA, MAAA, EA  
Actuary

AW/bbf  
Enclosure

cc: Amy McInerney  
Christina Cintron

Attachment: LTR 05111-001 SBCERA SBC TA Prepayment Contributions for FY 2021-2022 - CLIENT (7707 : Employer Retirement Contribution

**\$3,749,876.79 Prepayment of Portion of San Bernardino County Transportation Authority  
Employer Contributions for Fiscal Year 2021-2022**

Fiscal Year 2021-2022  
ASSUMES PAYMENT ON July 10, 2021  
Discount Rate = 6.75%

<u>Payment Date</u>	<u>Biweekly Contribution Requirement</u>	<u>Interest*</u>	<u>Principal</u>	<u>Outstanding Balance of Prepaid Contributions</u>
07/10/2021				\$3,749,876.79
07/14/2021	\$148,894.58	\$2,685.23	\$146,209.35	\$3,603,667.44
07/28/2021	\$148,894.58	\$9,039.96	\$139,854.62	\$3,463,812.82
08/11/2021	\$148,894.58	\$8,689.13	\$140,205.45	\$3,323,607.36
08/25/2021	\$148,894.58	\$8,337.42	\$140,557.17	\$3,183,050.20
09/08/2021	\$148,894.58	\$7,984.83	\$140,909.76	\$3,042,140.44
09/22/2021	\$148,894.58	\$7,631.35	\$141,263.24	\$2,900,877.20
10/06/2021	\$148,894.58	\$7,276.98	\$141,617.60	\$2,759,259.60
10/20/2021	\$148,894.58	\$6,921.73	\$141,972.86	\$2,617,286.74
11/03/2021	\$148,894.58	\$6,565.58	\$142,329.00	\$2,474,957.74
11/17/2021	\$148,894.58	\$6,208.54	\$142,686.04	\$2,332,271.70
12/01/2021	\$148,894.58	\$5,850.61	\$143,043.98	\$2,189,227.72
12/15/2021	\$148,894.58	\$5,491.78	\$143,402.81	\$2,045,824.92
12/29/2021	\$148,894.58	\$5,132.04	\$143,762.54	\$1,902,062.38
01/12/2022	\$148,894.58	\$4,771.41	\$144,123.18	\$1,757,939.20
01/26/2022	\$148,894.58	\$4,409.87	\$144,484.71	\$1,613,454.49
02/09/2022	\$148,894.58	\$4,047.42	\$144,847.16	\$1,468,607.33
02/23/2022	\$148,894.58	\$3,684.07	\$145,210.52	\$1,323,396.81
03/09/2022	\$148,894.58	\$3,319.80	\$145,574.78	\$1,177,822.03
03/23/2022	\$148,894.58	\$2,954.62	\$145,939.96	\$1,031,882.06
04/06/2022	\$148,894.58	\$2,588.52	\$146,306.06	\$885,576.00
04/20/2022	\$148,894.58	\$2,221.51	\$146,673.08	\$738,902.92
05/04/2022	\$148,894.58	\$1,853.57	\$147,041.01	\$591,861.91
05/18/2022	\$148,894.58	\$1,484.71	\$147,409.87	\$444,452.04
06/01/2022	\$148,894.58	\$1,114.93	\$147,779.66	\$296,672.38
06/15/2022	\$148,894.58	\$744.22	\$148,150.37	\$148,522.01
06/29/2022	\$148,894.58	\$372.57	\$148,522.01	\$0.00
<b>Total</b>	<b>\$3,871,259.20</b>	<b>\$121,382.41</b>	<b>\$3,749,876.79</b>	
	Undiscounted Contributions	Interest Credited	Discounted Contributions	

**Discount Percentage      96.86%**

\* Based on compound interest at an effective interest rate of 6.75% per annum.

## *Minute Action*

AGENDA ITEM: 4

***Date:*** June 2, 2021

***Subject:***

Reclassification of Council of Governments Administrator Position

***Recommendation:***

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

Approve the reclassification of the Council of Governments Administrator position (salary range 33 - \$85,551 to \$128,326) to a new position of Council of Governments and Equity Programs Manager (salary range 35 - \$94,319 to \$141,479).

***Background:***

The Board of Directors recently created an Equity Ad Hoc Committee that is looking at how San Bernardino County Transportation Authority (SBCTA) conducts business through the lens of equity and how San Bernardino Associated Governments (SBCOG) might provide tools to assist our members as they address issues of equity in their communities. Staff feel that the work of reviewing SBCTA business practices through the lens of equity is important enough to be an ongoing function of the organization rather than a point in time examination. While SBCTA may not be large enough to warrant a full time position dedicated to this topic, it is important that this work is assigned to a specific staff person.

Staff is recommending that the responsibility of coordinating agency equity issues be assigned to the Council of Governments (COG) Administrator and that the position be reclassified as the COG and Equity Programs Manager to reflect this added responsibility and the additional interdepartmental coordination that they will manage. The position would be coordinating our regional work on emphasizing equity which is perfectly in alignment with our role as a COG. Additionally, this will assign the responsibility for managing progress on equity issues internally to a professional that can lead collaboration across the organization.

This reclassification would result in changing the salary range for the old position from 33 (\$85,551 to \$128,326) to salary range 35 (\$94,319 to \$141,479) for the reclassified position.

***Financial Impact:***

This item will result in an increase to the proposed Fiscal Year (FY) 2021/2022 SBCTA/SBCOG Budget of an amount not-to-exceed \$17,500 and an amount not-to-exceed \$1,500 for the remainder of FY 2020/2021.

***Reviewed By:***

This item was reviewed and unanimously recommended for approval by the General Policy Committee on May 12, 2021.

***Responsible Staff:***

Duane Baker, Deputy Executive Director

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

Board of Directors Agenda Item  
June 2, 2021  
Page 2

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Approved  
Board of Directors  
Date: June 2, 2021

Witnessed By:

San Bernardino Council of Governments  
San Bernardino County Transportation Authority

## *Minute Action*

AGENDA ITEM: 5

**Date:** *June 2, 2021*

**Subject:**

Agreement No. 21-1002547 with the California Highway Patrol for Freeway Service Patrol

**Recommendation:**

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

Approve Agreement No. 21-1002547 with the California Highway Patrol (CHP) in the amount of \$1,663,614 for daily oversight of the state and locally funded Freeway Service Patrol (FSP) Program and CHP oversight for the Construction FSP of the I-10 Express Lanes Project zone.

**Background:**

The Freeway Service Patrol (FSP) Program consists of a fleet of tow trucks roaming urban freeways for the purpose of assisting motorists with their disabled vehicles during peak commute periods. The stretch of highway in which the FSP driver patrols is referred to as a “Beat.” Over the years, the FSP Program has demonstrated many benefits including reductions in traffic delays, fuel consumption, vehicular emissions and secondary traffic incidents. The San Bernardino FSP Program was implemented in January of 2006 and services 81 (eighty-one) centerline miles of San Bernardino County freeways.

The current California Highway Patrol (CHP) agreement with San Bernardino County Transportation Authority (SBCTA), Contract No. 18-1001927, which is set to expire on June 30, 2021, provides a three-year contract for officer field oversight of the FSP Program and Construction FSP Program for the Interstate (I)-10 Express Lanes project. This new agreement will allow the CHP to continue their supervision of the FSP Program at the current level during the peak commute hours, as well as during the weekend service pilot for another three years. Staff would like to note that this agreement does see an overall reduction in cost of an estimated \$300,000 due to the ½ Officer position formally funded by SBCTA now being funded by Senate Bill (SB) 1 funds through CHP’s budget.

In addition to all regular FSP Program activities, this agreement will also continue to cover supervision of the Construction FSP to provide services along the I-10 first phase of the Express Lanes project construction. The anticipated traffic due to this construction phase will require FSP presence to assist with removal of disabled vehicles from the construction zone, thus ensuring the safety of the motoring public. At the conclusion of the Construction FSP phase for the express lanes, the CHP supervision will transition into supervision of the regular toll lanes Beat that will continue throughout the remainder of the term of this agreement. Staff will return to the Board of Directors for an amendment once all the details of FSP and the toll operation roles are defined.

Some of the duties that the CHP provides under this agreement are as follows:

**Oversight Duties performed during FSP hours:**

These are not all inclusive.

- Provide constant, in field, on scene, program oversight on all types of FSP, regular peak periods, construction, and weekend service.
- Provide “real time” decisions to incidents occurring in the field.
- Enforce program rules and guidelines through in-field supervision.

*Entity: San Bernardino County Transportation Authority*

## Board of Directors Agenda Item

June 2, 2021

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- Conduct all investigations with regard to equipment, personnel, damage, and concerns.
- Inspect tow trucks on a spot-check basis, as needed.
- Act as a FSP liaison between other governmental agencies, such as other CHP personnel, Caltrans, cities, counties, etc.
- Be available to the public for FSP questions/comments/concerns.
- Conduct bi-monthly or as-needed two-day, 10-hour certified FSP Driver training classes for the FSP Program.

**Oversight Duties performed during non-FSP hours:**

- Maintain driver files, records, etc., for all drivers.
- Conduct driver training classes.
- Conduct background checks, testing, fingerprinting and certifications for new drivers.
- Preparation of training class materials (maps, codes, etc.).
- Maintaining the Standard Operating Procedures (SOP) manual.
- Tracking of extra truck time, fines, penalties, certificates (Compliance of California (CA) Driver License, DL64, medical cards, Motor Carrier Permits, etc.).
- Attend various FSP related required meetings and training (Technical Advisory Committee, quarterly drivers' meetings, etc.).
- Maintenance of drop point maps to include changing local regulations.
- Monitoring of the Automatic Vehicle Locator (AVL) system, tablets, radios, and any other computer related FSP equipment.
- Maintenance of required "field ready" equipment, such as backup tablets, radios, safety vests, brochures, survey forms, magnetic signs, etc.
- Tracking of drivers' tenure and performance for driver recognition and rewards.
- Participate in the RFP process for new vendors, beats, etc.

Staff coordinated with the CHP to develop an estimate for the incremental CHP Officer and CHP Dispatcher time and corresponding costs needed to support general overtime. Staff also coordinated internally with the Express Lanes project team and CHP to determine the estimated costs for CHP Officer and CHP Dispatcher hours for the construction phase.

The CHP is an integral part of SBCTA's FSP Program and has been a key component to the program's success, especially during the COVID-19 pandemic. An Inland CHP Lieutenant Commander provides direct supervision of the dedicated FSP Officers, and reviews and approves their reimbursed overtime expenses. Therefore, staff is recommending the approval of Agreement No. 21-1002547 to continue the program supervision of the FSP Program by the CHP.

***Financial Impact:***

Funds for these actions will be budgeted in the Fiscal Year 2021/2022 Budget. Funding sources are DMV/SAFE and Measure I Valley Freeway Interchange funds. All future fiscal year expenses will be budgeted accordingly during those fiscal years.

***Reviewed By:***

This item was reviewed and unanimously recommended for approval by the General Policy Committee on May 12, 2021. SBCTA General Counsel and Risk Management have reviewed this item and the draft agreement.

***Responsible Staff:***

Jenny Herrera, Management Analyst III

San Bernardino County Transportation Authority

Board of Directors Agenda Item  
June 2, 2021  
Page 3

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Approved  
Board of Directors  
Date: June 2, 2021  
Witnessed By:

San Bernardino County Transportation Authority

**Contract Summary Sheet**

5.a

**General Contract Information**

Contract No: 21-1002547 Amendment No.: \_\_\_\_\_  
 Contract Class: Payable Department: Air Quality and Mobility  
 Vendor No.: 00496 Vendor Name: CALIFORNIA HIGHWAY PATROL  
 Description: FREEWAY SERVICE PATROL OVERTIME AGREEMENT  
 List Any Related Contract Nos.: \_\_\_\_\_

**Dollar Amount**

Original Contract	\$	1,663,614.00	Original Contingency	\$	-
Prior Amendments	\$	-	Prior Amendments	\$	-
Current Amendment	\$	-	Current Amendment	\$	-
<b>Total/Revised Contract Value</b>	<b>\$</b>	<b>1,663,614.00</b>	<b>Total Contingency Value</b>	<b>\$</b>	<b>-</b>
<b>Total Dollar Authority (Contract Value and Contingency)</b>				<b>\$</b>	<b>1,663,614.0</b>

**Contract Authorization**

Board of Directors \_\_\_\_\_ Date: 06/02/2021 Board \_\_\_\_\_ Item # 7705

**Contract Management (Internal Purposes Only)**

Other Contracts \_\_\_\_\_ Sole Source? Yes \_\_\_\_\_ N/A \_\_\_\_\_  
 State/Local \_\_\_\_\_ Freeway Service Patrol \_\_\_\_\_

**Accounts Payable**

Estimated Start Date: 07/01/2021 Expiration Date: 06/30/2024 Revised Expiration Date: \_\_\_\_\_  
 NHS: N/A QMP/QAP: N/A Prevailing Wage: N/A

Total Contract Funding: \_\_\_\_\_ Total Contingency: \_\_\_\_\_

Fund	Prog	Task	Sub-Task	Object	Revenue	PA Level	Revenue Code Name	\$	\$
GL: 2810	15	0704	0000	52001	42212001		DMV SAFE	1,663,614.00	-
GL: 4120	40	0820	0823	52001	41100000	650.000.5	MSI Valley IC	603,247.00	-
GL:								1,060,367.00	-
GL:								-	-
GL:								-	-
GL:								-	-
GL:								-	-
GL:								-	-
GL:								-	-
GL:								-	-
GL:								-	-

JENNY HERRERA

DUANE A. BAKER

Project Manager (Print Name)

Task Manager (Print Name)

Additional Notes:

Attachment: CSS - Revised - 08-31-2020 1.21pm (7705 : Agreement No. 21-1002547 with the California Highway Patrol for Freeway Service



STATE OF CALIFORNIA - DEPARTMENT OF GENERAL SERVICES

**STANDARD AGREEMENT**

STD 213 (Rev. 04/2020)

AGREEMENT NUMBER <b>21R061000</b>	PURCHASING AUTHORITY NUMBER (If Applicable)
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1. This Agreement is entered into between the Contracting Agency and the Contractor named below:

CONTRACTING AGENCY NAME Department of California Highway Patrol
CONTRACTOR NAME San Bernardino County Transportation Authority (SBCTA)

2. The term of this Agreement is:

START DATE 07/01/2021
THROUGH END DATE 06/30/2024

3. The maximum amount of this Agreement is:

\$1,663,614.00 One Million Six Hundred Sixty Three Thousand Six Hundred Fourteen Dollars and Zero Cents

4. The parties agree to comply with the terms and conditions of the following exhibits, which are by this reference made a part of the Agreement.

Exhibits	Title	Pages
Exhibit A	Scope of Work	12
Exhibit B	Budget Detail and Payment Provisions	3
Exhibit C *	General Terms and Conditions - 04/2017 Amended (The following clauses are excluded from GTC 04/2017 (#4 AUDIT; #5 INDEMNIFICATION; #6 DISPUTES; #7 TERMINATION FOR CAUSE; #9 RECYCLING CERTIFICATION, #11 CERTIFICATION CLAUSES, #13 COMPENSATION; #15 ANTITRUST CLAIMS; #16 CHILD SUPPORT COMPLIANCE; #18 PRIORITY HIRING CONSIDERATIONS; #19 SMALL BUSINESS PARTICIPATION AND DVBE PARTICIPATION REPORTING REQUIREMENTS AND #20 LOSS LEADER)	
+ -	Exhibit D Special Terms and Conditions	1

Items shown with an asterisk (\*), are hereby incorporated by reference and made part of this agreement as if attached hereto.

These documents can be viewed at <https://www.dgs.ca.gov/OLS/Resources>

IN WITNESS WHEREOF, THIS AGREEMENT HAS BEEN EXECUTED BY THE PARTIES HERETO.

**CONTRACTOR**

CONTRACTOR NAME (if other than an individual, state whether a corporation, partnership, etc.) San Bernardino County Transportation Authority (SBCTA)			
CONTRACTOR BUSINESS ADDRESS 1170 West 3rd Street, 2nd Floor	CITY San Bernardino	STATE CA	ZIP 92410
PRINTED NAME OF PERSON SIGNING REFER TO EXHIBIT A, PAGE 12	TITLE		
CONTRACTOR AUTHORIZED SIGNATURE	DATE SIGNED		

Attachment: 21-1002547 (7705 : Agreement No. 21-1002547 with the California Highway Patrol for Freeway Service Patrol)

STATE OF CALIFORNIA - DEPARTMENT OF GENERAL SERVICES

**STANDARD AGREEMENT**

STD 213 (Rev. 04/2020)

AGREEMENT NUMBER <b>21R061000</b>	PURCHASING AUTHORITY NUMBER (If Applicable)
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**STATE OF CALIFORNIA**

CONTRACTING AGENCY NAME  
 Department of California Highway Patrol

CONTRACTING AGENCY ADDRESS 601 N. 7th Street	CITY Sacramento	STATE CA	ZIP 95811
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PRINTED NAME OF PERSON SIGNING REFER TO EXHIBIT A, PAGE 12	TITLE
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CONTRACTING AGENCY AUTHORIZED SIGNATURE	DATE SIGNED
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CALIFORNIA DEPARTMENT OF GENERAL SERVICES APPROVAL	EXEMPTION (If Applicable)
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DRAFT

Attachment: 21-1002547 (7705 : Agreement No. 21-1002547 with the California Highway Patrol for Freeway Service Patrol)

AGREEMENT BETWEEN  
STATE OF CALIFORNIA  
DEPARTMENT OF CALIFORNIA HIGHWAY PATROL  
AND  
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY  
FOR FREEWAY SERVICE PATROL

THIS AGREEMENT is between the State of California acting by and through the Department of California Highway Patrol (hereinafter referred to as CHP) P.O. Box 942898, Sacramento, California 94298-001 and San Bernardino County Transportation Authority (hereinafter referred to as SBCTA) 1170 West Third Street, Second Floor, San Bernardino, CA 92410-1715. (Collectively CHP and SBCTA may be referred to as the "Parties.")

**ARTICLE 1. GENERAL INFORMATION**

- A. This Agreement provides for CHP dispatch services and overtime supervisory assistance in connection with the Freeway Service Patrol (FSP) program in San Bernardino County. Streets and Highways Code Section 2561, subdivision (c) defines "freeway service patrol" as a "program managed by the Department of the California Highway Patrol, the [California Department of Transportation], and a regional or local entity which provides emergency roadside assistance on a freeway in an urban area."
- B. Section 2401 of the California Vehicle Code (CVC) states the Commissioner of CHP shall make adequate provisions for patrol of the highways at all times of the day and night.
- C. SBCTA has the ability to provide local matching funds as required by the State Budget Change Proposal (BCP) for FSPs on freeways within San Bernardino County and has qualified the county to participate in the state FSP program.

San Bernardino County FSPs will assist in transportation system management efforts, provide traffic congestion relief, and expedite the removal of freeway impediments, all of which will have the added benefit of improving air quality.

## **ARTICLE 2. TERMS AND CONDITIONS**

- A. San Bernardino County's FSP program is intended to be funded with revenues derived from Transportation Management and Environmental Enhancement (TMEE) funds or Service Authority for Freeway Emergencies (SAFE) and state Budget Change Proposal funds, known as BCP, for the day-to-day contractor operation. SBCTA is currently only provided two (2) officers to provide oversight for the program in accordance with funding available for the statewide FSP program. With ongoing additions and turnover of FSP program drivers, the provision of additional driver training and required certification classes by CHP are a necessity in order for SBCTA's tow contractors to maintain their contractual obligation of having only certified FSP drivers perform FSP services. With only two (2) officers, it is difficult to provide classes as well as fulfill other duties the officers are responsible for within regular duty hours. Therefore, it is necessary to fund CHP overtime for FSP program oversight assistance, incident investigations, administrative duties, and other field duties as required to maintain operational safety and code compliance.
- B. Should this Agreement be terminated under paragraph D, SBCTA agrees to provide funding to reimburse CHP for those reasonable costs incurred and associated with the program overtime and administrative duties as defined in this Agreement up to the point of termination.

- C. The term of this Agreement shall be effective July 1, 2021, through June 30, 2024.
- D. The CHP and SBCTA mutually agree that either party may terminate this Agreement upon sixty (60) days' prior written notice to the other party.
- E. The CHP and SBCTA agree that this Agreement may be amended by mutual consent of both parties hereto.
- F. SBCTA agrees to reimburse CHP for actual costs incurred while performing overtime FSP related duties, in accordance with the following schedule:
1. For Regular FSP Program, Extended Weekday Service And Weekend Service:
    - a. Approximately 1,632 hours of available officer overtime during fiscal year (FY) 2021/2022, reimbursed at an estimated rate of \$91.74 per hour for an annual estimated amount of \$149,720 for FY 2021/2022.
    - b. Approximately 962 hours of available Dispatcher overtime during FY 2021/2022, reimbursed at an estimated rate of \$47.23 per hour or an annual estimated amount of \$45,436 for FY 2021/2022.
    - c. Approximately 1,632 hours of available officer overtime during FY 2022/2023, reimbursed at an estimated rate of \$94.50 per hour for an annual estimated amount of \$154,224.00 for FY 2022/2023.
    - d. Approximately 962 hours of available Dispatcher overtime during FY 2022/2023, reimbursed at an estimated rate of \$48.65 per hour for an annual estimated amount of \$46,802 for FY 2022/2023.

- e. Approximately 1,632 hours of available officer overtime during FY 2023/2024, reimbursed at an estimated rate of \$97.34 per hour for an annual estimated amount of \$158,859 for FY 2023/2024.
- f. Approximately 962 hours of available Dispatcher overtime during FY 2023/2024, reimbursed at an estimated rate of \$50.11 per hour for an annual estimated amount of \$48,206 for FY 2023/2024.

Total Contract not-to-exceed amount for Regular FSP Program, Extended Weekday Service And Weekend Service: \$603,247.

2. For SBCTA I-10 Express Lanes Construction FSP:

- a. Approximately 2,836 hours of available officer overtime during FY 2021/2022, reimbursed at an estimated rate of \$91.74 per hour for an annual estimated amount of \$260,175 for FY 2021/2022.
- b. Approximately 2,836 hours of available Dispatcher overtime during FY 2021/2022, reimbursed at an estimated rate of \$47.23 per hour for an annual estimated amount of \$133,945 for FY 2021/2022.
- c. Approximately 2,430 hours of available officer overtime during FY 2022/2023, reimbursed at an estimated rate of \$94.50 per hour for an annual estimated amount of \$229,635 for FY 2022/2023.
- d. Approximately 2,430 hours of available Dispatcher overtime during FY 2022/2023, reimbursed at an estimated rate of \$48.65 per hour for an annual estimated amount of \$118,220 for FY 2022/2023.

Total contract not-to-exceed amount for I-10 Express Lanes Project CONSTRUCTION PHASE: \$741,975.

**3. SBCTA I-10 Regular Toll Operations on the I-10 (once all construction is complete)**

**RAMP UP HOURS (Estimated June 2023 through August 2023)**

- a. Approximately 795 hours of available officer overtime during FY 2023/2024, reimbursed at an estimated rate of \$97.34 per hour for an annual estimated amount of \$77,386 for FY 2023/2024.
- b. Approximately 795 hours of available Dispatcher overtime during FY 2023/2024, reimbursed at an estimated rate of \$50.11 per hour for an annual estimated amount of \$39,838 for FY 2023/2024.

**REGULAR EXPRESS LANES OPERATION (Estimated September 2023 through June 2024)**

- c. Approximately 1,168 hours of available officer overtime during FY 2023/2024, reimbursed at an estimated rate of \$97.34 per hour for an annual estimated amount of \$113,694 for FY 2023/2024.
- d. Approximately 1,168 hours of available Dispatcher overtime during FY 2023/2024, reimbursed at an estimated rate of \$50.11 per hour for an annual estimated amount of \$58,529 for FY 2023/2024.
- e. A 10% contingency included in the amount of \$28,945 for potential increase in hours for FSP.

**Total contract not-to-exceed amount for I-10 Express Lanes Ramp Up and Regular Operations hours: \$318,392.**

Amounts payable to the CHP by SBCTA for costs incurred pursuant to this Agreement may be utilized over several fiscal years and need not be utilized in a single fiscal year by the CHP, so long as the total amount payable under this Agreement is not exceeded.

It is understood by both parties that rate increases in salary and benefits are governed by collective bargaining agreements and/or statute and that no advance written notification is necessary prior to implementing the increased rates. In the event CHP is granted a rate increase, SBCTA agrees to reimburse CHP at the new hourly rate, but in no event shall the total amount exceed the maximum contract amount of \$1,663,614.

Fiscal Year begins July 1 and ends on June 30.



G. The CHP shall invoice SBCTA monthly. SBCTA agrees to pay CHP within thirty (30) days after the invoice is received.

**Invoice Address**

San Bernardino County Transportation Authority  
1170 West Third Street, Second Floor  
San Bernardino, CA 92410-1715

**Remittance Address**

Department of California Highway Patrol  
P.O. Box 942900  
Sacramento, CA 94298-2900

Contact: Jenny Herrera, Program Manager  
Telephone: (909) 884-8276  
E-mail: [jherrera@gosbcta.com](mailto:jherrera@gosbcta.com)

Contact: Accounts Receivable  
Telephone: (916) 843-3583

H. **NOTICE.** The CHP and SBCTA agree that any notice required under this Agreement shall be delivered or mailed to the persons designated below:

Department of California Highway Patrol  
Research and Planning Section  
P.O. Box 942898  
Sacramento, CA 94298-0001  
Contact: Lori Gong, Statewide FSP Manager  
Telephone: (916) 843-3353

San Bernardino County Transportation Authority  
1170 West Third Street, Second Floor  
San Bernardino, CA 92410-1715  
Contact: Jenny Herrera, Program Manager  
Telephone: (909) 884-8276

**ARTICLE 3. SBTCA RESPONSIBILITIES**

A. SBCTA shall reimburse CHP for those overtime expenses necessary to support the San Bernardino County FSP operations as outlined under Article 2, Terms and Conditions, Paragraph F.

Attachment: 21-1002547 (7705 : Agreement No. 21-1002547 with the California Highway Patrol for Freeway Service Patrol)

- B. It is agreed that in the event state FSP funds do not become available to SBCTA for this Agreement, SBCTA may immediately terminate this Agreement with written notice, but shall pay the CHP from other sources any amounts required to cover CHP's cost to the date of Agreement termination.

#### **ARTICLE 4. CHP RESPONSIBILITIES**

- A. The CHP has already assigned and staffed as specified for the dedicated purpose of operating the San Bernardino County FSP with two (2) fulltime officers for the dedicated purpose of assisting with San Bernardino County FSP operations. If the CHP cannot provide the Agreement's specified staffing level, CHP agrees to notify SBCTA within thirty (30) days.
- B. All personnel providing services shall be state employees under the sole discretion, supervision, and regulation of CHP. Said personnel shall work out of the appropriate CHP facilities as designated by CHP. At no time shall any state employee assigned to the San Bernardino County FSP program be considered an employee, agent, official, or volunteer of SBCTA.

#### **ARTICLE 5. CHP OVERTIME**

CHP overtime duties may include, but are not limited to:

- A. Assisting with the field oversight of FSP program operations.
- B. Investigating complaints from the public regarding a San Bernardino County FSP contractor or driver.
- C. Performing all necessary drivers' license and background checks on all San Bernardino County FSP operators.

- D. Inspecting all San Bernardino County FSP contractor tow trucks on a periodic basis.
- E. Overseeing San Bernardino County FSP contractors' compliance with statutory and regulatory requirements.
- F. Providing training to all San Bernardino County FSP contractors and drivers.
- G. Providing representation for SBCTA FSP Technical Committee

#### **ARTICLE 6. INDEMNIFICATION**

- A. To the extent permitted by law, SBCTA shall defend, indemnify, and save harmless CHP and all of CHP's appointees, officers, and employees from and against any and all claims, suits, or actions for "injury" (as defined by Government Code section 810.8) caused by the negligent or intentional acts or omissions of SBCTA, or SBCTA's officers, directors, and employees, arising out of the performance of this Agreement.
- B. To the extent permitted by law, CHP shall defend, indemnify, and save harmless SBCTA and all of SBCTA's officers, directors, and employees from and against any and all claims, suits, or actions for "injury" (as defined by Government Code section 810.8) caused by the negligent or intentional acts or omissions of CHP, or CHP's appointees, officers, or employees, arising out of the performance of this Agreement.
- C. Neither termination of this Agreement nor completion of the acts to be performed under this Agreement shall release any party from its obligation to indemnify as to any claims or cause of action asserted so long as the event(s) upon which such claim or cause of action is predicated shall have occurred

subsequent to the effective date of this Agreement and prior to the effective date of termination or completion.

#### **ARTICLE 7. AUDITS**

The contracting parties hereto shall be subject to the examination and audit of the state for a period of three (3) years after final payment under the contract. In addition, SBCTA and CHP may be subject to the examination and audit by representatives of either party. The examination and audit shall be confined to those matters connected with the performance of the contract including, but not limited to the costs of administering the contract. SBCTA and CHP agree to allow the auditor(s) access to such records during normal business hours and to allow interviews of any employees who might reasonably have information related to such records (Gov. Code Sect. 8546.7). SBCTA agrees to maintain such records for possible audit for a minimum of three (3) years after final payment.

#### **ARTICLE 8. DISPUTES**

Except as otherwise provided in this Agreement, any dispute concerning a question of fact arising under this Agreement which is not disposed of by mutual agreement of the parties may be submitted to an independent arbitrator mutually agreed upon by the CHP and SBCTA. The arbitrator's decisions shall be non-binding and advisory only, and nothing herein shall preclude either party, at any time, from pursuing any other legally available course of action, including the filing of a lawsuit. Pending a final decision of a dispute hereunder, both parties shall proceed diligently with the performance of their duties under this Agreement, and such continued performance of their duties under this Agreement shall not constitute a waiver of any rights, legal or equitable, of either party relating to the dispute.

## **ARTICLE 9. RESOLUTION**

SBCTA agrees to provide CHP with a resolution, motion, order or ordinance of the governing body, approving execution of agreements with CHP, and identifying the individual who is authorized to sign the Agreement on behalf of SBCTA.

## **ARTICLE 10. OTHER TERMS AND CONDITIONS**

- A. By and in consideration of the covenants and conditions contained herein, CHP and SBCTA do hereby agree as follows:
- B. This Agreement, and any attachments or documents incorporated herein by inclusion or reference, constitutes the complete and entire Agreement between CHP and SBCTA and supersedes any prior representations, understandings, communications, commitments, Agreements or proposals, oral or written.
- C. This Agreement shall not become effective until:
1. Duly signed by both parties and approved by the Department of General Services Office of Legal Services, if applicable.
  2. SBCTA has submitted to CHP a copy of the resolution, policy, order, motion, or ordinance from SBCTA approving execution of the Agreement and identifying the individual authorized to sign on behalf of SBCTA.

**This space is intentionally left blank.**

This Agreement is entered into by the parties listed below and shall be effective upon approval by the Department of General Services Office of Legal Services, if applicable. By executing this Agreement, the representatives of CHP and SBCTA warrant that they have viewed and fully understand all provisions of this Agreement, and are authorized to bind their respective agencies to all terms of the Agreement's provisions.

STATE OF CALIFORNIA  
Department of California Highway  
Patrol

San Bernardino County Transportation Authority

\_\_\_\_\_  
R. E. SIDLEY, Assistant Chief  
Administrative Services Division

\_\_\_\_\_  
Frank J. Navarro  
President

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

APPROVED AS TO FORM:

\_\_\_\_\_  
Juanda Lowder Daniel  
Asst. General Counsel

\_\_\_\_\_  
Date

\_\_\_\_\_  
Jeffery Hill  
SBCTA Procurement Manager

\_\_\_\_\_  
Date

DRAFT

Attachment: 21-1002547 (7705 : Agreement No. 21-1002547 with the California Highway Patrol for Freeway Service Patrol)

EXHIBIT B

BUDGET DETAIL AND PAYMENT PROVISIONS

1. INVOICING AND PAYMENT

- A. For services satisfactorily rendered and upon receipt and approval of invoices SBCTA agrees to compensate California Highway Patrol (CHP) for actual expenditures incurred in accordance with the rates specified herein (which mirror those of Article 2, Paragraph F).
- B. Invoices shall include the Agreement Number and will be provided in triplicate monthly as specified in Article 2, Paragraph G, in arrears to:

**Invoice Address**

San Bernardino County Transportation  
Authority  
1170 West 3rd Street, 2nd Floor  
San Bernardino, CA 92410-1715

Contact: Jenny Herrera, Program Manager

Telephone: (909) 884-8276

E-mail: [jherrera@gosbcta.com](mailto:jherrera@gosbcta.com)

C. **Payment**

Payment shall be made as follows:

Department of California Highway Patrol  
P.O. Box 942900  
Sacramento, Ca 94298-2900

Telephone: (916) 843-3583

The CHP shall invoice SBCTA monthly. SBCTA agrees to pay within thirty (30) days after the invoice is received. Payment for these services may be made by corporate check, cashier's check, or money order in the invoiced amount. If a cashier's check, corporate check, or money order is submitted, it must be made payable to: "CHP Accounting Section." Please note the contract number in the "memo" section of the check and submit the check with a copy of the invoice so that it can be credited to your contract.

## EXHIBIT B

BUDGET DETAIL AND PAYMENT PROVISIONS**2. BUDGET CONTINGENCY CLAUSE**

- A. It is mutually agreed that if the Budget Act of the current year and/or any subsequent years covered under this Agreement does not appropriate sufficient funds for the program, this Agreement shall be of no further force and effect. In this event, the state shall have no liability to pay any funds whatsoever to Contractor or to furnish any other considerations under this Agreement and Contractor shall not be obligated to perform any provisions of this Agreement.
- B. If funding for any fiscal year is reduced or deleted by the Budget Act for purposes of this program, the state shall have the option to either cancel this Agreement with no liability occurring to the state or offer an Agreement amendment to Contractor to reflect the reduced amount.

**3. PROMPT PAYMENT CLAUSE**

Payment will be made in accordance with, and within the time specified in, Government Code Chapter 4.5, commencing with Section 927.

**4. RATE SCHEDULE**

Program rates and approximate spend categories are below, as specified in Article 2, Paragraph F:

Regular FSP				
Fiscal Year	Classification	Hourly Rate	Hours	Total Cost
2021/22	Officers	\$ 91.74	1632	\$ 149,720.00
	Dispatchers	\$ 47.23	962	\$ 45,436.00
			<b>Total</b>	<b>\$ 195,156.00</b>
Fiscal Year	Classification	Hourly Rate	Hours	Total Cost
2022/23	Officers	\$ 94.50	1632	\$ 154,224.00
	Dispatchers	\$ 48.65	962	\$ 46,802.00
			<b>Total</b>	<b>\$ 201,026.00</b>
Fiscal Year	Classification	Hourly Rate	Hours	Total Cost
2023/24	Officers	\$ 97.34	1632	\$ 158,859.00
	Dispatchers	\$ 50.11	962	\$ 48,206.00
			<b>Total</b>	<b>\$ 207,065.00</b>
			<b>Total Regular FSP</b>	<b>\$ 603,247.00</b>



Department of California Highway Patrol #21R061000  
 SBCTA # 21-1002547  
 EXHIBIT B, Page 3 of 3

## EXHIBIT B

BUDGET DETAIL AND PAYMENT PROVISIONS

<b>I-10 Express Lanes Construction</b>				
Fiscal Year	Classification	Hourly Rate	Hours	Total
2021/22	Officers	\$ 91.74	2836	\$ 260,175.00
	Dispatchers	\$ 47.23	2836	\$ 133,945.00
			<b>Total</b>	<b>\$ 394,120.00</b>
Fiscal Year	Classification	Hourly Rate	Hours	Total
2022/23	Officers	\$ 94.50	2430	\$ 229,635.00
	Dispatchers	\$ 48.65	2430	\$ 118,220.00
			<b>Total</b>	<b>\$ 347,855.00</b>
			<b>Total I-10 Express Lanes Construction</b>	<b>\$ 741,975.00</b>

<b>I-10 Regular Express Lanes Ramp-Up</b>				
Fiscal Year	Classification	Hourly Rate	Hours	Total
2023/24	Officers	\$ 97.34	795	\$ 77,386.00
	Dispatchers	\$ 50.11	795	\$ 39,838.00
			<b>Total</b>	<b>\$ 117,224.00</b>

<b>I-10 Regular Express Lanes Operation</b>				
Fiscal Year	Classification	Hourly Rate	Hours	Total
2023/24	Officers	\$ 97.34	1168	\$ 113,694.00
	Dispatchers	\$ 50.11	1168	\$ 58,529.00
			<b>Total</b>	<b>\$ 172,223.00</b>
			10% Contingency	\$ 28,945.00
<b>Total I-10 Regular Express Lanes Operation</b>				<b>\$ 201,168.00</b>

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Department of California Highway Patrol and SBCTA  
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GTC 04/2017

EXHIBIT C

GENERAL TERMS AND CONDITIONS

1. APPROVAL: This Agreement is of no force or effect until signed by both parties and approved by the Department of General Services, if required. Contractor may not commence performance until such approval has been obtained.
2. AMENDMENT: No amendment or variation of the terms of this Agreement shall be valid unless made in writing, signed by the parties and approved as required. No oral understanding or Agreement not incorporated in the Agreement is binding on any of the parties.
3. ASSIGNMENT: This Agreement is not assignable by the Contractor, either in whole or in part, without the consent of the State in the form of a formal written amendment.
4. AUDIT: ~~Contractor agrees that the awarding department, the Department of General Services, the Bureau of State Audits, or their designated representative shall have the right to review and to copy any records and supporting documentation pertaining to the performance of this Agreement. Contractor agrees to maintain such records for possible audit for a minimum of three (3) years after final payment, unless a longer period of records retention is stipulated. Contractor agrees to allow the auditor(s) access to such records during normal business hours and to allow interviews of any employees who might reasonably have information related to such records. Further, Contractor agrees to include a similar right of the State to audit records and interview staff in any subcontract related to performance of this Agreement. (Gov. Code Section 8546.7, Pub. Contract Code Section 10115 et seq., CCR Title 2, Section 1896).~~ **Excluded**
5. INDEMNIFICATION: ~~Contractor agrees to indemnify, defend and save harmless the State, its officers, agents and employees from any and all claims and losses accruing or resulting to any and all contractors, subcontractors, suppliers, laborers, and any other person, firm or corporation furnishing or supplying work services, materials, or supplies in connection with the performance of this Agreement, and from any and all claims and losses accruing or resulting to any person, firm or corporation who may be injured or damaged by Contractor in the performance of this Agreement.~~ **Excluded**
6. DISPUTES: ~~Contractor shall continue with the responsibilities under this Agreement during any dispute.~~ **Excluded**
7. TERMINATION FOR CAUSE: ~~The State may terminate this Agreement and be relieved of any payments should the Contractor fail to perform the requirements of this Agreement at the time and in the manner herein provided. In the event of such termination the State may proceed with the work in any manner deemed proper by the State. All costs to the State shall be deducted from any sum due the Contractor under this Agreement and the balance, if any, shall be paid to the Contractor upon demand.~~ **Excluded**

Attachment: 21-1002547 (7705 : Agreement No. 21-1002547 with the California Highway Patrol for Freeway Service Patrol)

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Department of California Highway Patrol and SBCTA  
Exhibit C (GTC) Page 2 of 4

8. INDEPENDENT CONTRACTOR: Contractor, and the agents and employees of Contractor, in the performance of this Agreement, shall act in an independent capacity and not as officers or employees or agents of the State.
9. RECYCLING CERTIFICATION: ~~The Contractor shall certify in writing under penalty of perjury, the minimum, if not exact, percentage of post-consumer material as defined in the Public Contract Code Section 12200, in products, materials, goods, or supplies offered or sold to the State regardless of whether the product meets the requirements of Public Contract Code Section 12209. With respect to printer or duplication cartridges that comply with the requirements of Section 12156(e), the certification required by this subdivision shall specify that the cartridges so comply (Pub. Contract Code Section 12205).~~ **Excluded**
10. NON-DISCRIMINATION CLAUSE: During the performance of this Agreement, Contractor and its subcontractors shall not deny the contract's benefits to any person on the basis of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status, nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status. Contractor shall insure that the evaluation and treatment of employees and applicants for employment are free of such discrimination. Contractor and subcontractors shall comply with the provisions of the Fair Employment and Housing Act (Gov. Code Section 12900 et seq.), the regulations promulgated thereunder (Cal. Code Regs., tit. 2, Sections 11000 et seq.), the provisions of Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (Gov. Code Sections 11135-11139.5), and the regulations or standards adopted by the awarding state agency to implement such article. Contractor shall permit access by representatives of the Department of Fair Employment and Housing and the awarding state agency upon reasonable notice at any time during the normal business hours, but in no case less than 24 hours' notice, to such of its books, records, accounts, and all other sources of information and its facilities as said Department or Agency shall require to ascertain compliance with this clause. Contractor and its subcontractors shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreement. (See Cal. Code Regs., tit. 2, Section 11105.)
- Contractor shall include the nondiscrimination and compliance provisions of this clause in all subcontracts to perform work under the Agreement.
11. CERTIFICATION CLAUSES: ~~The CONTRACTOR CERTIFICATION CLAUSES contained in the document CCC 04/2017 are hereby incorporated by reference and made a part of this Agreement by this reference as if attached hereto.~~ **Excluded**
12. TIMELINESS: Time is of the essence in this Agreement.
13. COMPENSATION: ~~The consideration to be paid Contractor, as provided herein, shall be in compensation for all of Contractor's expenses incurred in the performance hereof, including travel, per diem, and taxes, unless otherwise expressly so provided.~~ **Excluded**

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14. GOVERNING LAW: This contract is governed by and shall be interpreted in accordance with the laws of the State of California.
15. ANTITRUST CLAIMS: ~~The Contractor by signing this agreement hereby certifies that if these services or goods are obtained by means of a competitive bid, the Contractor shall comply with the requirements of the Government Codes Sections set out below.~~
- a. ~~The Government Code Chapter on Antitrust claims contains the following definitions:~~
- 1) ~~"Public purchase" means a purchase by means of competitive bids of goods, services, or materials by the State or any of its political subdivisions or public agencies on whose behalf the Attorney General may bring an action pursuant to subdivision (c) of Section 16750 of the Business and Professions Code.~~
- 2) ~~"Public purchasing body" means the State or the subdivision or agency making a public purchase. Government Code Section 4550.~~
- b. ~~In submitting a bid to a public purchasing body, the bidder offers and agrees that if the bid is accepted, it will assign to the purchasing body all rights, title, and interest in and to all causes of action it may have under Section 4 of the Clayton Act (15 U.S.C. Section 15) or under the Cartwright Act (Chapter 2 (commencing with Section 16700) of Part 2 of Division 7 of the Business and Professions Code), arising from purchases of goods, materials, or services by the bidder for sale to the purchasing body pursuant to the bid. Such assignment shall be made and become effective at the time the purchasing body tenders final payment to the bidder. Government Code Section 4552.~~
- c. ~~If an awarding body or public purchasing body receives, either through judgment or settlement, a monetary recovery for a cause of action assigned under this chapter, the assignor shall be entitled to receive reimbursement for actual legal costs incurred and may, upon demand, recover from the public body any portion of the recovery, including treble damages, attributable to overcharges that were paid by the assignor but were not paid by the public body as part of the bid price, less the expenses incurred in obtaining that portion of the recovery. Government Code Section 4553.~~
- d. ~~Upon demand in writing by the assignor, the assignee shall, within one year from such demand, reassign the cause of action assigned under this part if the assignor has been or may have been injured by the violation of law for which the cause of action arose and (a) the assignee has not been injured thereby, or (b) the assignee declines to file a court action for the cause of action. See Government Code Section 4554. **Excluded**~~
16. CHILD SUPPORT COMPLIANCE ACT: For any Agreement in excess of \$100,000, the contractor acknowledges in accordance with Public Contract Code Section 7110, that:
- a. ~~The contractor recognizes the importance of child and family support obligations and shall fully comply with all applicable state and federal laws relating to child and family support enforcement, including, but not limited to, disclosure of information and compliance with~~

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Department of California Highway Patrol and SBCTA  
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earnings assignment orders, as provided in Chapter 8 (commencing with Section 5200) of Part 5 of Division 9 of the Family Code; and

b. ~~The contractor, to the best of its knowledge is fully complying with the earnings assignment orders of all employees and is providing the names of all new employees to the New Hire Registry maintained by the California Employment Development Department.~~ **Excluded**

17. UNENFORCEABLE PROVISION: In the event that any provision of this Agreement is unenforceable or held to be unenforceable, then the parties agree that all other provisions of this Agreement have force and effect and shall not be affected thereby.
18. PRIORITY HIRING CONSIDERATIONS: ~~If this Contract includes services in excess of \$200,000, the Contractor shall give priority consideration in filling vacancies in positions funded by the Contract to qualified recipients of aid under Welfare and Institutions Code Section 11200 in accordance with Pub. Contract Code Section 10353.~~ **Excluded**
19. SMALL BUSINESS PARTICIPATION AND DVBE PARTICIPATION REPORTING REQUIREMENTS:
- a. ~~If for this Contract Contractor made a commitment to achieve small business participation, then Contractor must within 60 days of receiving final payment under this Contract (or within such other time period as may be specified elsewhere in this Contract) report to the awarding department the actual percentage of small business participation that was achieved. (Govt. Code Section 14841.)~~
- b. ~~If for this Contract Contractor made a commitment to achieve disabled veteran business enterprise (DVBE) participation, then Contractor must within 60 days of receiving final payment under this Contract (or within such other time period as may be specified elsewhere in this Contract) certify in a report to the awarding department: (1) the total amount the prime Contractor received under the Contract; (2) the name and address of the DVBE(s) that participated in the performance of the Contract; (3) the amount each DVBE received from the prime Contractor; (4) that all payments under the Contract have been made to the DVBE; and (5) the actual percentage of DVBE participation that was achieved. A person or entity that knowingly provides false information shall be subject to a civil penalty for each violation. (Mil. & Vets. Code Section 999.5(d); Govt. Code Section 14841.)~~ **Excluded**
20. LOSS LEADER: ~~If this contract involves the furnishing of equipment, materials, or supplies then the following statement is incorporated: It is unlawful for any person engaged in business within this state to sell or use any article or product as a "loss leader" as defined in Section 17030 of the Business and Professions Code. (PCC Section 10344 (e).)~~ **Excluded**

EXHIBIT D

SPECIAL TERMS AND CONDITIONS

1. The CHP and SBCTA agree this Agreement may be canceled by either party with sixty (60) days advance written notice, as specified in, Article 2, Paragraph D.
2. The CHP and SBCTA, agree that this Agreement may be amended by written mutual consent of the parties hereto, as specified in Article 2, Paragraph E.
3. Gifts, donations, or gratuities may not be accepted by CHP employees on their own behalf or on behalf of the Department, informal squad club, or other local funds.
4. Except as otherwise provided in this Agreement, any dispute concerning a question of fact arising under this Agreement which is not disposed of by mutual agreement of the parties may be submitted to an independent arbitrator mutually agreed upon by the CHP and SBCTA. The arbitrator's decisions shall be nonbinding and advisory only, and nothing herein shall preclude either party, at any time, from pursuing any other legally available course of action, including the filing of a lawsuit. Pending a final decision of a dispute hereunder, both parties shall proceed diligently with the performance of their duties under this Agreement, and such continued performance of their duties under this Agreement shall not constitute a waiver of any rights, legal or equitable, of either party relating to the dispute.

## *Minute Action*

AGENDA ITEM: 6

***Date:*** June 2, 2021

***Subject:***

Annual Agreements between the State of California Department of Transportation and San Bernardino County Transportation Authority, for the Freeway Service Patrol Program State Highway Account and Senate Bill 1 funding

***Recommendation:***

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

A. Approve Agreement No. 21-1002615 between the State of California Department of Transportation (Caltrans) and San Bernardino County Transportation Authority (SBCTA) to accept the Senate Bill 1 (SB1) Freeway Service Patrol (FSP) Program funds for the operation and management of FSP services in a not-to-exceed amount of \$1,279,859, and to match those funds with Department of Motor Vehicle (DMV) funds in the amount of \$319,965 for a total contract not-to-exceed amount of \$1,599,824 over a three (3) year period.

B. Approve Agreement No. 21-1002614 between Caltrans and SBCTA to accept the State Highway Account (SHA) FSP Program funds for the operation and management of FSP services in a not-to-exceed amount of \$1,536,561, and to match those funds with DMV funds in the amount of \$384,140, for a total contract not-to-exceed amount of \$1,920,701 over a three (3) year period.

C. Adopt Resolution No. 21-038 authorizing the Executive Director, or his designee, to execute all future annual agreements for Freeway Service Patrol (FSP) funding through FY 2031/2032.

***Background:***

San Bernardino County Transportation Authority (SBCTA) is responsible for implementing Freeway Service Patrol (FSP) within San Bernardino County. SBCTA began pursuit of funding for the FSP Program in Fiscal Year (FY) 2005/2006. FSP is a roving team of tow trucks that patrol selected segments of the San Bernardino County freeways during peak commute hours to assist motorists with car trouble. The stretch of highway in which the FSP driver patrols is referred to as a "Beat." FSP provides help to motorists, at no cost to those assisted, with a variety of services from changing flat tires to minor mechanical assistance. If the repair cannot be made within a short period of time, the FSP driver will tow the vehicle off the freeway to a safe location designated by the California Highway Patrol (CHP). The goal of the FSP Program is to keep freeway traffic moving, reduce the chance of secondary accidents, and make the freeways safer and less congested.

The FSP program is managed through SBCTA staff and is supervised in the field by the CHP. All existing FSP Beats in San Bernardino County have been operating at an average benefit-cost of 10.0. Meaning that for every dollar that is put into this program, there is a current benefit of \$10 dollars per service area.

The FSP program currently operates on the following nine (9) Beats covering approximately 81 (eighty-one) centerline miles:

Beat 9: I-10 Indian Hill (Los Angeles County line) to Haven Avenue

Beat 10: I-10 Haven Avenue to Sierra Avenue

*Entity: San Bernardino County Transportation Authority*

## Board of Directors Agenda Item

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- Beat 11: I-10 Sierra Avenue to Waterman Avenue  
 Beat 5: SR-60 Reservoir Street (Los Angeles County line) to Milliken Avenue  
 Beat 23: I-15 Jurupa Street (Riverside County line) to Sierra Avenue  
 Beat 14: I-215 Center Street (Riverside County line) to Devore Road  
 Beat 27: I-15 Sierra Avenue to Oak Hill Road  
 Beat 29: I-10 Waterman Avenue to Yucaipa Blvd  
 Beat 31: SR-210 (Los Angeles County line) to Citrus Avenue

This program is funded through a combination of three (3) funding sources: State Highway Account FSP Funds, Senate Bill (SB) 1 Funds, and is matched 20% with Department of Motor Vehicle/Service Authority for Freeway Emergency (DMV/SAFE) Funds. State FSP funds are allocated on an annual basis to participating agencies through a formula that is based on population, urban freeway lane miles, and levels of congestion within those areas. These funds must be expended within three (3) FY's of obligation; therefore, any funds not claimed in the current FY may be carried over in future years. Staff has traditionally brought this item to the Board of Directors (Board) for approval each FY; however, staff is seeking Board approval to authorize the Executive Director or his designee to negotiate and execute Caltrans funding agreements each year through FY 2031/2032 to expedite agreement and funding processes and allow SBCTA to access the funds sooner and manage the fund accounts more effectively. Actual anticipated State Highway Account and SB 1 funding for future years will continue to be presented to the SBCTA Board of Directors annually as part of the annual budget approval process.

Staff recommends the Board adopt Resolution No. 21-038, authorizing the Executive Director, or his designee, to execute all future annual FSP State Highway Account and SB 1 funding agreements for the next ten (10) FY's to ensure that the annual agreements are processed with no delay.

***Financial Impact:***

Approval of this item will provide \$2,816,420 in State FSP revenue and will authorize \$704,105 in local match from DMV/SAFE funds. These funds will begin to be drawn down in the FY 21/22 budget and will be used over the next three (3) years.

***Reviewed By:***

This item was reviewed and unanimously recommended for approval by the General Policy Committee on May 12, 2021. SBCTA General Counsel and Risk Management have reviewed this item, the draft agreements, and the resolution.

***Responsible Staff:***

Jenny Herrera, Management Analyst III

Approved  
 Board of Directors  
 Date: June 2, 2021

Witnessed By:



**Contract Summary Sheet**

6.a

**General Contract Information**

Contract No: 21-1002615 Amendment No.: \_\_\_\_\_  
 Contract Class: Receivable Department: Air Quality and Mobility  
 Customer ID: CDOT FSP Customer Name: CALIFORNIA DEPARTMENT OF TRANSPORTATION  
 Description: FREEWAY SERVICE PATROL SB1 FUNDING FSP21SB1-6507(026)  
 List Any Accounts Payable Related Contract Nos.: \_\_\_\_\_

**Dollar Amount**

Original Contract	\$	1,279,859.00	Original Contingency	\$	-
Prior Amendments	\$	-	Prior Amendments	\$	-
Current Amendment	\$	-	Current Amendment	\$	-
<b>Total/Revised Contract Value</b>	<b>\$</b>	<b>1,279,859.00</b>	<b>Total Contingency Value</b>	<b>\$</b>	<b>-</b>
<b>Total Dollar Authority (Contract Value and Contingency)</b>				<b>\$</b>	<b>1,279,859.0</b>

**Contract Authorization**

Board of Directors Date: 06/02/2021 Board Item # 7704

**Contract Management (Internal Purposes Only)**

State Freeway Service Patrol

**Accounts Receivable**

Total Contract Funding: \$ 1,279,859.00 Funding Agreement No: FSP21SB1-6507(026)  
 Beginning POP Date: 07/01/2020 Ending POP Date: 06/30/2023 Final Billing Date: 08/29/2023  
 Expiration Date: 06/30/2023

	Fund	Prog	Task	Sub-Task	Revenue	Total Contract Funding:
GL	2702	15	0704	0000	42217714	1,279,859.00
GL						-
GL						-
GL						-
GL						-

	Fund	Prog	Task	Sub-Task	Revenue	Total Contract Funding:
GL						-
GL						-
GL						-
GL						-
GL						-

JENNY HERRERA

DUANE A. BAKER

Project Manager (Print Name)

Task Manager (Print Name)

Additional Notes: 20% MATCH REQUIRED IN THE AMOUNT OF \$319,965.00 to be paid for with DMV SAFE funds. Total contract cost is \$1,599,824. New or Expanded Service = \$542,439, Inflation and Hour Adjustments to Baseline = \$737,420

Attachment: 21-1002615 CSS (7704 : Annual Funding Agreements for Freeway Service Patrol)

FREEWAY SERVICE PATROL PROGRAM  
FUND TRANSFER AGREEMENT (Non Federal)

Agreement No. FSP21SB1-6507(026)  
Project No. FSP21SB1-6507(026)

Location: 08-SBD-0-SBCT  
AMS Adv ID: 0821000016

THIS AGREEMENT, effective on July 1, 2020, is between the State of California, acting by and through the Department of Transportation, hereinafter referred to as STATE, and San Bernardino County Transportation Authority, a public agency, hereinafter referred to as "ADMINISTERING AGENCY".

WHEREAS, Streets and Highways Code (S&HC) Section 2560 et seq., authorizes STATE and administering agencies to develop and implement a Freeway Service Patrol (FSP) program on traffic-congested urban freeways throughout the state; and

WHEREAS, STATE has distributed available Senate Bill 1 (SB 1) funds to administering agencies participating in the SB 1 FSP Program in accordance with S&HC Section 2562 and the 2018 FSP SB1 Funding Guidelines; and

WHEREAS, ADMINISTERING AGENCY has applied to STATE and has been selected to receive funds from the FSP Program for the purpose of Freeway Service Patrol, hereinafter referred to as "PROJECT"; and

WHEREAS, proposed PROJECT funding is as follows:

Total Cost	State Funds	Local Funds
<u>\$1,599,824.00</u>	<u>\$1,279,859.00</u>	<u>\$319,965.00</u> ; and


WHEREAS, STATE is required to enter into an agreement with ADMINISTERING AGENCY to delineate the respective responsibilities of the parties relative to prosecution of said PROJECT; and

WHEREAS, STATE and ADMINISTERING AGENCY mutually desire to cooperate and jointly participate in the FSP program and desire to specify herein the terms and conditions under which the FSP program is to be conducted; and

WHEREAS, ADMINISTERING AGENCY has approved entering into this Agreement under authority of Resolution No. \_\_\_\_\_ approved by ADMINISTERING AGENCY on \_\_\_\_\_, a copy of which is attached.

\_\_\_\_\_  
For Caltrans Use Only

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

	Accounting Officer	Date	\$	
		9/24/2020		1,279,859.00

NOW, THEREFORE, the parties agree as follows:

Attachment: 21-1002615 (7704 : Annual Funding Agreements for Freeway Service Patrol)

## SECTION I

## STATE AGREES:

1. To define or specify, in cooperation with ADMINISTERING AGENCY, the limits of the State Highway segments to be served by the FSP as well as the nature and amount of the FSP dedicated equipment, if any that is to be funded under the FSP program.
2. To pay ADMINISTERING AGENCY the STATE's share, an amount not to exceed \$1,279,859.00, of eligible participating PROJECT costs. This amount is comprised of \$737,420.00 for Inflation and Hour Adjustment to Baseline and \$542,439.00 for New or Expanded Service.
3. To make reimbursements to ADMINISTERING AGENCY, as promptly as state fiscal procedures will permit, but not more often than monthly in arrears, upon receipt of an original and two signed copies of invoices in the proper form covering actual allowable costs incurred for the prior sequential month's period of the Progress Payment Invoice.
4. When conducting an audit of the costs claimed by ADMINISTERING AGENCY under the provisions of this Agreement, STATE will rely to the maximum extent possible on any prior audit of ADMINISTERING AGENCY performed pursuant to the provisions of state and federal laws. In the absence of such an audit, work of other auditors will be relied upon to the extent that work is acceptable to STATE when planning and conducting additional audits.

## SECTION II

## ADMINISTERING AGENCY AGREES:

1. A. To commit and contribute matching funds from ADMINISTERING AGENCY resources, which shall be an amount not less than 25% of the amount provided by STATE from the State Highway Account.
1. B. To maintain existing service hours and expand new service all as defined in the 2018 FSP SB 1 Funding Guidelines for SB 1 funds.
2. The ADMINISTERING AGENCY's detailed PROJECT Cost Proposal is attached hereto and made an express part of this Agreement. The detailed PROJECT Cost Proposal reflects the provisions and/or regulations of Section III, Article 8, of this agreement.
3. To use all state funds paid hereunder only for those transportation-related PROJECT purposes that conform to Article XIX of the California State Constitution.
4. STATE funds provided to ADMINISTERING AGENCY or sub-recipient(s) under this Agreement shall not be used for administrative purposes by ADMINISTERING AGENCY or sub-recipient(s). Said administrative costs may be credited toward ADMINISTERING AGENCY's or sub-recipient's PROJECT matching funds provided claimed administrative costs are specified on ADMINISTERING AGENCY's invoice submittal. If said administrative costs are "indirect", as defined in 2 CFR, Part 200, Uniform Administrative Requirements, Cost Principles and Audit Requirement for Federal Awards, the costs must be allocated in accordance with an Indirect Cost Allocation Plan (ICAP), submitted, reviewed, and approved in accordance with Caltrans Audits and Investigations requirements which may be accessed at: [www.dot.ca.gov/hq/audits/](http://www.dot.ca.gov/hq/audits/).

5. To develop, in cooperation with STATE, advertise, award, and administer PROJECT contract(s) in accordance with ADMINISTERING AGENCY competitive procurement procedures, in compliance with Public Contract Code (PCC) 10335-10381 (non-A&E services), and other applicable STATE and FEDERAL regulations.

6. Upon award of contract for PROJECT, to prepare and submit to STATE an original and two signed copies of progress invoicing for STATE's share of actual expenditures for allowable PROJECT costs.

7. Said invoicing shall evidence the expenditure of ADMINISTERING AGENCY'S PROJECT participation in paying not less than 20% of all allowable PROJECT costs and shall contain the information described in Chapter 5 of the Local Assistance Procedures Manual (LAPM). Invoicing shall demonstrate ADMINISTERING AGENCY'S PROJECT participation by showing a matched expenditure of funds of at least 25% of the amount provided by the STATE (excluding the funds dispersed to CHP). ADMINISTERING AGENCY invoices shall be submitted to:

State of California  
 Department of Transportation  
 Division of Traffic Operations, MS 36  
 Office of System Management Operations  
 1120 "N" Street  
 Sacramento, CA 95814

8. Within 60 days after completion of PROJECT work to be reimbursed under this Agreement, to prepare a final invoice reporting all actual eligible costs expended, including all costs paid by ADMINISTERING AGENCY and submit that signed invoice, along with any refund due STATE, to the address referenced above under Section II, Article 7. Backup information submitted with said final invoice shall include all FSP operational contract invoices paid by ADMINISTERING AGENCY to contracted operators included in expenditures billed to STATE under this Agreement.

#### 9. COST PRINCIPLES

A) ADMINISTERING AGENCY agrees to comply with and require all sub-recipients and project sponsors to comply with 2 CFR, Part 200, Uniform Administrative Requirements, Cost Principles and Audit Requirement for Federal Awards, and all applicable Federal and State laws and regulations.

B) ADMINISTERING AGENCY agrees and will assure that its contractors and subcontractors will be obligated to agree, that Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., and all applicable Federal and State laws and regulations, shall be used to determine the allowability of individual PROJECT cost items.

C) Any Fund expenditures for costs for which ADMINISTERING AGENCY has received payment or credit that are determined by subsequent audit to be unallowable under 2 CFR, Part 200, or 48 CFR, Chapter 1, Part 3, are subject to repayment by ADMINISTERING AGENCY to STATE. Should ADMINISTERING AGENCY fail to reimburse Fund moneys due STATE within 30 days of demand, or within such other period as may be agreed in writing between the Parties hereto, STATE is authorized to intercept and withhold future payments due ADMINISTERING AGENCY from STATE or any third-party source, including, but not limited to, the State Treasurer, the State Controller, and the California Transportation Commission.

## 10. THIRD PARTY CONTRACTING

A) ADMINISTERING AGENCY shall not award a non-A&E contract over \$5,000, construction contract over \$10,000, or other contracts over \$25,000 (excluding professional service contracts of the type which are required to be procured in accordance with Government Code sections 4525 (d), (e), and (f)) on the basis of a noncompetitive negotiation for work to be performed under this AGREEMENT without the prior written approval of STATE.

B) Any subcontract or agreement entered into by ADMINISTERING AGENCY as a result of disbursing Funds received pursuant to this Agreement shall contain all of the fiscal provisions (Section II, Paragraphs 4, 9, 11, 12, & 13) of this Agreement, and shall mandate that travel and per diem reimbursements and third-party contract reimbursements to subcontractors will be allowable as project costs only after those costs are incurred and paid for by the subcontractors.

C) In addition to the above, the preaward requirements of third party contractor/consultants with ADMINISTERING AGENCY should be consistent with Local Program Procedures as published by STATE.

## 11. ACCOUNTING SYSTEM

ADMINISTERING AGENCY, its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate Fund expenditures by line item for the PROJECT. The accounting system of ADMINISTERING AGENCY, its contractors, and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices.

## 12. RIGHT TO AUDIT

For the purpose of determining compliance with this Agreement and other matters connected with the performance of ADMINISTERING AGENCY'S contracts with third parties, ADMINISTERING AGENCY, ADMINISTERING AGENCY'S contractors, and subcontractors, and STATE shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times for three years from the date of final payment of Funds to ADMINISTERING AGENCY. STATE, the California State Auditor, or any duly authorized representative of STATE or the United States Department of Transportation shall each have access to any books, records, and documents that are pertinent for audits, examinations, excerpts, and transactions, and ADMINISTERING AGENCY shall furnish copies thereof if requested.

## 13. TRAVEL AND SUBSISTENCE

Payments to ADMINISTERING AGENCY for travel and subsistence expenses of ADMINISTERING AGENCY forces and its subcontractors claimed for reimbursement or applied as local match credit shall not exceed rates authorized to be paid exempt non-represented State employees under current State Department of Personnel Administration (DPA) rules. If the rates invoiced are in excess of those authorized DPA rates, then ADMINISTERING AGENCY is responsible for the cost difference and any overpayments shall be reimbursed to STATE on demand.

## SECTION III

## IT IS MUTUALLY AGREED:

1. All obligations of STATE under the terms of this Agreement are subject to the appropriation of resources by the Legislature and the encumbrance of funds under this Agreement. Funding and reimbursement is available only upon the passage of the State Budget Act containing these STATE funds. The starting date of eligible reimbursable activities shall be JULY 1, 2020.
2. All obligations of ADMINISTERING AGENCY under the terms of this Agreement are subject to authorization and allocation of resources by ADMINISTERING AGENCY.
3. ADMINISTERING AGENCY and STATE shall jointly define the initial FSP program as well as the appropriate level of FSP funding recommendations and scope of service and equipment required to provide and manage the FSP program. No changes shall be made in these unless mutually agreed to in writing by the parties to this Agreement.
4. Nothing in the provisions of this Agreement is intended to create duties or obligations to or rights in third parties not parties to this Agreement or affect the legal liability of either party to this Agreement by imposing any standard of care with respect to the maintenance of State highways different from the standard of care imposed by law.
5. Neither STATE nor any officer or employee thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by ADMINISTERING AGENCY under or in connection with any work, authority, or jurisdiction delegated to ADMINISTERING AGENCY under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, ADMINISTERING AGENCY shall fully defend, indemnify, and save harmless the State of California, its officers, and employees from all claims, suits, or actions of every name, kind, and description brought for or on account of injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by ADMINISTERING AGENCY under or in connection with any work, authority, or jurisdiction delegated to ADMINISTERING AGENCY under this Agreement.
6. Neither ADMINISTERING AGENCY nor any officer or employee thereof is responsible for any injury, damage, or liability occurring or arising by reason of anything done or omitted to be done by STATE under or in connection with any work, authority, or jurisdiction delegated to STATE under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, STATE shall fully defend, indemnify, and save harmless ADMINISTERING AGENCY, its officers, and employees from all claims, suits or actions of every name, kind, and description brought for or on account of injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by STATE under or in connection with any work, authority, or jurisdiction delegated to STATE under this Agreement.
7. ADMINISTERING AGENCY will maintain an inventory of all non-expendable PROJECT equipment, defined as having a useful life of at least two years and an acquisition cost of \$500 or more, paid for with PROJECT funds. ADMINISTERING AGENCY shall define in PROJECT contract who shall take ownership of all equipment at the conclusion of the Project.
8. In the event that ADMINISTERING AGENCY fails to operate the PROJECT commenced and reimbursed under this Agreement in accordance with the terms of this Agreement or fails to comply with applicable

Federal and State laws and regulations, STATE reserves the right to terminate funding for PROJECT, or portions thereof, upon written notice to ADMINISTERING AGENCY.

9. This Agreement shall terminate on June 30, 2023. However, the non-expendable equipment and liability clauses shall remain in effect until terminated or modified in writing by mutual agreement.

STATE OF CALIFORNIA

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

By: \_\_\_\_\_

By: \_\_\_\_\_  
Frank J. Navarro

Office of Project Implementation  
Division of Local Assistance

Title: President

DATE: \_\_\_\_\_

DATE: \_\_\_\_\_

DRAFT

Attachment: 21-1002615 (7704 : Annual Funding Agreements for Freeway Service Patrol)

General Contract Information

Contract No: 21-1002614 Amendment No.: \_\_\_\_\_  
 Contract Class: Receivable Department: Air Quality and Mobility  
 Customer ID: CDOT FSP Customer Name: CALIFORNIA DEPARTMENT OF TRANSPORTATION  
 Description: FREEWAY SERVICE PATROL SHA FUNDING FSP21-6507(024)

List Any Accounts Payable Related Contract Nos.: \_\_\_\_\_

Dollar Amount					
Original Contract	\$	1,536,561.00	Original Contingency	\$	-
Prior Amendments	\$	-	Prior Amendments	\$	-
Current Amendment	\$	-	Current Amendment	\$	-
<b>Total/Revised Contract Value</b>	<b>\$</b>	<b>1,536,561.00</b>	<b>Total Contingency Value</b>	<b>\$</b>	<b>-</b>
<b>Total Dollar Authority (Contract Value and Contingency)</b>					<b>\$ 1,536,561.0</b>

Contract Authorization

Board of Directors Date: 06/02/2021 Board Item # 7704

Contract Management (Internal Purposes Only)

State Freeway Service Patrol

Accounts Receivable

Total Contract Funding: \$ 1,536,561.00 Funding Agreement No: FSP21-6507(024)  
 Beginning POP Date: 07/01/2020 Ending POP Date: 06/30/2023 Final Billing Date: 08/29/2023  
 Expiration Date: 06/30/2023

Fund	Prog	Task	Sub-Task	Revenue	Total Contract Funding:	Fund	Prog	Task	Sub-Task	Revenue	Total Contract Funding:
GL	2820	15	0704	0000	42213016	1,536,561.00	GL				-
GL						-	GL				-
GL						-	GL				-
GL						-	GL				-
GL						-	GL				-

JENNY HERRERA  
 Project Manager (Print Name)

DUANE A. BAKER  
 Task Manager (Print Name)

Additional Notes: 20% MATCH REQUIRED IN THE AMOUNT OF \$384,140.00 to be paid for with DMV SAFE funds. Total contract cost is \$1,920,701.

Attachment: 21-1002614 CSS (7704 : Annual Funding Agreements for Freeway Service Patrol)



FREEWAY SERVICE PATROL PROGRAM  
FUND TRANSFER AGREEMENT (Non Federal)

Agreement No. FSP21-6507(024)  
Project No. FSP21-6507(024)

Location: 08-SBD-0-SBCT  
AMS Adv ID:0821000005

THIS AGREEMENT, effective on July 1, 2020, is between the State of California, acting by and through the Department of Transportation, hereinafter referred to as STATE, and the San Bernardino County Transportation Authority, a public agency, hereinafter referred to as "ADMINISTERING AGENCY".

WHEREAS, Streets and Highways Code (S&HC) Section 2560 et seq., authorizes STATE and administering agencies to develop and implement a Freeway Service Patrol (FSP) program on traffic-congested urban freeways throughout the state; and

WHEREAS, STATE has distributed available State Highway Account funds to administering agencies participating in the FSP Program in accordance with S&HC Section 2562; and

WHEREAS, ADMINISTERING AGENCY has applied to STATE and has been selected to receive funds from the FSP Program for the purpose of Freeway Service Patrol, hereinafter referred to as "PROJECT"; and

WHEREAS, proposed PROJECT funding is as follows:

Total Cost	State Funds	Local Funds	
\$1,920,701.00	\$1,536,561.00	\$384,140.00	; and

WHEREAS, STATE is required to enter into an agreement with ADMINISTERING AGENCY to delineate the respective responsibilities of the parties relative to prosecution of said PROJECT and

WHEREAS, STATE and ADMINISTERING AGENCY mutually desire to cooperate and jointly participate in the FSP program and desire to specify herein the terms and conditions under which the FSP program is to be conducted; and

WHEREAS, ADMINISTERING AGENCY has approved entering into this Agreement under authority of Resolution No. \_\_\_\_\_ approved by ADMINISTERING AGENCY or \_\_\_\_\_, a copy of which is attached.

For Caltrans Use Only

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

Accounting Officer	Date	\$ 1,536,561.00
<i>Jessamine Pelos</i>	<i>7/29/2020</i>	

Attachment: 21-1002614 (7704 : Annual Funding Agreements for Freeway Service Patrol)

NOW, THEREFORE, the parties agree as follows:

## SECTION I

### STATE AGREES:

1. To define or specify, in cooperation with ADMINISTERING AGENCY, the limits of the State Highway segments to be served by the FSP as well as the nature and amount of the FSP dedicated equipment, if any that is to be funded under the FSP program.
2. To pay ADMINISTERING AGENCY the STATE's share, an amount not to exceed \$1,536,561.00, of eligible participating PROJECT costs.
3. To make reimbursements to ADMINISTERING AGENCY, as promptly as state fiscal procedures will permit, but not more often than monthly in arrears, upon receipt of an original and two signed copies of invoices in the proper form covering actual allowable costs incurred for the prior sequential month's period of the Progress Payment Invoice.
4. When conducting an audit of the costs claimed by ADMINISTERING AGENCY under the provisions of this Agreement, STATE will rely to the maximum extent possible on any prior audit of ADMINISTERING AGENCY performed pursuant to the provisions of state and federal laws. In the absence of such an audit, work of other auditors will be relied upon to the extent that work is acceptable to STATE when planning and conducting additional audits.

## SECTION II

### ADMINISTERING AGENCY AGREES:

1. To commit and contribute matching funds from ADMINISTERING AGENCY resources, which shall be an amount not less than 25% of the amount provided by STATE from the State Highway Account.
2. The ADMINISTERING AGENCY's detailed PROJECT Cost Proposal is attached hereto and made an express part of this Agreement. The detailed PROJECT Cost Proposal reflects the provisions and/or regulations of Section III, Article 8, of this agreement.
3. To use all state funds paid hereunder only for those transportation-related PROJECT purposes that conform to Article XIX of the California State Constitution.

4. STATE funds provided to ADMINISTERING AGENCY or sub-recipient(s) under this Agreement shall not be used for administrative purposes by ADMINISTERING AGENCY or sub-recipient(s). Said administrative costs may be credited toward ADMINISTERING AGENCY's or sub-recipient's PROJECT matching funds provided claimed administrative costs are specified on ADMINISTERING AGENCY's invoice submittal. If said administrative costs are "indirect", as defined in 2 CFR, Part 200, Uniform Administrative Requirements, Cost Principles and Audit Requirement for Federal Awards, the costs must be allocated in accordance with an Indirect Cost Allocation Plan (ICAP), submitted, reviewed, and approved in accordance with Caltrans Audit and Investigations requirements which may be accessed at: [www.dot.ca.gov/hq/audits/](http://www.dot.ca.gov/hq/audits/).

5. To develop, in cooperation with STATE, advertise, award, and administer PROJECT contract(s) in accordance with ADMINISTERING AGENCY competitive procurement procedures, in compliance with Public Contract Code (PCC) 10335-10381 (non-A&E services), and other applicable STATE and FEDERAL regulations.

6. Upon award of contract for PROJECT, to prepare and submit to STATE an original and two signed copies of progress invoicing for STATE's share of actual expenditures for allowable PROJECT costs.

7. Said invoicing shall evidence the expenditure of ADMINISTERING AGENCY's PROJECT participation in paying not less than 20% of all allowable PROJECT costs and shall contain the information described in Chapter 5 of the Local Assistance Procedures Manual (LAPM). Invoicing shall demonstrate ADMINISTERING AGENCY'S PROJECT participation by showing a matched expenditure of funds of at least 25% of the amount provided by the STATE. ADMINISTERING AGENCY invoices shall be submitted to:

State of California  
 Department of Transportation  
 Division of Traffic Operations, MS 36  
 Office of System Management Operations  
 1120 "N" Street  
 Sacramento, CA 95814

8. Within 60 days after completion of PROJECT work to be reimbursed under this Agreement, to prepare a final invoice reporting all actual eligible costs expended, including all costs paid by ADMINISTERING AGENCY and submit that signed invoice, along with any refund due STATE, to the address referenced above under Section II, Article 7. Backup information submitted with said final invoice shall include all FSP operational contract invoices paid by ADMINISTERING AGENCY to contracted operators included in expenditures billed to STATE under this Agreement.

## 9. COST PRINCIPLES

A) ADMINISTERING AGENCY agrees to comply with, and require all sub-recipients and project sponsors to comply with 2 CFR, Part 200, Uniform Administrative Requirements, Cost Principles and Audit Requirement for Federal Awards, and all applicable Federal and State laws and regulations.

B) ADMINISTERING AGENCY agrees, and will assure that its contractors and subcontractors will be obligated to agree, that Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., and all applicable Federal and State laws and regulations, shall be used to determine the allowability of individual PROJECT cost items.

C) Any Fund expenditures for costs for which ADMINISTERING AGENCY has received payment or credit that are determined by subsequent audit to be unallowable under 2 CFR, Part 200, or 48 CFR, Chapter 1, Part 3, are subject to repayment by ADMINISTERING AGENCY to STATE. Should ADMINISTERING AGENCY fail to reimburse Fund moneys due STATE within 30 days of demand, or within such other period as may be agreed in writing between the Parties hereto, STATE is authorized to intercept and withhold future payments due ADMINISTERING AGENCY from STATE or any third-party source, including, but not limited to, the State Treasurer, the State Controller, and the California Transportation Commission.

## 10. THIRD PARTY CONTRACTING

A) ADMINISTERING AGENCY shall not award a non-A&E contract over \$5,000, construction contract over \$10,000, or other contracts over \$25,000 (excluding professional service contracts of the type which are required to be procured in accordance with Government Code sections 45200, 45201, (d), (e), and (f)) on the basis of a noncompetitive negotiation for work to be performed under this AGREEMENT without the prior written approval of STATE.

B) Any subcontract or agreement entered into by ADMINISTERING AGENCY as a result of disbursing Funds received pursuant to this Agreement shall contain all of the fiscal provisions (Section II, Paragraphs 4, 9, 11, 12, & 13) of this Agreement, and shall mandate that travel and per diem reimbursements and third-party contract reimbursements to subcontractors will be allowable as project costs only after those costs are incurred and paid for by the subcontractors.

C) In addition to the above, the preaward requirements of third party contractor/consultants with ADMINISTERING AGENCY should be consistent with Local Program Procedures as published by STATE.

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ADMINISTERING AGENCY, its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate Fund expenditures by line item for the PROJECT. The accounting system of ADMINISTERING AGENCY, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices.

## 12. RIGHT TO AUDIT

For the purpose of determining compliance with this Agreement and other matters connected with the performance of ADMINISTERING AGENCY's contracts with third parties, ADMINISTERING AGENCY, ADMINISTERING AGENCY'S contractors, and subcontractors, and STATE shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times for three years from the date of final payment of Funds to ADMINISTERING AGENCY. STATE, the California State Auditor, or any duly authorized representative of STATE or the United States Department of Transportation shall each have access to any books, records, and documents that are pertinent for audits examinations, excerpts, and transactions, and ADMINISTERING AGENCY shall furnish copies thereof if requested.

## 13. TRAVEL AND SUBSISTENCE

Payments to ADMINISTERING AGENCY for travel and subsistence expenses of ADMINISTERING AGENCY forces and its subcontractors claimed for reimbursement or applied as local match credit shall not exceed rates authorized to be paid exempt non-represented State employees under current State Department of Personnel Administration (DPA) rules. If the rates invoiced are in excess of those authorized DPA rates, then ADMINISTERING AGENCY is responsible for the cost difference and any overpayments shall be reimbursed to STATE on demand.

### SECTION III

#### IT IS MUTUALLY AGREED:

1. All obligations of STATE under the terms of this Agreement are subject to the appropriation of resources by the Legislature and the encumbrance of funds under this Agreement. Funding and reimbursement is available only upon the passage of the State Budget Act containing these STATE funds. The starting date of eligible reimbursable activities shall be JULY 1, 2020.
2. All obligations of ADMINISTERING AGENCY under the terms of this Agreement are subject to authorization and allocation of resources by ADMINISTERING AGENCY.
3. ADMINISTERING AGENCY and STATE shall jointly define the initial FSP program as well as the appropriate level of FSP funding recommendations and scope of service and equipment required to provide and manage the FSP program. No changes shall be made in these unless mutually agreed to in writing by the parties to this Agreement.
4. Nothing in the provisions of this Agreement is intended to create duties or obligations to or rights in third parties not parties to this Agreement or affect the legal liability of either party to this Agreement by imposing any standard of care with respect to the maintenance of State highway different from the standard of care imposed by law.
5. Neither STATE nor any officer or employee thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by ADMINISTERING

AGENCY under or in connection with any work, authority, or jurisdiction delegated to ADMINISTERING AGENCY under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, ADMINISTERING AGENCY shall fully defend, indemnify, and save harmless the State of California, its officers, and employees from all claims, suits, or actions of every name, kind, and description brought for or on account of injury (as defined in Government Code Section 810.8) occurring by reason of anything done or omitted to be done by ADMINISTERING AGENCY under or in connection with any work, authority, or jurisdiction delegated to ADMINISTERING AGENCY under this Agreement.

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

7. ADMINISTERING AGENCY will maintain an inventory of all non-expendable PROJECT equipment, defined as having a useful life of at least two years and an acquisition cost of \$500 or more, paid for with PROJECT funds. ADMINISTERING AGENCY shall define in PROJECT contract who shall take ownership of all equipment at the conclusion of the Project.

8. In the event that ADMINISTERING AGENCY fails to operate the PROJECT commenced and reimbursed under this Agreement in accordance with the terms of this Agreement or fails to comply with applicable Federal and State laws and regulations, STATE reserves the right to terminate funding for PROJECT, or portions thereof, upon written notice to ADMINISTERING AGENCY.

9. This Agreement shall terminate on June 30, 2023. However, the non-expendable equipment and liability clauses shall remain in effect until terminated or modified in writing by mutual agreement.

STATE OF CALIFORNIA

San Bernardino County Transportation Authority

Department of Transportation

By: \_\_\_\_\_

By: \_\_\_\_\_

Frank J. Navarro

Office of Project Implementation  
Division of Local Assistance

Title: President

DATE: \_\_\_\_\_

DATE: \_\_\_\_\_

Attachment: 21-1002614 (7704 : Annual Funding Agreements for Freeway Service Patrol)

## RESOLUTION No. 21-038

RESOLUTION OF THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY, DELEGATING AUTHORITY TO EXECUTIVE DIRECTOR OR DESIGNEE TO EXECUTE TWO (2) FREEWAY SERVICE PATROL PROGRAM FUND TRANSFER AGREEMENTS AND ALL FUTURE FREEWAY SERVICE PATROL PROGRAM AGREEMENTS WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION THROUGH FISCAL YEAR 2031/2032.

**Whereas**, the San Bernardino County Transportation Authority (“SBCTA” or “Authority”) is authorized under state law, including Sections 130000 et seq, and 130809 of the California Public Utilities Code, to enter into binding agreements with public and private parties for a variety of purposes, and also to enact resolutions and ordinances; and

**Whereas**, the Authority is eligible to receive State funding for Freeway Service Patrol (FSP) programs through the California Department of Transportation; and

**Whereas**, SBCTA must enter a Freeway Service Patrol Program Fund Transfer Agreement with the California Department of Transportation before such funds can be claimed; and

**Whereas**, the Authority wishes to authorize its Executive Director or their designee to execute two (2) Freeway Service Patrol Program Fund Transfer Agreements, and to negotiate and execute future fund transfer agreements for the Freeway Service Patrol Program with the California Department of Transportation for the next ten (10) fiscal years, on behalf of the Authority; and

**NOW, THEREFORE BE IT RESOLVED** by the San Bernardino County Transportation Authority, as follows:

Section 1. SBCTA’s Board President is authorized to execute the following two (2) Freeway Service Patrol Fund Transfer Agreements for Freeway Service Patrol Services on behalf of SBCTA:

- a. Caltrans Agreement No. FSP21SB1-6507(026)/ SBCTA  
Contract No. 21-1002615, Effective: July 1, 2020;
- b. Caltrans Agreement No. FSP21-6507(024)/SBCTA  
Contract No. 21-1002614, Effective: July 1, 2020;

Section 2. SBCTA’s Executive Director or their designee is authorized to negotiate and execute such future annual agreements on behalf of SBCTA to implement the Freeway Service Patrol Program projects and costs approved by SBCTA’s Board of Directors through Fiscal Year 2031/2032.

Section 3. This resolution shall take effect immediately upon its adoption.

PASSED AND ADOPTED at a meeting of the San Bernardino County Transportation Authority held on June 2, 2021.

\_\_\_\_\_  
Frank J. Navarro, President  
San Bernardino County Transportation Authority

ATTEST:

\_\_\_\_\_  
Marleana Roman, Clerk of the Board  
San Bernardino County Transportation Authority

Attachment: RES-21-038 (7704 : Annual Funding Agreements for Freeway Service Patrol)



## ***Minute Action***

AGENDA ITEM: 7

***Date:*** June 2, 2021

***Subject:***

Express Lanes Disabled Veterans Program

***Recommendation:***

Receive information about the development of a formal Disabled Veterans Program to facilitate access to the San Bernardino County Transportation Authority Express Lanes in San Bernardino County for future consideration by the San Bernardino County Transportation Authority Board of Directors.

***Background:***

During the March 11, 2021, I-10 and I-15 Joint Sub-Committee (Sub-Committee) meeting presentation regarding toll policy and development of a low-income program, the Sub-Committee directed staff to research the potential for implementation of a Disabled Veterans Program to facilitate access to the San Bernardino County Transportation Authority (SBCTA) Express Lanes in San Bernardino County. Accordingly, staff researched similar programs in Southern California and provided a summary to the Sub-Committee during the April 15, 2021, meeting.

The April presentation included Disabled Veterans Program information from the Orange County Transportation Authority (OCTA) segment of the 91 Express Lanes, which is the only known Express Lanes facility in California with a similar program. For comparison purposes, OCTA currently has 640 disabled veteran Express Lane accounts from an estimated 25,500 disabled veterans in Orange County. For these accounts, 23,500 annual trips were taken resulting in approximately \$82,000 in annual disabled veteran discounts applied.

Staff then presented an estimated number of accounts and estimated toll revenue that would not be collected if a similar program were to be developed for SBCTA express lane facilities, based on the percentages observed under the OCTA program. Staff estimated approximately 700 accounts might be created based on 26,700 disabled veterans living in San Bernardino County. Given the lower average toll on Interstate 10 (I-10) as compared to State Route (SR 91), staff estimated approximately \$19,000 annual discounts might be applied under the SBCTA program for I-10 Contract 1. The program is anticipated to require nominal administrative cost but may require additional legal support during development and implementation.

Based on the relatively low cost of implementing the program, and the benefit it would provide disabled veterans, staff recommended development of a formal Disabled Veterans Program for future consideration by the SBCTA Board of Directors. Future details related to the program will include the qualification and enrollment process and information regarding how to use the Express Lanes under the program.

***Financial Impact:***

This item is consistent with the Fiscal Year 2020/2021 Budget.

*Entity: San Bernardino County Transportation Authority*

Board of Directors Agenda Item  
June 2, 2021  
Page 2

**Reviewed By:**

This topic was discussed at the I-10 and I-15 Joint Sub-Committee meeting on April 15, 2021. The Joint Sub-Committee unanimously approved development of a formal Disabled Veterans Program for future consideration by the Board. This item has not received prior policy committee or technical advisory committee review.

**Responsible Staff:**

Timothy Byrne, Director of Toll Program

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Approved  
Board of Directors  
Date: June 2, 2021

Witnessed By:

## *Minute Action*

AGENDA ITEM: 8

***Date:*** June 2, 2021

***Subject:***

Amendment No. 1 to Contract No. 20-1002266 for the I-15 Express Lanes Corridor Contract 1 Project

***Recommendation:***

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

- A. Approve Amendment No. 1 to Contract No. 20-1002266 with Michael Baker International, Inc., to increase the contract budget by \$1,503,227.18, for a new not-to-exceed amount of \$22,882,768.18, for the Interstate 15 Express Lanes Corridor Contract 1 Project; and modify the insurance language to accommodate non-admitted carriers and self-insured retention.
- B. Approve a contingency increase for Contract No. 20-1002266 of \$150,322.72, for a new not - to - exceed contingency total of \$2,221,781.82, which would be released by the Department Director by contract amendment for out-of-scope work elements that may arise during the project.

***Background:***

San Bernardino County Transportation Authority (SBCTA) has been studying the proposed express lanes along the Interstate 15 (I-15) Corridor to join at the south end with newly constructed express lanes in Riverside County, south of State Route (SR) 60 and extending north, eventually through the Cajon Pass to US 395. The Project Approval and Environmental Document (PA/ED) for the portion from south of SR 60 to north of SR 210 was approved in December 2018. Following further study and evaluation of cash flow and funding, a Contract 1 Project was defined to match lanes at the south with Riverside County by extending two (2) express lanes in each direction, to just north of Fourth Street followed by one (1) express lane in each direction, to north of Foothill Boulevard in the City of Rancho Cucamonga. This scoped project fit within budget and schedule constraints and procurement for final design services, started in late 2019. The SBCTA Board of Directors (Board) approved a final design contract for the I-15 Express Lanes Corridor Contract 1 Project (Project) at its September 2020 meeting with Michael Baker International, Inc.

SBCTA received a grant of \$118.7 million in Trade Corridor Enhancement Program (TCEP) funds in December 2020, allowing full funding of the Project. In reviewing the Project's scope, the dropping of one express lane in each direction just north of Fourth Street and creating an ingress/egress for the express lanes at that location was not optimal for operations and would require rework in a future extension of the second express lane in this area. Rather than planning for rework, staff recommends addressing the situation at this time. This proposed extension will minimize throw away work for the ultimate project by extending the limits of the express lanes, and will provide better operations on the I-15 Corridor north of Fourth Street by eliminating a temporary ingress/egress. Discussion of this extension was presented at the April 15, 2021 I-10/I-15 Joint Subcommittee, with committee members unanimously recommending that the design and construction of the Contract 1 Project package incorporate two (2) express lanes in each direction to Arrow Route with continuation of the single express lane to just north of Foothill Boulevard.

*Entity: San Bernardino County Transportation Authority*

The estimated construction cost for this extension is approximately \$16 million and Recommendation A is for approval of the additional design cost reflected in this proposed contract amendment of \$1,503,227.18. This additional work will be funded by Measure I Valley Freeway funds which are included in the 2019 Update to the Ten-Year Delivery Plan for the Project and will not negatively affect any other project funding. Additionally, as insurance is written by Surplus Line Insurers, there was a need to modify the qualifications of insurance carriers to expand the type of coverage that could be written by Surplus Line Insurers. To compensate for potential higher risks, SBCTA is requiring a higher rating from these carriers. Also, insurance language changes were also made to reflect the allowance of self-insured retention upon review and approval of SBCTA Risk Management.

Recommendation B is for approval of additional contingency for the contract of \$150,322.72, which would be used for out-of-scope work during the course of design development. The design level for this area was done to a preliminary level during the PA/ED phase, but as the work moves into detailed final design, unanticipated elements may surface that may require additional contract budget. This budget would be utilized, if needed, to cover these unanticipated work elements and would be released by the Department Director as contract amendments per Contracting and Procurement Policy No. 11000. Release of contingency will be reported to the Board on a regular basis.

***Financial Impact:***

This item is consistent with the Fiscal Year 2020/2021 Budget for Task 820 Freeway Projects, Subtask 0831.

***Reviewed By:***

This item was discussed at the I-10 and I-15 Joint Sub-Committee meeting on April 15, 2021. The Sub-Committee approved incorporating the additional work described above and recommended development of the corresponding contract amendment. This item was reviewed and recommended for approval (14-0-0) without a quorum of the Board present at the Board of Directors Metro Valley Study Session on May 13, 2021. SBCTA General Counsel, Procurement Manager and Risk Management have reviewed this item and the draft amendment.

***Responsible Staff:***

Timothy Byrne, Director of Toll Program

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Approved  
Board of Directors  
Date: June 2, 2021

Witnessed By:

**General Contract Information**

Contract No: 20-1002266 Amendment No.: 1  
 Contract Class: Payable Department: Project Delivery  
 Vendor No.: 03112 Vendor Name: Michael Baker International, Inc.  
 Description: Final Design Services for I-15 Corridor Contract 1

List Any Related Contract Nos.:

Dollar Amount			
Original Contract	\$	21,319,091.00	Original Contingency \$ 2,131,909.10
Prior Amendments	\$	60,450.00	Prior Amendments \$ (60,450.00)
Current Amendment	\$	1,503,227.18	Current Amendment \$ 150,322.72
<b>Total/Revised Contract Value</b>	<b>\$</b>	<b>22,882,768.18</b>	<b>Total Contingency Value \$ 2,221,781.82</b>
<b>Total Dollar Authority (Contract Value and Contingency)</b>			<b>\$ 25,104,550.00</b>

**Contract Authorization**

Board of Directors Date: 06/02/2021 Board Item # 7694

**Contract Management (Internal Purposes Only)**

Other Contracts Sole Source? N/A N/A

Local Design

**Accounts Payable**

Estimated Start Date: 09/02/2020 Expiration Date: 09/30/2026 Revised Expiration Date:

NHS: Yes OMP/QAP: N/A Prevailing Wage: Yes

Total Contract Funding: Total Contingency:

Fund	Prog	Task	Sub-Task	Object	Revenue	PA Level	Revenue Code Name	\$	\$
GL 4110	40	0820	0831	52005	41100000	630	MSI	22,882,768.18	2,221,781.82
GL								22,882,768.18	2,221,781.82
GL								-	-
GL								-	-
GL								-	-
GL								-	-
GL								-	-
GL								-	-
GL								-	-
GL								-	-

Dennis Saylor

Paula Beauchamp

Project Manager (Print Name)

Task Manager (Print Name)

Additional Notes:

Attachment: CSS - Revised - 20-1002266 01 (7694 : Amendment No. 1 to Contract No. 20-1002266 for the I-15 Express Lanes Corridor)

**AMENDMENT NO. 1 TO CONTRACT NO. 20-1002266**

**FOR**

**PLANS, SPECIFICATIONS & ESTIMATES FOR THE INTERSTATE 15 (I-15)  
EXPRESS LANES**

**(MICHAEL BAKER INTERNATIONAL, INC.)**

This AMENDMENT No. 1 to Contract No. 20-1002266 is made by and between the San Bernardino County Transportation Authority (“SBCTA”) and Michael Baker International, Inc. (“CONSULTANT”). SBCTA and CONSULTANT are each a “Party” and collectively the “Parties” herein.

**RECITALS**

- A. SBCTA, under Contract No. 20-1002266 (“Contract”), engaged the services of CONSULTANT to provide professional services for preparation of plans, specifications, and estimates for the I-15 Express Lanes Corridor Contract 1 project (“Project”).
- B. On March 25, 2021, Project contingency in the amount of \$60,450.00 was authorized to allow CONSULTANT to provide additional coordination for evaluating northern limit impacts with other projects.
- C. Parties desire to further amend Contract to provide budget and scope for the design of the extension of the second express lane in each direction from just north of Fourth Street to near Arrow Road to more nearly align with the ultimate facility, to modify the qualifications of insurance carriers, and allow self-insured retention.

**NOW THEREFORE**, the Parties agree to amend Contract No. 20-1002266 as follows:

- 1. The services and fees described in Contingency Release Authorizations dated March 25, 2021 is hereby incorporated by reference into the terms and conditions of the Contract.
- 2. Article I, section 1.1, is amended in its entirety to read as follows:

“1.1 The work to be performed under this Contract is described in Exhibit A to this Contract entitled “Scope of Work”, Contingency Amendment 0A, Exhibit A.1 attached to this Amendment 1, the CONSULTANT’s approved Cost Proposal dated July 9, 2020 attached as Exhibit B to this Contract, and Exhibit B.1 attached to this Amendment 1. If there is any conflict between the approved Cost Proposal and the Contract Articles, the Contract Articles take precedence.

- 3. Section 5.2 is amended in its entirety to read as follows:

“5.2 In addition to the allowable incurred costs, SBCTA will pay CONSULTANT a fixed fee of \$756,334.67 for Segment A and \$145,790 for Segment B. The fixed fee is nonadjustable for the term of the Contract, except in the event of a significant change in the Scope of Work and such adjustment is made by Contract amendment.

4. Section 5.9 is amended in its entirety to read as follows:

“5.9 The total amount payable by SBCTA to CONSULTANT including the fixed fee shall not exceed \$22,882,768.18.”

5. Article 19, section 19.2.1 is deleted and replaced in its entirety to read as follows:

19.2.1 Qualifications of Insurance Carriers. “If policies are written by insurer carriers authorized and admitted to do business in the state of California, then the insurer carriers must have a current A.M. Best rating of A-VIII or better and if policies are written by insurance carriers that are non-admitted but authorized to conduct business in the state of California, then they must meet the current A.M. Best rating of A-X or better, unless otherwise approved in writing by SBCTA’s Risk Manager.”

6. Article 19, section 19.2.4 is deleted and replaced in its entirety to read as follows:

19.2.4 Deductibles and Self-Insured Retention. “Regardless of the allowance of exclusions or deductibles by SBCTA, CONTRACTOR shall be responsible for any deductible or self-insured retention (SIR) amount and shall warrant that the coverage provided to SBCTA is consistent with the requirements of this Article. CONTRACTOR will pay, and shall require its sub-CONTRACTORS to pay, all deductibles, co-pay obligations, premiums and any other sums due under the insurance required in this Article. Any deductibles or self-insured retentions must be declared to and approved in writing by SBCTA’s Risk Manager. At the option of SBCTA, if the deductible or SIR is greater than \$50,000 or five (5) percent of the amount of coverage required under this Contract, whichever is less, the CONTRACTOR shall guarantee that either: (1) the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects to SBCTA, its directors, officials, officers, employees and agents; or, (2) the CONTRACTOR shall procure a bond guaranteeing the amount of the deductible or self-insured retention. SBCTA will have the right, but not the obligation, to pay any deductible or SIR due under any insurance policy. If SBCTA pays any sums due under any insurance required above, SBCTA may withhold said sums from any amounts due to CONTRACTOR. The Contractor’s policies will neither obligate nor prohibit SBCTA or any other Additional Insured, from paying any portion of any Contractor’s deductible or SIR.”

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

8. Except as amended by this Amendment No. 1, all other provisions of the Contract, and amendments thereto, shall remain in full force and effect.

9. This Amendment No. 1 is effective on the date executed by SBCTA.

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

Attachment: 20-1002266-01 (7694 : Amendment No. 1 to Contract No. 20-1002266 for the I-15 Express Lanes Corridor)

IN WITNESS WHEREOF, the authorized parties have signed below.

**MICHAEL BAKER INTERNATIONAL, INC. SAN BERNARDINO COUNTY  
TRANSPORTATION AUTHORITY**

By: \_\_\_\_\_  
Tanya Bilezikjian  
Vice President

By: \_\_\_\_\_  
Frank J. Navarro  
Board President

Date: \_\_\_\_\_

Date: \_\_\_\_\_

APPROVED AS TO FORM:

By: \_\_\_\_\_  
Juanda Lowder Daniel  
Assistant General Counsel

CONCURRENCE

By: \_\_\_\_\_  
Jeffery Hill  
Procurement Manager

DRAFT

Attachment: 20-1002266-01 (7694 : Amendment No. 1 to Contract No. 20-1002266 for the I-15 Express Lanes Corridor)



**I-15 Arrow Extension Mod Assumptions**

- Approximately 1.4 miles of SB-15 widening
- The widening in this stretch would be to the Ultimate mainline width as shown in the PA/ED documents, between 4<sup>th</sup> Street and Foothill Blvd to allow for final express lane access locations around Arrow Route.
- 5 additional bridge widenings along SB-15
  - Sixth St UC
  - MWD Pipeline
  - Rochester Ave OH
  - Day Canyon Channel
  - Arrow Route UC
- 6 additional retaining walls along SB-15 for approximately 4800 LF
  - RW 219, 227, 233, 241, 265, 269.
- 22 additional borings necessary for new bridge widenings and retaining walls
- Assume updates to GADs and DSDDs to incorporate revisions from what is shown on approved PA/ED documents
- Assume no infiltration testing or new OH Signs needing borings
- Assume no additional utility conflicts due to the new retaining walls or bridge widenings
- Assume no additional fee, TCE or PUE take
- Includes radio frequency testing

**Contract No. 20-1002266 Amendment No.1 Exhibit B.1  
Cost/Price Form for Cost Plus Fixed Fee RFP**

**8.d**

Consultant Michael Baker International

Contract No. 20-1002266

Date 3/15/2021

Direct Labor Classification/Title	Key Personal	Hours	Labor Rate Range		Average Hourly Rate	Total Direct Labor
			Low	High		
Project Manager	Brandon Reyes	100	80.00	100.00	\$90.00	\$9,000.00
Principal/Senior Manager	Steve Huff	0	130.00	155.00	\$142.50	\$0.00
Technical Manager		30	80.00	110.00	\$95.00	\$2,850.00
Senior Engineer/Planner		460	60.00	80.00	\$70.00	\$32,200.00
Project Engineer/Planner/Structures Designer		1,316	40.00	60.00	\$50.00	\$65,800.00
Design Engineer/Planner		1,024	35.00	45.00	\$40.00	\$40,960.00
Landscape Architect		0	55.00	75.00	\$65.00	\$0.00
Project Coordinator/Controls		0	60.00	80.00	\$70.00	\$0.00
Designer/Assistant Engineer		458	25.00	35.00	\$30.00	\$13,740.00
Engineering Aid/Planning Aid		0	15.00	25.00	\$20.00	\$0.00
Office Support/Clerical		0	20.00	40.00	\$30.00	\$0.00
2-Person Survey Crew*		0	100.00	120.00	\$110.00	\$0.00
Licensed Surveyor*		0	40.00	70.00	\$55.00	\$0.00
Senior Technical Manager		0	110.00	140.00	\$125.00	\$0.00

**Labor Costs**

a) Subtotal Direct Labor Costs		\$	<u>164,550.00</u>
b) Anticipated Salary Increases (see page 2 for sample)		\$	<u>3,164.47</u>
c) <b>TOTAL DIRECT LABOR COSTS [(a)+(b)]</b>		\$	<u>167,714.47</u>

**Fringe Benefits**

d) Fringe Benefits (Rate <u>45.150%</u> )	e) <b>Total Fringe Benefits [(c)x(d)]</b>	\$	<u>75,723.08</u>
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**Indirect Costs**

f) Overhead (Rate <u>53.420%</u> )	g) Overhead [(c)x (f)]	\$	<u>89,593.07</u>
h) General and Administrative (Rate <u>50.230%</u> )	i) Gen & Admin [(c) x (h)]	\$	<u>84,242.98</u>
j) <b>Total Indirect Costs [(g)+(i)]</b>		\$	<u>173,836.05</u>

**Fixed Fee (Profit)**

n) (Rate <u>8.00%</u> )	k) <b>Fixed fee [(c) + (e) + (j)] x (n)</b>	\$	<u>33,381.89</u>
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**Total Loaded Labor Costs**

450,655.49

**Other Direct Costs (ODC)**

l) Air Travel/ Special Deliveries / (supported by consultant actual costs)	\$	
m) Equipment Rental and Supplies (itemize) - Printing/delivery, Traffic Control for Survey, Survey/Lidar/Mapping ODC, RR Flaggers	\$	
n) RR Insurance	\$	
o) Subconsultant Costs (attach detailed cost proposal in same format as prime consultant estimate for each subconsultant)	\$	<u>1,052,571.69</u>

p) <b>Total Other Direct Costs [(l) + (m) + (n) + (o)]</b>	\$	<u>1,052,571.69</u>
<b>Total cost [(c) + (e) + (j) + (k) + (p)]</b>	\$	<u>1,503,227.18</u>

Notes:

- Employees subject to prevailing wage requirements to be marked with an \*.

Attachment: 20-1002266 Exhibit B.1 (7694 : Amendment No. 1 to Contract No. 20-1002266 for the I-15 Express Lanes Corridor)

Consultant Michael Baker International Contract No. 20-1002266 Date 3/15/2021

1. Calculate average hourly rate for 1st year of contract (Direct Labor Subtotal divided by total hours)

Direct Labor Subtotal Per Cost Proposal		Total Hours cost Proposal	=	Avg Hourly Rate	5year Contract Duration
\$ 164,550.00	/	3388	=	\$ 48.57	Year 1 avg Hourly rate

2. Calculate hourly rate for all years (increase the Average Hourly rate for a year by proposed escalation%)

	Average hourly rate		Proposed Escalation	=		
Year 1	\$ 48.57	+	2%	=	\$ 49.54	Year 2 Avg Hourly Rate
Year 2	\$ 49.54	+	2%	=	\$ 50.53	Year 3 Avg Hourly Rate
Year 3	\$ 50.53	+	2%	=	\$ 51.54	Year 4 Avg Hourly Rate
Year 4	\$ 51.54	+	2%	=	\$ 52.57	Year 5 Avg Hourly Rate

3. Calculate estimated hour per year (multiply estimate % each year by total hours)

	Estimated % Completed Each year	*	Total Hours Per Cost Proposal	=	Total Hours per Year	
Year 1	40.0%	*	3388	=	1355.2	Estimated Hours Year 1
Year 2	40.0%	*	3388	=	1355.2	Estimated Hours Year 2
Year 3	10.0%	*	3388	=	338.8	Estimated Hours Year 3
Year 4	5.0%	*	3388	=	169.4	Estimated Hours Year 4
Year 5	5.0%	*	3388	=	169.4	Estimated Hours Year 5
Total	100.0%		Total	=	3388	

4. Calculate Total Costs including Escalation (multiply average hourly rate by the number hours)

	Avg Hourly Rate (Calculated above)	*	Estimated hours (Calculated above)	=	Cost Per Year	
Year 1	\$ 48.57	*	1355.2	=	\$ 65,822.06	Estimated Hours Year 1
Year 2	\$ 49.54	*	1355.2	=	\$ 67,136.61	Estimated Hours Year 2
Year 3	\$ 50.53	*	338.8	=	\$ 17,119.56	Estimated Hours Year 3
Year 4	\$ 51.54	*	169.4	=	\$ 8,730.88	Estimated Hours Year 4
Year 5	\$ 52.57	*	169.4	=	\$ 8,905.36	Estimated Hours Year 5
Total Direct Labor Cost with Escalation =					\$ 167,714.47	
Direct Labor Subtotal before Escalation =					\$ 164,550.00	
Estimated Total of Direct Labor Salary Increase =					\$ 3,164.47	Transferred to page 1

Notes:

- This assumes that one year will be worked at the rate on the cost proposal before salary increases are granted.
- This escalation calculation is for determining the total contract amount only. The actual allowable escalation is per Contract Section 5.1
- Estimated yearly percent completed from resource loaded schedule

Attachment: 20-1002266 Exhibit B.1 (7694 : Amendment No. 1 to Contract No. 20-1002266 for the I-15 Express Lanes Corridor)

Contract: 20-1002266		Date: 3/15/2021		Detail Sheet																
Task Description			Consultant														AI			
			Michael Baker International																	
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	AI		
Row	WBS Number	Drawing or Item of Work - Titles	Project Manager	Principal/Senior Manager	Technical Manager	Senior Engineer/Planner	Project Engineer/Planner/Structur es Designer	Design Engineer/Planner	Landscape Architect	Project Coordinator/Controls	Designer/Assistant Engineer	Drafter	Engineering Aid/Planning Aid	Office Support/Clerical	2-Person Survey Crew**	Licensed Surveyor*	Senior Technical Manager	Total Hours		
1	3.100.15	Project Management																0.0		
2	3.100.15	Project Management	100.0															100.0		
6	3.180	Prepare Environmental Revalidation and Supplemental Project Report																0.0		
7		Revised Geometrics					20.0				20.0							40.0		
14	3.185.15.10	Geometric Revisions																0.0		
15		Revised GADs				8.0	20.0											28.0		
16		Overhead Sign & Toll Gantry/Equipment Locations Exhibits & Toll System Concept Plans				20.0	40.0											60.0		
18		Updated PA/ED Format Cost Estimate				8.0	12.0											20.0		
28	3.230	Prepare Highway Draft Plans, Specifications and Estimates																0.0		
29	3.230.05	Draft Highway Plans (65% & 95%)																0.0		
30		Roadway				68.0	246.0	190.0			122.0							626.0		
31		Drainage			26.0	60.0	80.0	100.0			98.0							364.0		
32		Traffic Signing/Striping				6.0	24.0	40.0			6.0							76.0		
33		Electrical - Traffic Signals and Lighting				16.0	32.0	36.0			24.0							108.0		
34		Electrical ITS				26.0	68.0	72.0			38.0							204.0		
36		MOT				62.0	78.0	122.0			132.0							394.0		
38		Retaining Walls & Soundwalls (Full Packages thru 100%)				160.0	600.0	400.0										1,160.0		
74	3.255	Prepare Final PS&E Package (100%)																0.0		
75	3.255.20	Final District PS&E Package				4.0	26.0	96.0	64.0		18.0							208.0		
76		Plans	100.0	0.0	30.0	460.0	1,316.0	1,024.0	0.0	0.0	458.0	0.0	0.0	0.0	0.0	0.0	0.0	3,388.0		

Attachment: 20-1002266 Exhibit B.1 (7694 : Amendment No. 1 to Contract No. 20-1002266 for the I-15 Express Lanes Corridor)

Contract: 20-1002266								
Detail Sheet								
Task Description								
0								
A	B	C	AI	AI1	AJ	AK	AL	AM
Row	WBS Number	Drawing or Item of Work - Titles	Hours Total	Direct Labor Total	Overhead Cost	Fee	Total Labor Costs	Escalated Total Labor Cost
2	3.100.15	Project Management	100.0	\$ 9,000.00	\$ 13,392.00	\$ 1,791.36	\$ 24,183.36	\$ 24,648.43
7		Revised Geometrics	40.0	\$ 1,600.00	\$ 2,380.80	\$ 318.46	\$ 4,299.26	\$ 4,381.94
15		Revised GADs	28.0	\$ 1,560.00	\$ 2,321.28	\$ 310.50	\$ 4,191.78	\$ 4,272.39
16		Overhead Sign & Toll Gantry/Equipment Locations Exhibits & Toll System Concept Plans	60.0	\$ 3,400.00	\$ 5,059.20	\$ 676.74	\$ 9,135.94	\$ 9,311.63
18		Updated PA/ED Format Cost Estimate	20.0	\$ 1,160.00	\$ 1,726.08	\$ 230.89	\$ 3,116.97	\$ 3,176.91
30		Roadway	626.0	\$ 28,320.00	\$ 42,140.16	\$ 5,636.81	\$ 76,096.97	\$ 77,560.40
31		Drainage	364.0	\$ 17,610.00	\$ 26,203.68	\$ 3,505.09	\$ 47,318.77	\$ 48,228.76
32		Traffic Signing/Striping	76.0	\$ 3,400.00	\$ 5,059.20	\$ 676.74	\$ 9,135.94	\$ 9,311.63
33		Electrical - Traffic Signals and Lighting	108.0	\$ 4,880.00	\$ 7,261.44	\$ 971.32	\$ 13,112.76	\$ 13,364.93
34		Electrical ITS	204.0	\$ 9,240.00	\$ 13,749.12	\$ 1,839.13	\$ 24,828.25	\$ 25,305.72
36		MOT	394.0	\$ 17,080.00	\$ 25,415.04	\$ 3,399.60	\$ 45,894.64	\$ 46,777.25
38		Retaining Walls & Soundwalls (Full Packages thru 100%)	1,160.0	\$ 57,200.00	\$ 85,113.60	\$ 11,385.09	\$ 153,698.69	\$ 156,654.48
76		Plans	208.0	\$ 10,100.00	\$ 15,028.80	\$ 2,010.30	\$ 27,139.10	\$ 27,661.02
Total Hours			<b>3,388.0</b>	<b>\$ 164,550.00</b>	<b>\$ 244,850.40</b>	<b>\$ 32,752.03</b>	<b>\$ 442,152.43</b>	<b>\$ 450,655.49</b>

Attachment: 20-1002266 Exhibit B.1 (7694 : Amendment No. 1 to Contract No. 20-1002266 for the I-15 Express Lanes Corridor)

Cost/Price Form for Cost Plus Fixed Fee RFP

Consultant WKE, Inc.

Contract No. 20-1002266

Date 3/15/2021

Direct Labor Classification/Title	Key Personal	Hours	Labor Rate Range		Average Hourly Rate	Total Direct Labor
			Low	High		
Task Manager	Wei Koo	306	110.70	124.60	\$117.65	\$36,000.90
QA/QC		61	93.89	99.87	\$96.88	\$5,909.68
Senior Project Engineer		777	74.11	82.67	\$78.39	\$60,909.03
Project Engineer		1,199	42.29	51.87	\$47.08	\$56,448.92
Assist Engineer		1,055	37.00	39.96	\$38.48	\$40,596.40
CADD		855	45.44	48.00	\$46.72	\$39,945.60

**Labor Costs**

a) Subtotal Direct Labor Costs		\$	239,810.53
b) Anticipated Salary Increases (see page 2 for sample)		\$	4,630.65
<b>c) TOTAL DIRECT LABOR COSTS [(a)+(b)]</b>		\$	<b>244,441.18</b>

**Fringe Benefits**

d) Fringe Benefits (Rate <u>37.430%</u> )		e) Total Fringe Benefits [(c)x(d)]	\$	91,494.33
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**Indirect Costs**

f) Overhead (Rate <u>89.540%</u> )		g) Overhead [(c)x (f)]	\$	218,872.63
h) General and Administrative (Rate <u>0.000%</u> )		i) Gen & Admin [(c) x (h)]	\$	-
		<b>j) Total Indirect Costs [(g)+(i)]</b>	\$	<b>218,872.63</b>

**Fixed Fee (Profit)**

n) (Rate <u>8.00%</u> )		k) Fixed fee [ (c) + (e) + (j)] x (n)	\$	44,384.65
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**Total Loaded Labor Costs**

599,192.79

**Other Direct Costs (ODC)**

l) Air Travel/ Special Deliveries / (supported by consultant actual costs)		\$	1,088.00
m) Equipment Rental and Supplies (itemize)		\$	
n) Permit Fees (itemize), Plan sheets (each), Test Holes (each, Etc.		\$	
o) Subconsultant Costs (attach detailed cost proposal in same format as prime consultant estimate for each subconsultant)		\$	
<b>p) Total Other Direct Costs [ (l) + (m) + (n) + (o) ]</b>		\$	<b>1,088.00</b>
<b>Total cost [(c) + (e) + (j) + (k) + (p)]</b>		\$	<b>600,280.79</b>

Notes:

- Employees subject to prevailing wage requirements to be marked with an \*.

Attachment: 20-1002266 Exhibit B.1 (7694 : Amendment No. 1 to Contract No. 20-1002266 for the I-15 Express Lanes Corridor)

Consultant WKE, Inc. Contract No. 20-1002266 Date 3/15/2021

1. Calculate average hourly rate for 1st year of contract (Direct Labor Subtotal divided by total hours)

Direct Labor Subtotal Per Cost Proposal	Total Hours cost Proposal	Avg Hourly Rate	5year Contract Duration
\$ 239,810.53 /	4253 =	\$ 56.39	Year 1 avg Hourly rate

2. Calculate hourly rate for all years (increase the Average Hourly rate for a year by proposed escalation%)

	Average hourly rate	Proposed Escalation			
Year 1	\$ 56.39 +	2%	=	\$ 57.52	Year 2 Avg Hourly Rate
Year 2	\$ 57.52 +	2%	=	\$ 58.67	Year 3 Avg Hourly Rate
Year 3	\$ 58.67 +	2%	=	\$ 59.84	Year 4 Avg Hourly Rate
Year 4	\$ 59.84 +	2%	=	\$ 61.04	Year 5 Avg Hourly Rate

3. Calculate estimated hour per year (multiply estimate % each year by total hours)

	Estimated % Completed Each year	Total Hours Per Cost Proposal	Total Hours per Year	
Year 1	40.0% *	4253 =	1701.2	Estimated Hours Year 1
Year 2	40.0% *	4253 =	1701.2	Estimated Hours Year 2
Year 3	10.0% *	4253 =	425.3	Estimated Hours Year 3
Year 4	5.0% *	4253 =	212.7	Estimated Hours Year 4
Year 5	5.0% *	4253 =	212.7	Estimated Hours Year 5
Total	100.0%	Total =	4253	

4. Calculate Total Costs including Escalation (multiply average hourly rate by the number hours)

	Avg Hourly Rate (Calculated above)	Estimated hours (Calculated above)	Cost Per Year	
Year 1	\$ 56.39 *	1701.2 =	\$ 95,930.67	Estimated Hours Year 1
Year 2	\$ 57.52 *	1701.2 =	\$ 97,853.02	Estimated Hours Year 2
Year 3	\$ 58.67 *	425.3 =	\$ 24,952.35	Estimated Hours Year 3
Year 4	\$ 59.84 *	212.7 =	\$ 12,724.98	Estimated Hours Year 4
Year 5	\$ 61.04 *	212.7 =	\$ 12,980.16	Estimated Hours Year 5
Total Direct Labor Cost with Escalation =			\$ 244,441.18	
Direct Labor Subtotal before Escalation =			\$ 239,810.53	
Estimated Total of Direct Labor Salary Increase =			\$ 4,630.65	Transferred to page 1

Notes:

- This assumes that one year will be worked at the rate on the cost proposal before salary increases are granted.
- This escalation calculation is for determining the total contract amount only. The actual allowable escalation is per Contract Section 5.1
- Estimated yearly percent completed from resource loaded schedule

Attachment: 20-1002266 Exhibit B.1 (7694 : Amendment No. 1 to Contract No. 20-1002266 for the I-15 Express Lanes Corridor)

Contract:		0		Date: 7/6/20					
Detail Sheet									
Task Description			Consultant						
			WKE, Inc.						
A	B	C	D	E	F	G	H	I	AI
Row	WBS Number	Drawing or Item of Work - Titles	Task Manager	QA/QC	Senior Project Engineer	Project Engineer	Assist Engineer	CADD	Total Hours
28	3.230	Prepare Highway Draft Plans, Specifications and Estimates							0.0
29	3.230.05	Draft Highway Plans (65% & 95%)							0.0
41		Retaining Wall Plans	61	7	122	203	189	174	756.0
56	3.240	Prepare Structural Draft Plans, Specifications & Estimates							0.0
60	3.240.75	Structure Type Selection							0.0
61		Draft and Final Structure GPs	62	13	163	249	217	170	874.0
62		Structure Type Selection Reports & Meetings	12	3	33	50	43	34	175.0
63	3.240.85	Draft Structural Plans							0.0
64		Unchecked Structure Plans	69	14	183	278	242	191	977.0
65		Draft Structures Special Provisions	7	2	20	30	26	20	105.0
66		Updated Structures Cost Estimates	5	1	13	20	17	14	70.0
68	3.240.90	Final (95%) Structure PS&E							0.0
69		Checked Structures Plans	17	4	46	70	61	48	246.0
70		Edited Structure Special Provisions	7	2	20	30	26	20	105.0
71		Design Calculations							0.0
72		Independent Check Calculations	37	8	98	149	130	102	524.0
73		Quantity and Check Quantity Calculations	12	3	33	50	43	34	175.0
74	3.255	Prepare Final PS&E Package (100%)							0.0
75	3.255.20	Final District PS&E Package							0.0
76		Plans	15	3	39	60	52	41	210.0
77		Specifications							0.0
78		Quantities and Estimates							0.0
79	3.255.40	Resident Engineer File and Supplemental Materials	2	1	7	10	9	7	36.0
80	3.260	Contract BID Documents Ready to List							0.0
82	5.270	Construction Engineering - Technical Support							0.0
			306.0	61.0	777.0	1,199.0	1,055.0	855.0	
									4,253.0

Attachment: 20-1002266 Exhibit B.1 (7694 : Amendment No. 1 to Contract No. 20-1002266 for the I-15 Express Lanes Corridor)



Contract: 20-1002266		Date: 3/15/2021		Detail Sheet																				
Task Description			Consultant																					
0			WKE, Inc.																					
A	B	C	D	D1	E	E1	F	F1	G	G1	H	H1	I	I1	AI	AI1	AJ	AK	AL	AM				
Row	WBS Number	Drawing or Item of Work - Titles	Task Manager	\$ 117.65	QA/QC	\$ 96.88	QA/QC	Senior Project Engineer	Senior Project Engineer	Project Engineer	Project Engineer	Assist Engineer	Assist Engineer	CADD	CADD	Hours Total	Direct Labor Total	Overhead Cost	Fee	Total Labor Costs	Escalated Total Labor Cost			
41		Retaining Wall Plans	61.0	\$ 7,176.65	7.0	\$ 678.16	122.0	\$ 9,563.58	203.0	\$ 9,557.24	189.0	\$ 7,272.72	174.0	\$ 8,129.28	756.0	\$ 42,377.63	\$ 53,806.88	\$ 7,694.76	\$ 103,879.27	\$ 105,885.13				
61		Draft and Final Structure GPs	62.0	\$ 7,294.30	13.0	\$ 1,259.44	163.0	\$ 12,777.57	249.0	\$ 11,722.92	217.0	\$ 8,350.16	170.0	\$ 7,942.40	874.0	\$ 49,346.79	\$ 62,655.62	\$ 8,960.19	\$ 120,962.60	\$ 123,298.34				
62		Structure Type Selection Reports & Meetings	12.0	\$ 1,411.80	3.0	\$ 290.64	33.0	\$ 2,586.87	50.0	\$ 2,354.00	43.0	\$ 1,654.64	34.0	\$ 1,588.48	175.0	\$ 9,886.43	\$ 12,552.80	\$ 1,795.14	\$ 24,234.37	\$ 24,702.32				
63	3.240.85	Draft Structural Plans	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	\$ -	\$ -	\$ -	\$ -				
64		Unchecked Structure Plans	69.0	\$ 8,117.85	14.0	\$ 1,356.32	183.0	\$ 14,345.37	278.0	\$ 13,088.24	242.0	\$ 9,312.16	191.0	\$ 8,923.52	977.0	\$ 55,143.46	\$ 70,015.65	\$ 10,012.73	\$ 135,171.84	\$ 137,781.95				
65		Draft Structures Special Provisions	7.0	\$ 823.55	2.0	\$ 193.76	20.0	\$ 1,567.80	30.0	\$ 1,412.40	26.0	\$ 1,000.48	20.0	\$ 934.40	105.0	\$ 5,932.39	\$ 7,532.36	\$ 1,077.18	\$ 14,541.93	\$ 14,822.72				
66		Updated Structures Cost Estimates	5.0	\$ 588.25	1.0	\$ 96.88	13.0	\$ 1,019.07	20.0	\$ 941.60	17.0	\$ 654.16	14.0	\$ 654.08	70.0	\$ 3,954.04	\$ 5,020.44	\$ 717.96	\$ 9,692.44	\$ 9,879.60				
67	3.240.80	Foundation Report	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	\$ -	\$ -	\$ -	\$ -				
68	3.240.90	Final (95%) Structure PS&E	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	\$ -	\$ -	\$ -	\$ -				
69		Checked Structures Plans	17.0	\$ 2,000.05	4.0	\$ 387.52	46.0	\$ 3,605.94	70.0	\$ 3,295.60	61.0	\$ 2,347.28	48.0	\$ 2,242.56	246.0	\$ 13,878.95	\$ 17,622.10	\$ 2,520.08	\$ 34,021.14	\$ 34,678.07				
70		Edited Structure Special Provisions	7.0	\$ 823.55	2.0	\$ 193.76	20.0	\$ 1,567.80	30.0	\$ 1,412.40	26.0	\$ 1,000.48	20.0	\$ 934.40	105.0	\$ 5,932.39	\$ 7,532.36	\$ 1,077.18	\$ 14,541.93	\$ 14,822.72				
71		Design Calculations	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	\$ -	\$ -	\$ -	\$ -				
72		Independent Check Calculations	37.0	\$ 4,353.05	8.0	\$ 775.04	98.0	\$ 7,682.22	149.0	\$ 7,014.92	130.0	\$ 5,002.40	102.0	\$ 4,765.44	524.0	\$ 29,593.07	\$ 37,574.32	\$ 5,373.39	\$ 72,540.78	\$ 73,941.52				
73		Quantity and Check Quantity Calculations	12.0	\$ 1,411.80	3.0	\$ 290.64	33.0	\$ 2,586.87	50.0	\$ 2,354.00	43.0	\$ 1,654.64	34.0	\$ 1,588.48	175.0	\$ 9,886.43	\$ 12,552.80	\$ 1,795.14	\$ 24,234.37	\$ 24,702.32				
74	3.255	Prepare Final PS&E Package (100%)	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	\$ -	\$ -	\$ -	\$ -				
75	3.255.20	Final District PS&E Package	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	\$ -	\$ -	\$ -	\$ -				
76		Plans	15.0	\$ 1,764.75	3.0	\$ 290.64	39.0	\$ 3,057.21	60.0	\$ 2,824.80	52.0	\$ 2,000.96	41.0	\$ 1,915.52	210.0	\$ 11,853.88	\$ 15,050.87	\$ 2,152.38	\$ 29,057.13	\$ 29,618.21				
79	3.255.40	Resident Engineer File and Supplemental Materials	2.0	\$ 235.30	1.0	\$ 96.88	7.0	\$ 548.73	10.0	\$ 470.80	9.0	\$ 346.32	7.0	\$ 327.04	36.0	\$ 2,025.07	\$ 2,571.23	\$ 367.70	\$ 4,964.01	\$ 5,059.86				
Total Hours			306.0	\$ 36,000.90	61.0	\$ 5,909.68	777.0	\$ 60,909.03	1,199.0	\$ 56,448.92	1,055.0	\$ 40,596.40	855.0	\$ 39,945.60	4,253.0	\$ 239,810.53	\$ 304,487.43	\$ 43,543.84	\$ 587,841.80	\$ 599,192.79				

Attachment: 20-1002266 Exhibit B.1 (7694 : Amendment No. 1 to Contract No. 20-1002266 for the I-15 Express Lanes Corridor)

Cost/Price Form for Cost Plus Fixed Fee RFP

Consultant T.Y. Lin International

Contract No. 20-1002266

Date 3/15/2021

Direct Labor Classification/Title	Key Personnel	Hours	Labor Rate Range		Average Hourly Rate	Total Direct Labor
			Low	High		
Support Services Lead	Karen Chapman	48	112.67	122.67	\$117.67	\$5,648.16
Support Services QA/QC		22	68.00	88.00	\$78.00	\$1,716.00
GAD/DSDD Lead		29	65.00	85.00	\$75.00	\$2,175.00
GAD/DSDD Engineer		51	40.00	50.00	\$45.00	\$2,295.00
GAD/DSDD Engineering Support		37	35.00	45.00	\$40.00	\$1,480.00
Railroad Lead		25	100.00	115.00	\$107.50	\$2,687.50
Railroad Senior Engineer		42	65.00	85.00	\$75.00	\$3,150.00
Railroad Engineer		25	57.00	77.00	\$67.00	\$1,675.00
Utility Lead		16	70.00	90.00	\$80.00	\$1,280.00
Utility Engineer		34	45.00	65.00	\$55.00	\$1,870.00
Utility Engineering Support		30	45.00	55.00	\$50.00	\$1,500.00
Bridge Structure Lead		30	67.00	87.00	\$77.00	\$2,310.00
Senior Bridge Engineer II		104	60.00	80.00	\$70.00	\$7,280.00
Senior Bridge Engineer I		122	55.00	75.00	\$65.00	\$7,930.00
Bridge Engineer II		66	48.00	68.00	\$58.00	\$3,828.00
Bridge Engineer I		38	42.00	62.00	\$52.00	\$1,976.00
Bridge Design Technician III		74	45.00	65.00	\$55.00	\$4,070.00
Bridge Design Technician II		60	33.00	53.00	\$43.00	\$2,580.00
Bridge Technical Specialist		10	95.00	115.00	\$105.00	\$1,050.00
Project Controls		20	25.00	35.00	\$30.00	\$600.00

**Labor Costs**

a) Subtotal Direct Labor Costs		\$	57,100.66
b) Anticipated Salary Increases (see page 2 for sample)		\$	1,446.21
<b>c) TOTAL DIRECT LABOR COSTS [(a)+(b)]</b>		\$	58,546.87

**Fringe Benefits**

d) Fringe Benefits (Rate <u>0.000%</u> )	<b>e) Total Fringe Benefits [(c)x(d)]</b>	\$	-
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**Indirect Costs**

f) Overhead (Rate <u>158.002%</u> )	g) Overhead [(c)x (f)]	\$	92,505.23
h) General and Administrative (Rate <u>0.000%</u> )	i) Gen & Admin [(c) x (h)]	\$	-
	<b>j) Total Indirect Costs [(g)+(i)]</b>	\$	92,505.23

**Fixed Fee (Profit)**

n) (Rate <u>8.00%</u> )	<b>k) Fixed fee [ (c) + (e) + (j)] x (n)</b>	\$	12,084.17
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**Total Loaded Labor Costs**

163,136.27

**Other Direct Costs (ODC)**

l) Air Travel/ Special Deliveries / (supported by consultant actual costs)	1 lump sum	\$	
m) Outside reprographics/printing/delivery (actual costs)	1 lump sum	\$	
n) Potholes (each)	potholes \$1,500 each	\$	
o) Railroad insurance (actual costs)	1 lump sum	\$	
<b>p) Total Other Direct Costs [ (l) + (m) + (n) + (o) ]</b>		\$	
	<b>Total cost [(c) + (e) + (j) + (k) + (p)]</b>	\$	163,136.27

Notes:

- Employees subject to prevailing wage requirements to be marked with an \*.

Attachment: 20-1002266 Exhibit B.1 (7694 : Amendment No. 1 to Contract No. 20-1002266 for the I-15 Express Lanes Corridor)

Consultant T.Y. Lin International Contract No. 20-1002266 Date 3/15/2021

**1. Calculate average hourly rate for 1st year of contract (Direct Labor Subtotal divided by total hours)**

Direct Labor Subtotal Per Cost Proposal	Total Hours cost Proposal	Avg Hourly Rate	<b>5year Contract Duration</b>
\$ 57,100.66 /	883 =	\$ 64.67	Year 1 avg Hourly rate

**2. Calculate hourly rate for all years (increase the Average Hourly rate for a year by proposed escalation%)**

Average hourly rate	Proposed Escalation		
Year 1 \$ 64.67 +	2%	=	\$ 65.96 Year 2 Avg Hourly Rate
Year 2 \$ 65.96 +	2%	=	\$ 67.28 Year 3 Avg Hourly Rate
Year 3 \$ 67.28 +	2%	=	\$ 68.63 Year 4 Avg Hourly Rate
Year 4 \$ 68.63 +	2%	=	\$ 70.00 Year 5 Avg Hourly Rate

**3. Calculate estimated hour per year (multiply estimate % each year by total hours)**

Estimated % Completed Each year	Total Hours Per Cost Proposal	Total Hours per Year	
Year 1 30.0% *	883 =	264.9	Estimated Hours Year 1
Year 2 30.0% *	883 =	264.9	Estimated Hours Year 2
Year 3 30.0% *	883 =	264.9	Estimated Hours Year 3
Year 4 5.0% *	883 =	44.2	Estimated Hours Year 4
Year 5 5.0% *	883 =	44.2	Estimated Hours Year 5
Total 100.0%	Total =	883	

**4. Calculate Total Costs including Escalation (multiply average hourly rate by the number hours)**

Avg Hourly Rate (Calculated above)	Estimated hours (Calculated above)	Cost Per Year	
Year 1 \$ 64.67 *	264.9 =	\$ 17,131.08	Estimated Hours Year 1
Year 2 \$ 65.96 *	264.9 =	\$ 17,472.80	Estimated Hours Year 2
Year 3 \$ 67.28 *	264.9 =	\$ 17,822.47	Estimated Hours Year 3
Year 4 \$ 68.63 *	44.2 =	\$ 3,030.01	Estimated Hours Year 4
Year 5 \$ 70.00 *	44.2 =	\$ 3,090.50	Estimated Hours Year 5
Total Direct Labor Cost with Escalation =		\$ 58,546.87	
Direct Labor Subtotal before Escalation =		\$ 57,100.66	
Estimated Total of Direct Labor Salary Increase =		\$ 1,446.21	Transferred to page 1

Notes:

- This assumes that one year will be worked at the rate on the cost proposal before salary increases are granted.
- This escalation calculation is for determining the total contract amount only. The actual allowable escalation is per Contract Section 5.1
- Estimated yearly percent completed from resource loaded schedule

Attachment: 20-1002266 Exhibit B.1 (7694 : Amendment No. 1 to Contract No. 20-1002266 for the I-15 Express Lanes Corridor)

Contract: RFP 20-1002266 Date: 7/13/2020

Detail Sheet																							
Task Description			Consultant																				
			T.Y. Lin International																				
A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	AI
Row	WBS Number	Drawing or Item of Work - Titles	Support Services Lead	Support Services QA/QC	GAD/DSSD Lead	GAD/DSSD Engineer	GAD/DSSD Engineering Support	Railroad Lead	Railroad Senior Engineer	Railroad Engineer	Utility Lead	Utility Engineer	Utility Engineering Support	Bridge Structure Lead	Senior Bridge Engineer II	Senior Bridge Engineer I	Bridge Engineer II	Bridge Engineer I	Bridge Design Technician III	Bridge Design Technician II	Bridge Technical Specialist	Project Controls	Total Hours
6	3.180	Prepare Environmental Revalidation and Supplemental Project Report																					0
7		Revised Geometrics	2.0		4.0	6.0	6.0																18
11	3.185	Prepare Base Maps and Plan Sheets																					0
14	3.185.15.10	Geometric Revisions																					0
15		Revised GADs	2.0	2.0	8.0	13.0	13.0																38
16		Overhead Sign & Toll Gantry/Equipment Locations Exhibits	2.0	2.0	6.0	16.0	6.0															4.0	36
17		Draft and Final Supplemental DSD		2.0	3.0	4.0	8.0																17
19		Draft and Final Geometric Technical Memorandum	2.0	2.0	8.0	12.0	4.0															4.0	32
20	3.205	Permits & Agreements																					0
22	3.205.10	Obtain Permits	6.0	2.0				25.0	42.0	25.0												2.0	102
35		Utility & Utility Relocation Plans	2.0	1.0							4.0	10.0	10.0									2.0	29
48		Utility Location Plans	2.0	1.0							8.0	16.0	16.0										43
61		Draft and Final Structure GPs	4.0	2.0										4.0	10.0	12.0	10.0		8.0	4.0	2.0		56
62		Structure Type Selection Reports & Meetings	4.0												4.0	8.0		4.0		4.0		8.0	32
64		Unchecked Structure Plans	12.0	4.0										12.0	32.0	32.0	16.0	14.0	24.0	20.0	4.0		170
65		Draft Structures Special Provisions													8.0		12.0		12.0				32
66		Updated Structures Cost Estimates	6.0	2.0										8.0	8.0	8.0	8.0	8.0	8.0	8.0			64
68	3.240.90	Final (95%) Structure PS&E																					0
72		Independent Check Calculations													40.0	52.0	16.0		20.0	12.0	4.0		144
73		Quantity and Check Quantity Calculations												4.0		6.0		10.0		10.0			30
74	3.255	Prepare Final PS&E Package (100%)																					0
75	3.255.20	Final District PS&E Package																					0
76		Plans	4.0	2.0							4.0	8.0	4.0	2.0	2.0	4.0	4.0	2.0	2.0	2.0		20.0	40
			48.0	22.0	29.0	51.0	37.0	25.0	42.0	25.0	16.0	34.0	30.0	30.0	104.0	122.0	66.0	38.0	74.0	60.0	10.0	20.0	883

Attachment: 20-1002266 Exhibit B.1 (7694 : Amendment No. 1 to Contract No. 20-1002266 for the I-15 Express Lanes Corridor)



Cost/Price Form for Cost Plus Fixed Fee RFP

Consultant Earth Mechanics, Inc.

Contract No. 20-1002266

Date 3/15/2021

Direct Labor Classification/Title	Key Personal	Hours	Labor Rate Range		Average Hourly Rate	Total Direct Labor
			Low	High		
Principal		94	89.00	98.12	\$93.56	\$8,794.64
Principal Engineer/Geologist		212	66.00	88.20	\$77.10	\$16,345.20
Senior Engineer/Geologist		196	55.00	72.77	\$63.89	\$12,522.44
Sr. Project Engineer/Geologist		240	48.00	52.92	\$50.46	\$12,110.40
Project Engineer/Geologist		160	41.00	55.68	\$48.34	\$7,734.40
Sr. Staff Engineer/Geologist		0	39.50	49.61	\$44.56	\$0.00
Senior Technician		200	41.50	48.23	\$44.87	\$8,974.00
Staff Engineer/Geologist		0	27.50	41.90	\$34.70	\$0.00
Technician		0	19.00	23.70	\$21.35	\$0.00

**Labor Costs**

a) Subtotal Direct Labor Costs		\$	\$66,481.08
b) Anticipated Salary Increases (see page 2 for sample)		\$	202.59
	c) <b>TOTAL DIRECT LABOR COSTS</b> [(a)+(b)]	\$	\$66,683.67

**Fringe Benefits**

d) Fringe Benefits (Rate <u>79.450%</u> %)	e) <b>Total Fringe Benefits</b> [(c)x(d)]	\$	52,980.18
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**Indirect Costs**

f) Overhead (Rate <u>106.010%</u> %)	g) Overhead [(c)x (f)]	\$	70,691.36
h) General and Administrative (Rate <u>0.000%</u> %)	i) Gen & Admin [(c) x (h)]	\$	-
	j) <b>Total Indirect Costs</b> [(g)+(i)]	\$	70,691.36

**Fixed Fee (Profit)**

n) (Rate <u>8.00%</u> %)	k) <b>Fixed fee</b> [ (c) + (e) + (j)] x (n)	\$	15,228.42
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**Total Loaded Labor Costs**

205,583.63

**Other Direct Costs (ODC)**

l) Travel/ Mileage Costs (supported by consultant actual costs)		\$	-
m) Equipment Rental and Supplies (itemize)		\$	83,571.00
n) Permit Fees (itemize), Plan sheets (each), Test Holes (each, Etc.		\$	
o) Subconsultant Costs (attach detailed cost proposal in same format as prime consultant estimate for each subconsultant)		\$	
	p) <b>Total Other Direct Costs</b> [ (l) + (m) + (n) + (o) ]	\$	83,571.00
	<b>Total cost</b> [(c) + (e) + (j) + (k) + (p)]	\$	289,154.63

Notes:

- Employees subject to prevailing wage requirements to be marked with an \*.

Attachment: 20-1002266 Exhibit B.1 (7694 : Amendment No. 1 to Contract No. 20-1002266 for the I-15 Express Lanes Corridor)

Consultant Earth Mechanics, Inc. Contract No. \_\_\_\_\_ Date 3/15/2021

1. Calculate average hourly rate for 1st year of contract (Direct Labor Subtotal divided by total hours)

Direct Labor Subtotal Per Cost Proposal	Total Hours cost Proposal	Avg Hourly Rate	5year Contract Duration
\$ 66,481.08 /	1102 =	\$ 60.33	Year 1 avg Hourly rate

2. Calculate hourly rate for all years (increase the Average Hourly rate for a year by proposed escalation%)

	Average hourly rate	Proposed Escalation			
Year 1	\$ 60.33 +	2%	=	\$ 61.54	Year 2 Avg Hourly Rate
Year 2	\$ 61.54 +	2%	=	\$ 62.77	Year 3 Avg Hourly Rate
Year 3	\$ 62.77 +	2%	=	\$ 64.03	Year 4 Avg Hourly Rate
Year 4	\$ 64.03 +	2%	=	\$ 65.31	Year 5 Avg Hourly Rate

3. Calculate estimated hour per year (multiply estimate % each year by total hours)

	Estimated % Completed Each year	Total Hours Per Cost Proposal	Total Hours per Year	
Year 1	85.0% *	1102	= 936.7	Estimated Hours Year 1
Year 2	15.0% *	1102	= 165.3	Estimated Hours Year 2
Year 3	0.0% *	1102	= 0.0	Estimated Hours Year 3
Year 4	0.0% *	1102	= 0.0	Estimated Hours Year 4
Year 5	0.0% *	1102	= 0.0	Estimated Hours Year 5
Total	100.0%	Total	= 1102	

4. Calculate Total Costs including Escalation (multiply average hourly rate by the number hours)

	Avg Hourly Rate (Calculated above)	Estimated hours (Calculated above)	Cost Per Year	
Year 1	\$ 60.33 *	936.7	= \$ 56,511.11	Estimated Hours Year 1
Year 2	\$ 61.54 *	165.3	= \$ 10,172.56	Estimated Hours Year 2
Year 3	\$ 62.77 *	0.0	= \$ -	Estimated Hours Year 3
Year 4	\$ 64.03 *	0.0	= \$ -	Estimated Hours Year 4
Year 5	\$ 65.31 *	0.0	= \$ -	Estimated Hours Year 5
Total Direct Labor Cost with Escalation =			\$ 66,683.67	
Direct Labor Subtotal before Escalation =			\$ 66,481.08	
Estimated Total of Direct Labor Salary Increase =			\$ 202.59	Transferred to page 1

Notes:

- This assumes that one year will be worked at the rate on the cost proposal before salary increases are granted.
- This escalation calculation is for determining the total contract amount only. The actual allowable escalation is per Contract Section ????
- Estimated yearly percent completed from resource loaded schedule

Attachment: 20-1002266 Exhibit B.1 (7694 : Amendment No. 1 to Contract No. 20-1002266 for the I-15 Express Lanes Corridor)

Contract: Baseline Date: 7/14/2020

Detail Sheet													
Task Description			Consultant										
			Earth Mechanics, Inc.										
A	B	C	D	E	F	G	H	I	J	K	L	AI	
Row	WBS Number	Drawing or Item of Work - Titles	Principal	Principal Engineer/Geologis†	Senior Engineer/Geologis†	Sr. Project Engineer/Geologis†	Project Engineer/Geologis†	Sr. Staff Engineer/Geologis†	Senior Technician	Staff Engineer/Geologis†	Technician	Total Hours	
28	3.230	Prepare Highway Draft Plans, Specifications and Estimates										0.0	
29	3.230.05	Draft Highway Plans (65% & 95%)										0.0	
54	3.230.80	Geotechnical Design Report										0.0	
55	3.230.80	Updated Materials Report	4.0	12.0	16.0							32.0	
56	3.240	Prepare Structural Draft Plans, Specifications & Estimates										0.0	
58	3.240.65	Preliminary Foundation Reports										0.0	
59	3.240.70	Subsurface Exploration and Field Infiltration Tests	10.0	20.0		100.0	40.0		80.0			250.0	
63	3.240.85	Draft Structural Plans										0.0	
67	3.240.80	Foundation Report	80.0	180.0	180.0	140.0	120.0		120.0			820.0	
			94.0	212.0	196.0	240.0	160.0	0.0	200.0	0.0	0.0	1,102.0	

Attachment: 20-1002266 Exhibit B.1 (7694 : Amendment No. 1 to Contract No. 20-1002266 for the I-15



Contract: 20-1002266		Date: 3/15/2021		Detail Sheet																						
Task Description			Consultant																							
0			Earth Mechanics, Inc.																							
A	B	C	D	D1	E	E1	F	F1	G	G1	H	H1	I	I1	J	J1	K	K1	L	L1	AI	AI1	AJ	AK	AL	AM
Row	WBS Number	Drawing or Item of Work - Titles	Principal	Principal	Principal Engineer/Geologist	Principal Engineer/Geologist	Senior Engineer/Geologist	Senior Engineer/Geologist	Sr. Project Engineer/Geologist	Sr. Project Engineer/Geologist	Project Engineer/Geologist	Project Engineer/Geologist	Sr. Staff Engineer/Geologist	Sr. Staff Engineer/Geologist	Senior Technician	Senior Technician	Staff Engineer/Geologist	Staff Engineer/Geologist	Technician	Technician	Hours Total	Direct Labor Total	Overhead Cost	Fee	Total Labor Costs	Escalated Total Labor Cost
54	3.230.80	Geotechnical Design Report	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	\$ -	\$ -	\$ -	\$ -
55	3.230.80	Updated Materials Report	4.0	\$ 374.24	12.0	\$ 925.20	16.0	\$ 1,022.24	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	32.0	\$ 2,321.68	\$ 4,305.79	\$ 530.20	\$ 7,157.67	\$ 7,179.48
58	3.240.65	Preliminary Foundation Reports	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	0.0	\$ -	\$ -	\$ -	\$ -	\$ -
59	3.240.70	Subsurface Exploration and Field Infiltration Tests	10.0	\$ 935.60	20.0	\$ 1,542.00	0.0	\$ -	100.0	\$ 5,046.00	40.0	\$ 1,933.60	0.0	\$ -	80.0	\$ 3,589.60	0.0	\$ -	0.0	\$ -	250.0	\$ 13,046.80	\$ 24,196.60	\$ 2,979.47	\$ 40,222.87	\$ 40,345.44
67	3.240.80	Foundation Report	80.0	\$ 7,484.80	180.0	\$ 13,878.00	180.0	\$ 11,500.20	140.0	\$ 7,064.40	120.0	\$ 5,800.80	0.0	\$ -	120.0	\$ 5,384.40	0.0	\$ -	0.0	\$ -	820.0	\$ 51,112.60	\$ 94,793.43	\$ 11,672.48	\$ 157,578.51	\$ 158,058.71
Total Hours			94.0	\$ 8,794.64	212.0	\$ 16,345.20	196.0	\$ 12,522.44	240.0	\$ 12,110.40	160.0	\$ 7,734.40	0.0	\$ -	200.0	\$ 8,974.00	0.0	\$ -	0.0	\$ -	1,102.0	\$ 66,481.08	\$ 123,295.81	\$ 15,182.15	\$ 204,959.04	\$ 205,583.63

Attachment: 20-1002266 Exhibit B.1 (7694 : Amendment No. 1 to Contract No. 20-1002266 for the I-15 Express Lanes Corridor)

## *Minute Action*

AGENDA ITEM: 9

***Date:*** June 2, 2021

***Subject:***

Release of Invitation for Bids for I-10 Alabama Street Interchange Construction

***Recommendation:***

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

Authorize the Executive Director, or his designee, to release Invitation for Bids No. 21-1002620 for construction of the Interstate 10 Alabama Street Interchange Improvements Project, subject to approval as to form by General Counsel and approval of the Plans, Specifications, and Estimates package.

***Background:***

The Interstate 10 (I-10) Alabama Street Interchange Improvements Project (Project) is the sixth highest priority project in the Measure I 2010-2040 Freeway Interchange Program. Alabama Street is a primary, north-south arterial in the City of Redlands (City) serving shopping centers, local businesses, logistic centers and residential communities. This location has been experiencing high levels of traffic congestion resulting in substantial delays. The Project will widen the existing eastbound and westbound off-ramps and add right-turn lanes to the eastbound and westbound on-ramps.

On November 2, 2016, the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) approved Cooperative Agreement No. 17-1001603 with the City, to define project roles, responsibilities, funding and to specify SBCTA as the lead agency for project administration. On January 4, 2017, the Board approved award of Contract No. 16-1001516 for the Planning, Environmental, Design and Construction Support Services. On February 15, 2019, the California Department of Transportation (Caltrans) approved a Categorical Exemption Determination under the California Environmental Quality Act (CEQA) for the Project.

On July 1, 2020, the Board approved Amendment No. 1 to Cooperative Agreement No. 17-1001603 to increase funding contributions to the Project due to the higher construction capital cost based on the 65% engineer's estimate. In the same meeting, the Board approved Agreement No. 20-1002416 with Caltrans for their \$1,250,000 financial contribution towards the Project; and Construction Cooperative Agreement No. 1002417 with Caltrans, which defines the roles of SBCTA being the implementing agency for construction and Caltrans providing oversight at no cost to SBCTA. The Board also approved award of Contract No. 19-1002248 with Anser Advisory Management, LLC for Construction Management services for the Project.

The 100% Plans, Specifications, and Estimates (PS&E) have been submitted to Caltrans for final review and their approval is anticipated within the next month. 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 his designee, to advertise the construction contract for the Project through the release of IFB No. 21-1002620, 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 directly to the Board for approval in

*Entity: San Bernardino County Transportation Authority*

Board of Directors Agenda Item  
June 2, 2021  
Page 2

late summer 2021 and construction can start by early 2022.

**Financial Impact:**

This item is consistent with the Fiscal Year 2020/2021 Budget under Task No. 830 Interchange Projects, Sub-Task No. 0895 I-10 Alabama Street 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 May 13, 2021. SBCTA General Counsel, Procurement Manager and Risk Management have reviewed this item and the IFB.

**Responsible Staff:**

Henry Stultz, Director of Project Delivery

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Approved  
Board of Directors  
Date: June 2, 2021

Witnessed By:

## *Minute Action*

AGENDA ITEM: 10

***Date:*** June 2, 2021

***Subject:***

State Route 210 Base Line Interchange City of Highland Cooperative Agreement Amendment

***Recommendation:***

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

Approve Amendment No. 2 to the Third Amended and Restated Cooperative Agreement No. C13027 (C13027-07) with the City of Highland, for the delivery of the Planning, Environmental, Design, Right-of-Way and Construction phases of the State Route 210 Base Line Interchange Project, which increases project funding from the City of Highland by \$81,129, for a new funding total of \$35,013,027.

***Background:***

The State Route (SR) 210 Base Line Interchange Project (Project), in the City of Highland (City), includes widening of the Base Line overcrossing at SR 210 along with additional ramp widening improvements for the westbound on-ramp, westbound off-ramp and eastbound on-ramp. The SR 210 Pavement Rehabilitation Project will replace random slabs between Sterling Avenue and 5<sup>th</sup> Street and full depth pavement reconstruction from 5<sup>th</sup> Street to Lugonia Avenue with concrete pavement.

In November 2019, the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) awarded the construction contract and construction began in February 2020.

The City has been working with a developer to make improvements on the northwest quadrant of the SR 210 Base Line Interchange. These improvements are outside of the scope of the Project and would be considered City Betterments. Several coordination meetings have taken place with the City and the California Department of Transportation (Caltrans) to incorporate some of the proposed improvements into the current Project to minimize throw away work once the future development project is constructed. As a result, the City proposed a realignment of the northerly sidewalk along Base Line Street between the eastbound off-ramp and Buckeye Street.

Staff recommends approval of Amendment No. 2 to Cooperative Agreement No. C13027 with the City of Highland for the SR 210 Base Line Interchange Project. The amendment updates the cost of the City Betterments to cover the additional work requested by the City on the northwest quadrant of the Project. The additional Betterment cost is \$112,511 minus \$31,382 in bid item savings, resulting in a total cost increase of \$81,129. These Betterments are 100% funded by the City of Highland. The City presented this amendment on March 23, 2021 to their City Council and received approval.

The amendment also updates the funding table to reflect a \$150,000 budget shift from construction to project management which was approved by the City in a letter dated October 5, 2020.

*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 2020/2021 Budget under Task No. 0820 Freeway Projects, Sub-Task No. 0887 State Route 210 Lane Addition and Task No. 0830 Interchange Projects, Sub-Task No. 0803 SR 210 Base Line 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 May 13, 2021. SBCTA General Counsel and Risk Management have reviewed this item and the draft amendment.

***Responsible Staff:***

Henry Stultz, Director of Project Delivery

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Approved  
Board of Directors  
Date: June 2, 2021

Witnessed By:

San Bernardino County Transportation Authority

**General Contract Information**

Contract No: 00-1000791 Amendment No.: 7  
 Contract Class: Receivable Department: Project Delivery  
 Customer ID: 01011 Customer Name: City of Highland  
 Description: SR 210 Base Line Interchange

List Any Accounts Payable Related Contract Nos.: C13027

Dollar Amount					
Original Contract	\$	2,446,448.00	Original Contingency	\$	-
Prior Amendments	\$	12,346,597.00	Prior Amendments	\$	-
Current Amendment	\$	81,129.00	Current Amendment	\$	-
<b>Total/Revised Contract Value</b>	<b>\$</b>	<b>14,874,174.00</b>	<b>Total Contingency Value</b>	<b>\$</b>	<b>-</b>
<b>Total Dollar Authority (Contract Value and Contingency)</b>				<b>\$</b>	<b>14,874,174.00</b>

**Contract Authorization**

Board of Directors Date: 06/02/2021 Board Item # 7696

**Contract Management (Internal Purposes Only)**

Local Funding Agreement

Accounts Receivable							
Total Contract Funding:	\$	14,874,174.00		Funding Agreement No:	00-1000791		
Beginning POP Date:	02/06/2013		Ending POP Date:	12/31/2027		Final Billing Date:	12/31/2027
Expiration Date:	12/31/2027						
	Fund	Prog	Task	Sub-Task	Revenue	Total Contract Funding:	
GL:	6010	40	0830	0803	42412003	603,451.00	
GL:	6010	40	0830	0803	42412005	331,204.00	
GL:	6010	40	0830	0803	42412004	9,682,363.00	
GL:	6010	40	0830	0803	42412007	400,005.00	
GL:	6010	40	0830	0803	42412008	3,857,151.00	
	Fund	Prog	Task	Sub-Task	Revenue	Total Contract Funding:	
GL:						-	
GL:						-	
GL:						-	
GL:						-	
GL:						-	

Juan Lizarde

Project Manager (Print Name)

Paula Beauchamp

Task Manager (Print Name)

Additional Notes:

Attachment: C13027-07 CSS (7696 : SR 210 Base Line - City of Highland Coop Amendment)

**AMENDMENT 2 TO THIRD AMENDED AND RESTATED  
COOPERATIVE AGREEMENT NO. C13027 (C13027-07)**

**BETWEEN**

**SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY**

**AND**

**CITY OF HIGHLAND**

**FOR PREPARATION OF THE COMBINED PROJECT STUDY REPORT/PROJECT  
REPORT AND ENVIRONMENTAL DOCUMENT, PLANS, SPECIFICATIONS AND  
ESTIMATE (PS&E), RIGHT OF WAY (ROW), CONSTRUCTION AND LANDSCAPE  
MAINTENANCE PHASES FOR THE INTERCHANGE AT BASE LINE AND STATE  
ROUTE 210 IN THE CITY OF HIGHLAND**

THIS AMENDMENT No. 2 to THIRD AMENDED AND RESTATED COOPERATIVE AGREEMENT C13027 (referred to herein as “Amendment C13027-07”) is made and entered into by and between the San Bernardino County Transportation Authority (“SBCTA”) and the City of HIGHLAND (“CITY”), (SBCTA and CITY may be referred to individually herein as a “Party” and collectively “Parties”).

**WHEREAS**, CITY intends to improve the interchange on State Route 210 (SR 210) at Base Line, in the City of Highland (“PROJECT”); and

**WHEREAS**, the Parties consider the PROJECT to be a high priority and are willing to participate in funding the PROJECT pursuant to the provisions of Measure I 2010-2040 Expenditure Plan and the SBCTA Nexus Study (“Nexus Study”) prepared by the San Bernardino County Transportation Agency (“SBCTA”), and approved by the SBCTA Board of Directors on November 6, 2013; and

**WHEREAS**, the initial cost for the PROJECT Management, Planning, Environmental, PS&E, ROW, Construction and Landscape Maintenance phases were estimated at \$34,662,398, which shall be funded with 41.9% Development Fair Share funds provided by CITY and 58.1% Public Share funds provided by SBCTA, as defined by the Nexus Study and the SBCTA Measure I 2010-2014 Strategic Plan, and the cost for CITY betterments is estimated at \$269,500, which shall be funded 100% with CITY funds, for a total PROJECT cost of \$34,931,898; and

**WHEREAS**, Cooperative Agreement C13027 Between San Bernardino County Transportation Authority and City of Highland for Preparation of Preliminary Engineering and Environmental Document (PA&ED) For the Improvement of The State Route 210/Base Line Interchange in the City of Highland, dated February 6, 2013, (“AGREEMENT”) provides for SBCTA to be the lead agency in preparing the Project Initiation Documents for the PROJECT; and

**WHEREAS**, AMENDMENT NO. 1 TO AGREEMENT C13027 (C13027-01) dated September 2, 2013, modified the scope of the Project Initiation Documents to include a combined Project Study Report-Project Report (PSR-PR) in lieu of a Project Approval and Environmental Document (PA&ED); and

**WHEREAS**, AMENDMENT NO. 2 TO AGREEMENT C13027 (C13027-02) dated June 18, 2015, modified the terms of the Agreement to extend the expiration date to December 31, 2016; and

**WHEREAS**, AMENDED AND RESTATED AGREEMENT C13027 (C13027-03) dated December 9, 2015, modified the scope of the Agreement to include the PS&E phase; and

**WHEREAS**, SECOND AMENDED AND RESTATED AGREEMENT C13027 (C13027-04) dated November 3, 2016, modified the scope of the Agreement to include the ROW phase; and

**WHEREAS**, THIRD AMENDED AND RESTATED AGREEMENT C13027 (C13027-05) dated July 19, 2018, modified the scope of the Agreement to include the Construction and Landscape Maintenance phases; and

**WHEREAS**, SBCTA is the lead agency for all phases of a project on SR 210 to add one mixed flow lane in each direction between Highland Avenue in the City of San Bernardino and San Bernardino Avenue in the City of Redlands (“SR 210 LANE ADDITION”); and

**WHEREAS**, the PROJECT is geographically located within the boundaries of the SR 210 LANE ADDITION; and

**WHEREAS**, constructing the PROJECT concurrently with the SR 210 LANE ADDITION provides viable opportunities to save money and to reduce inconvenience to the public during construction; and

**WHEREAS**, AMENDMENT 1 TO THIRD AMENDED AND RESTATED AGREEMENT C13027 (C13027-06) dated November 21, 2019, modified the funding table based on the current engineer’s estimate and identified cost for City Betterments; and

**WHEREAS**, the Parties wish to update the funding table to reflect a \$150,000 budget shift from construction to project management per letter dated October 5, 2020, which was approved by CITY Council on October 27, 2020; and

**WHEREAS**, CITY intends to incorporate City Betterments related to the realignment of the northerly sidewalk along Base Line between Buckeye Street and the SR-210 eastbound off-ramp, totaling \$112,511, minus bid savings of \$31,382, resulting in a betterment increase of \$81,129; and

**WHEREAS**, this Amendment C13027-07 is intended to update the Funding Table to include an additional \$81,129 in City Betterments and a total project cost of \$35,013,027.



**NOW, THEREFORE**, the parties agree to the following changes:

1. Delete Section II.A and replace it in its entirety with the following:
  - A. To reimburse SBCTA for the actual costs incurred estimated at \$14,874,174 towards the PROJECT Management, and Planning, Environmental, PS&E, ROW, Construction and Landscape Maintenance phases of the PROJECT as shown in Attachment AR-01. The actual cost of a specific phase may ultimately vary from the estimates provided in Attachment AR-01, however, under no circumstances is the total combined CITY contribution to exceed \$14,874,174 (the Development share amount) without an amendment to this Agreement.
2. Delete Attachment AR-01 and replace it in its entirety with the revised Attachment AR-01 attached to this Amendment C13027-07.
3. Except as otherwise provided in this Amendment C13027-07, all other terms and conditions of the AGREEMENT and all amendments remain the same.
4. The AGREEMENT and all amendments are incorporated into this Amendment C13027-07 by this reference.

DRAFT

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

Attachment: C13027-07 (7696 : SR 210 Base Line - City of Highland Coop Amendment)

IN WITNESS THEREOF, this Amendment C13027-07 has been executed by the Parties hereto and is effective on the date signed by SBCTA.

**SAN BERNARDINO COUNTY  
TRANSPORTATION AUTHORITY**

**CITY OF HIGHLAND**

By: \_\_\_\_\_  
Frank J. Navarro  
President, Board of Directors

By: \_\_\_\_\_  
Penny Lilburn, Mayor  
City of Highland

Date: \_\_\_\_\_

Date: \_\_\_\_\_

APPROVED AS TO FORM

APPROVED AS TO FORM

By: \_\_\_\_\_  
Juanda Daniel  
Assistant General Counsel

By: \_\_\_\_\_  
Maricela Marroquin  
City Attorney

DRAFT

Attachment: C13027-07 (7696 : SR 210 Base Line - City of Highland Coop Amendment)

## Attachment AR-01

### PROJECT DESCRIPTION

The CITY of HIGHLAND and SBCTA propose to widen SR 210/Base Line Overcrossing and improve interchange ramps and local streets. It is intended that the Project development will be combined with the State Route 210 Lane Addition Project having SBCTA serve as the lead for all phases of the work.

### PROJECT FUNDING TABLE

Public Share: 58.1%

Nexus Development Impact Fee Share (“DIF”, “Development Share” or “Local Share”): 41.9%

Local Jurisdictional Split of the DIF Share: HIGHLAND 100%

PHASE	TOTAL	PUBLIC SHARE	DIF SHARE
PSR/PR & ED	\$1,036,170	\$602,015	\$434,155
PS&E	\$1,719,146	\$998,824	\$720,322
Right of Way	\$998,004	\$579,840	\$418,164
Construction <sup>1,3</sup>	\$29,482,467	\$17,129,313	\$12,353,154
Construction (City Betterments) <sup>4</sup>	\$350,629	\$0	\$350,629
Landscape Maintenance <sup>2</sup>	\$650,000	\$377,650	\$272,350
Project Management	\$776,611	\$451,211	\$325,400
<b>Total</b>	<b>\$35,013,027</b>	<b>\$20,138,853</b>	<b>\$14,874,174</b>

<sup>1</sup> Construction Phase includes Construction Capital, Construction Support and Landscape Installation, including one year of plant establishment

<sup>2</sup> Landscape Maintenance Phase assumes a four year extended establishment period which begins after the one year of plant establishment after Landscape Installation

<sup>3</sup> Any cost increase due to developer design changes shall be the sole responsibility of the CITY.

<sup>4</sup> CITY Betterments are 100% City cost as noted in Section II-M of the Third Amended and Restated Agreement (C13027-05), and include the following bid items, bid savings and Base Line sidewalk realignment (C13027-07):

560000A	Furnish Decorative Alum Panel	\$58,900
560001A	Install Decorative Alum Panel	\$19,500
780460	Anti-Graffiti Coating	\$17,400
820709	Furnish and Install Plastic Sign	\$95,700
870400	Signal and Lighting (Fiber Optic)	\$78,000
-	Bid Savings	(\$31,382)
	<b>Base Line Sidewalk Realignment</b>	<b>\$112,511</b>
	<b>Total</b>	<b>\$350,629</b>

Attachment: C13027-07 (7696 : SR 210 Base Line - City of Highland Coop Amendment)



cta

San Bernardino County  
Transportation Authority

October 5, 2020

City of Highland  
Public Works Department  
27215 Base Line  
Highland, CA 92346  
Attn: Carlos Zamano

**RE: SR-210 Base Line Interchange Project,  
Budget Shift within Cooperative Agreement C13027 (00-1000791)**

Dear Mr. Carlos Zamano:

As discussed on our conference call on September 3, 2020, we want to document the mutually agreed upon budget shift of \$150,000 within the referenced cooperative agreement. This budget adjustment would consist of transferring \$150,000 from the construction capital phase to project management budget. This would provide sufficient construction support budget to cover ongoing project activities including utility coordination, value engineering, and close coordination with the City on project progress and requirements. As discussed, based on the bid results, there is a substantial savings in the construction capital phase, so even with this budget shift, the anticipated project costs still preserve budget for the base contract and a 28% contingency.

Per the terms of the cooperative agreement, Section I.B, the phase costs are estimated and there can be adjustment in costs between phases and no formal amendment of the agreement is required provided the overall project totals do not exceed the limits shown in the agreement. We have mutually agreed that though this is the case, it would be good to formally document this budget adjustment between the two agencies through a letter. We will continue to partner with the City to deliver this important project on schedule and within budget.

It is also understood that should the City decide to move forward with the work related to the development north of Base Line, an amendment to the cooperative agreement will be needed to properly document the scope change and associated city betterment cost.

Please return signed copy acknowledging your concurrence with the budget shift:

City Concurrence Signature: *Larry McCallon*  
Name and Title: Larry McCallon, Mayor  
Date: 10/28/2020

Thanks for your consideration of this request. Please feel free to contact me at (909) 884-8276, should you have any questions.

Attachment: 20201005\_SR-210 Baseline\_Budget Shift Letter to Highland\_Signed (7696 : SR 210 Base Line - City of Highland Coop Amendment)



**cta**

San Bernardino County  
Transportation Authority

Sincerely,

*Juan Lizarde*

Juan Lizarde  
Project Manager

CC: Paula Beachamp  
Dennis Saylor  
Ibrahim Bakirci  
Project File

## *Minute Action*

AGENDA ITEM: 11

**Date:** *June 2, 2021*

**Subject:**

2021 Transportation Development Act Article 3 Guidelines and Bicycle and Pedestrian Improvements Call-for-Projects

**Recommendation:**

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

A. Approve the changes to the guidelines for the Transportation Development Act Article 3 funds for Bicycle/Pedestrian and Transit Stop Access projects.

B. Authorize San Bernardino County Transportation Authority staff to release a call-for-projects for Bicycle and Pedestrian facilities with Transportation Development Act Article 3 funding under the new guidelines with \$3,119,595 available for award to selected projects and \$672,817 available as a Contingency Fund.

C. Allocate \$100,000 from the Transportation Development Act Article 3 Contingency Fund to the City of Montclair for assistance with replacement of the Pacific Electric Trail Bridge that was lost during a recent fire incident.

**Background:**

San Bernardino County Transportation Authority (SBCTA) oversees the disbursement of 2% of the Local Transportation Funds (LTF) made available to counties and cities for facilities geared toward the exclusive use of pedestrians and bicyclists, known as the Transportation Development Act (TDA) Article 3 Program. In August 1999, the SBCTA Board of Directors (Board) approved a policy stipulating that 80% would be available for pedestrian and bicycle projects. The remaining 20% of the Article 3 Program funds would be made available for projects that improve access to transit stops for pedestrians and persons with disabilities. In 2015, the Board approved the use of up to 10% of the funds available for pedestrian and bicycle projects for maintenance of existing bicycle and pedestrian facilities. In 2017, the Board further approved a policy to set-aside a minimum of 50% of the remaining bicycle and pedestrian facilities project funding for smaller projects under \$250,000.

On December 5, 2018, the Board approved changes to the guidelines for TDA Article 3 for bicycle/pedestrian facilities and transit stop access improvements projects and approved the release of a call-for-projects with TDA Article 3 funding under the revised guidelines. Based on this last release, the Board awarded \$2,155,862 for bicycle and pedestrian facilities and \$538,965 for transit stop access improvements on July 10, 2019.

The current objective is to undergo a similar process by both updating the guidelines and releasing another call-for-projects. However, this time, the guidelines and Bicycle and Pedestrian Facilities call-for-projects was reviewed by the SBCTA General Policy Committee while the Transit Stop Access Improvements call-for-projects was reviewed by the SBCTA Transit Committee. Additionally, SBCTA will implement use of a TDA Article 3 portal, accessed via <https://www.gosbcta.com/tda3> (use Chrome or Firefox, not Explorer) as a two-way tool for both disseminating and collecting TDA Article 3 information.

*Entity: San Bernardino County Transportation Authority*

### A. Changes to the guidelines for the TDA Article 3 funds for Bicycle/Pedestrian and Transit Stop Access projects.

Over the years, SBTCA has had to modify the guidelines employed to disburse these funds to the different agencies throughout the county as needs changed and lessons were learned. The following recommended modifications to the guidelines, approved in December 2018 are intended to provide additional clarification, maintain consistency with the TDA Claims Manual, and better serve all agencies with active and future TDA Article 3 grant funding awards. These changes have been grouped into three (3) categories and include explanations justifying each recommended change.

#### 1. Qualifying Project Changes

	Guideline Modification	Explanation
a	Add retrofitting of existing bicycle and pedestrian facilities, including installation of signage to comply with Americans with Disabilities Act (ADA) to the list of eligible expenditures.	While these projects have always been permissible, explicitly adding them to the list is intended to encourage potential applicants to pursue these types of projects.
b	Add bicycle facilities such as secure parking, benches, drinking fountains, changing rooms, restrooms, and showers adjacent to major employment centers, park-and-ride lots and transit terminals to the list of eligible expenditures.	Currently only bicycle lockers and/or racks are noted in the guidelines. This expansion is consistent with TDA Article 3 programs offered in other counties and is intended to encourage improvements across the overall bicycle and/or pedestrian environment.
c	Add purchase and installation of High Intensity Activated Crosswalk (HAWK) beacons and touchless crosswalk activation equipment.	While these have always been eligible for funding, explicitly adding them to the list is intended to encourage potential applicants to pursue these types of projects.
d	Delete provision that excluded sidewalk and other pedestrian projects from being included in the San Bernardino County Active Transportation Plan (SBCATP).	Now that the Sidewalk Inventory has been completed, all sidewalk and pedestrian projects should be included in the SBCATP ( <a href="https://www.gosbcta.com/activesanbernardino">https://www.gosbcta.com/activesanbernardino</a> ).
e	Remove provision for curbs, gutters and driveway ramp paving on sidewalk projects.	These are not for the benefit of pedestrians, can be considered degradations to the pedestrian environment, and are explicitly not permitted in TDA Claims Manual (p. 28).
f	Add the installation cost of bus stop amenities such as benches, shelters trash receptacles.	This will help with the cost to improve bus stops that currently do not have important amenities.
g	Add solar lighting as eligible expense.	The inclusion of solar lights will help with safety at bus stops in San Bernardino County.

## 2. Cost Qualification Changes

	Guideline Modification	Explanation
a	Add allowance for necessary staff time directly related to in-house completion of design, right-of-way acquisition, or construction including inspection and/or construction management. Expenses for staff administration and/or overall project management not allowed.	Most awardees contract out for these services. This modification will improve consistency of expenses covered by TDA Article 3 awards for agencies that chose to utilize in-house staff for these services.
b	Provide clarification on ineligible match expenditures.	Expenses not permitted include travel costs, per diems, and staff administration and/or contract project management expenses.

## 3. Invoice Changes

	Guideline Modification	Explanation
a	Add provision for automatic deadline extensions for Active Transportation Plan (ATP) match awards consistent with extensions approved by the California Transportation Commission (CTC).	Current guidelines only permit staff to approve extension requests two years past the award sunset date. Allowing for automatic extensions consistent with CTC approvals will reduce the amount of SBCTA Board and staff time needed to review and approve duplicative extensions.
b	For bicycle and pedestrian awards, limit progress payments to awards totaling \$200,000 or greater, unless otherwise granted by SBCTA staff in writing, with a 20% minimum (final payment excluded).	Processing invoices requires the use of limited SBCTA staff resources. This revision is intended to help minimize the amount of tax dollars spent on staff time processing invoices.
c	For projects with approved progress invoicing, all invoices must include the original award local share match.	For example, if the local share in the original award was 40%, all progress invoices should include a local share of 40%.
d	For projects with approved progress invoicing, reduce retention until completion from 20% to 10% where the required match has been met. The retention on legacy awards where the required match is not yet met will remain 20% until project completion.	Lowering the retention amount for projects where the local match has been met is intended to assist applicants who might be impacted by the 20% minimum progress invoice amount.



## Board of Directors Agenda Item

June 2, 2021

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e*	Add designation of individuals authorized to certify project completion (Authorized Agent) to the Authorizing Resolution requirement.	Previously, awardees were required to go to their Councils twice, once for an Authorizing Resolution to invoice SBCTA and then again to obtain a certified copy of a minute action item verifying project completion and authorizing staff to submit a final invoice to SBCTA. This revision is intended to reduce “red tape” by allowing jurisdictions to authorize staff to submit their final invoice without having to go to their Council a second time.
f*	Require future awardees to submit a Claim Form and Authorizing Resolution within <b>SIX</b> months of award notification or prior to requesting reimbursement of funds, whichever comes first.	Agencies were experiencing reimbursement delays as a result of not having this process completed before their projects were invoiced. By submitting these forms earlier in the process, it both signifies to SBCTA that the awardee intends to fulfil their requirements and reduces reimbursement delays.
g*	Require a certification of project completion signed by an Authorized Agent where designated in the Authorizing Resolution in lieu of a certified copy of a minute action item.	As noted in 3E above, this is intended to help streamline the invoicing process by reducing the number of times agencies need to go to their respective Councils.

\*Agencies awarded TDA Article 3 funds prior to this call-for-projects, are obviously exempt from submitting a Claim Form and Authorizing Resolution within six months of award notification. Additionally, they have the option of submitting an Authorizing Resolution without designating an Authorized Agent and submitting a certified copy of a minute action item per the original guidelines or providing an Authorizing Resolution with a designated Authorized Agent and forgoing the minute action item, consistent with these revised guidelines.

Aside from the Authorizing Resolution modifications, all other guideline revisions will retroactively apply to all active awards.

A complete set of the revised guidelines is provided in Attachment 1.

**B. Release a call-for-projects with Transportation Development Act Article 3 funding, under the new guidelines. (A).**

According to the March 2021 Board-approved LTF apportionments and unallocated TDA Article 3 funds, \$3,119,595 is available for future Bicycle and Pedestrian Facilities and \$779,899 for future Transit Stop Access Improvements awards. This leaves \$672,817 in Bicycle and Pedestrian Facilities and \$129,410 in Transit Stop Access Improvements Contingency Funds available for unforeseen TDA Article 3 related needs should they arise.

A complete copy of the Bicycle and Pedestrian Facilities call-for-projects is provided in Attachment 2. The Transit Stop Access Improvements call-for-projects is provided in a separate SBCTA Board item. Award recipients would have until June 30, 2025 to complete their projects (over three years after receiving their award notices).

**C. Allocate \$100,000 from the Transportation Development Act Article 3 Contingency Fund to the City of Montclair for assistance with replacement of the Pacific Electric Trail Bridge that was lost due to a recent fire incident.**

Construction of the Pacific Electric (PE) Trail was a multi-jurisdictional effort resulting in a multipurpose trail extending 21 miles through the San Bernardino Valley. This regionally significant Class I trail is an integral component of the San Bernardino ATP providing a non-motorized alternative for residents to access a wide range of points of interest including jobs, schools, and shopping centers.

Unfortunately, the only wooden bridge on the PE Trail, located along the City of Upland and City of Montclair border, was damaged and had to be closed to active transportation users as a result of suspected arson on March 21, 2021. While bridge repair falls under the primary responsibility of the City of Montclair (City), the City reached out to SBCTA to explore financial assistance with the repair.

The City proposes to replace the wooden bridge with a prefabricated steel truss bridge in order to mitigate the risks that left the existing bridge vulnerable to fire. According to the letter received on April 14, 2021 from City staff (Attachment 3), “A steel truss bridge provides the best combination of long-term value and affordability, while also recognizing the need for a speedy replacement of this vital piece of infrastructure. The use of a prefabricated bridge saves valuable time since its design has been preapproved by a state licensed structural engineer.”

The replacement cost of the bridge has been estimated by the City to be roughly \$500,000. Due to the regional significance of the PE Trail, SBCTA staff recommends contributing \$100,000 towards the cost of the bridge replacement using TDA Article 3 Bicycle and Pedestrian Facilities Contingency Funds.

***Financial Impact:***

This item has no impact on the Fiscal Year 2020/2021 Budget.

***Reviewed By:***

This item was reviewed and unanimously recommended for approval by the General Policy Committee on May 12, 2021. This item was also reviewed by the Transportation Technical Advisory Committee via email on April 7, 2021, and the Public and Specialized Transportation Advisory and Coordination Council on April 13, 2021.

***Responsible Staff:***

Ginger Koblasz, Senior Planner

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Approved  
Board of Directors  
Date: June 2, 2021  
Witnessed By:

## Attachment 1

# San Bernardino County Transportation Authority Transportation Development Act (TDA) Article 3 Guidelines

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June 2021

1170 W. 3<sup>rd</sup> Street • 2<sup>nd</sup> Floor  
San Bernardino, CA 92410  
Phone: 909.884.8276  
Email: [Tda3@gosbcta.com](mailto:Tda3@gosbcta.com)

TDA Article 3 Resources Portal: <https://gosbcta.com/tda3>  
(use Firefox or Chrome)

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**NOTICE: These guidelines will be applied to all ACTIVE outstanding awards.**

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## I. Transportation Development Act (TDA) Article 3 Funding Distribution

The Transportation Development Act (TDA) provides that 2 percent of the Local Transportation Funds (LTF) be made available to counties and cities for facilities for the exclusive use of pedestrians and bicyclists, known as TDA Article 3 Program. In August 1999 the SBCTA Board approved a policy that 80 percent would be available for pedestrian and bicycle projects. The remaining 20 percent of the Article 3 program would be made available for projects that improve access to transit stops for pedestrians and persons with disabilities. In 2015, the Board approved the use of up to 10 percent of the funds available for pedestrian and bicycle projects for maintenance of existing bicycle and pedestrian facilities. In 2017, the Board further approved a policy to set-aside a minimum of 50 percent of the remaining bicycle and pedestrian facilities project funding for smaller projects under \$250,000.

## II. Bicycle/Pedestrian Projects

Of the 80 percent of TDA funds going for Bike/Ped projects, up to 10 percent is set-aside for maintenance of existing bicycle and pedestrian facilities and at least 50 percent of the balance is available for projects under \$250,000. Proposed projects must be consistent with the most recent San Bernardino County Active Transportation Plan approved by the SBCTA Board.

Upon approval of a project list by the SBCTA Board, Article 3 funds will be allocated to the project sponsor agency. Allocated funds will remain available for three fiscal years after the year of Board approval. Unspent allocated funds may revert back to the subsequent Bicycle and Pedestrian Facilities Call for Projects after the three-year term has expired.

Proposed bicycle and pedestrian facility projects must meet the following guideline requirements:

- Bicycle projects submitted for consideration must be included in the latest SBCTA San Bernardino County Active Transportation Plan. Project costs do not necessarily need to match. See <https://www.gosbcta.com/activesanbernardino>.
- Projects included in SBCTA's Points of Interest Pedestrian Plan (PIPP) will be viewed favorably during the application review process.
- The minimum cash match for this grant program is 10%. No award of Article 3 Bicycle and Pedestrian funds will be for more than 90% of the total project cost. However, overmatching is encouraged and provides additional application points. There is no maximum amount that is available per project request; however, in the event that a project cannot be fully funded, SBCTA may recommend partial funding for award if the agency is able to fund the balance of the project scope as rated.
- Agencies awarded funds will not be reimbursed for any project cost overruns. The allocated amount represents the maximum amount eligible for reimbursement. For projects completed under the allocated amount, the agency will be reimbursed at the matching ratio in effect at the time of project selection and approval. Example: If an agency commits to a 25% match for a \$10,000 project, the amount of Article 3 awarded would be \$7,500. If the completed project cost was \$8,000, the amount of Article 3 funds disbursed to the agency would be \$6,000.
- Design and construction of facilities must conform to the general design criteria for non-motorized facilities as outlined in the Caltrans Highway Design Manual.

**Eligible Expenditures:**

- Preliminary engineering leading to construction of pedestrian or bicycle facilities.
- Right-of-way acquisition necessary for pedestrian or bicycle facilities.
- Purchase and installation of High Intensity Activated Crosswalk (HAWK) beacons and touchless crosswalk activation equipment.
- Construction or reconstruction of Class I, II and III bicycle facilities and/or cycle tracks and sidewalks.
- Retrofitting existing bicycle and pedestrian facilities, including installation of signage to comply with Americans with Disabilities Act (ADA).
- Purchase and installation of bicycle facilities such as secure bicycle parking, lockers, and racks, benches, drinking fountains, changing rooms, restrooms, and showers adjacent to major employment centers, park-and-ride lots and transit terminals.
- Maintenance of existing Class I facilities (no more than 10% of the available funds for the Bicycle and Pedestrian Facilities Call for Projects can be allocated to maintenance of existing facilities).
- Route improvements such as signal controls for cyclists, bicycle loop detectors, rubberized rail crossings, and bicycle-friendly drainage grates.
- All eligibility requirements under Active Transportation Program (ATP), including eligible project categories, minimum request for funds, project type requirements, safe routes to school project requirements, and recreational trails requirements except for the planning project requirements.
- Necessary staff time directly related to in-house completion of design, right-of-way acquisition, or construction including inspection and/or construction management.

**Ineligible Expenditures:**

- Travel costs and per diems.
- Staff administration and/or contract project management expenses.
- The construction of sidewalks fronting undeveloped land on a project may not exceed 15% of the total project length.
- Match paving for sidewalk projects is not an eligible project cost. Roadway improvements performed in conjunction with bicycle or pedestrian facility improvements are not an eligible expense.

Detailed project cost estimates must be provided that clearly demonstrate the portion of a comprehensive project that is directly attributable to bicycle or pedestrian facilities. If the funds requested for bicycle or pedestrian facilities cannot be clearly determined from project cost estimates or funding is not deemed appropriate for bicycle or pedestrian facilities, the evaluation panel reserves the right to eliminate the submittal from consideration or adjust the cost according to what it deems appropriate for the bicycle or pedestrian facility. Railroad grade crossing pedestrian projects are no longer considered eligible expenses under this program.

**III. Transit Stop Access Improvements**

This program has been developed in recognition of the importance of providing safe and accessible paths of travel to existing and proposed bus stop locations. In some instances, the provision of accessible pathways to bus stops may reduce the demand for complementary paratransit service provided by the Americans with Disabilities Act (ADA).

Applicants may be local jurisdictions, the county, or transit operators/claimants. No single jurisdiction shall receive more than 10% of the funds available under this call for projects unless there are an insufficient

number of project applications to fully utilize the amount available. Joint power agency transit operators who are the lead agency for implementing the proposed projects may receive awards above the 10% limit.

Upon approval of a project list by the SBCTA Board, Article 3 funds will be allocated to the project sponsor agency. Allocated funds will remain available for three fiscal years after the year of Board approval. Unspent allocated funds will revert back to the subsequent Transit Stop Access Improvements call for projects after the three-year term has expired.

#### **Eligible Expenditures:**

1. Web-based mapping, photography, mobile device application, or other visual imagery to provide information on stop accessibility to users of a transit system.
2. Retrofitting sidewalks with accessibility ramps to improve access to existing bus stops.
3. Construction of bus stop pads, including pads for bus shelters, and installation of bus shelters, benches, trash receptacles and solar lighting at existing bus stop locations.
4. Construction of bus stop pads, including pads for bus shelters, and installation of bus shelters, benches, trash receptacles and solar lighting at new bus stop locations.
5. Construction of new sidewalks to serve existing bus stop locations.
6. Construction of new sidewalks to serve new bus stop locations.
7. Purchase of bus shelters, benches, trash receptacles and solar lighting at new/existing bus stop locations.

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

#### **IV. Deadline Extensions**

Two one-year extensions may be granted at the discretion of SBCTA staff for projects that are moving forward but cannot be completed by the award sunset date. Extension requests must be submitted through the TDA Article 3 portal found at <https://gosbcta.com/tda3> (use Chrome or Firefox) at least THREE months before the project sunset date, include appropriate justification for an extension, and provide a revised project schedule with an expected completion date. Subsequent extensions are at the discretion of the SBCTA Board.

An automatic extension will be granted by SBCTA staff where TDA Article 3 funds have been awarded to provide match assistance for California Transportation Commission (CTC) Active Transportation Program awards, consistent with CTC-approved extensions.

#### **V. Invoicing for Reimbursement**

Bicycle/Pedestrian awards under \$200,000 are only eligible for reimbursement upon project completion unless otherwise granted by SBCTA staff in writing. Bicycle/Pedestrian awards for \$200,000 or greater



are eligible for reimbursement either at project completion or through progress payments. Progress payments should be no less than 20% of the total award amount (final payment is not subjected to this limitation) and meet local share percentage. SBCTA will retain 20% of the final award amount on legacy awards where the required match is not yet met and 10% until project completion.

Transit awards are eligible for reimbursement upon project completion unless otherwise granted by SBCTA staff in writing.

Within **SIX** months of funding award notification or prior to requesting reimbursement of funds, whichever comes first, a Claim Form and Authorizing Resolution must be submitted to SBCTA through the TDA Article 3 portal at <https://gosbcta.com/tda3> (use Chrome or Firefox). The transit board of directors or city/town council adopted resolution should authorize the filing of the Claim Form, authorize the submission of Reimbursement Request Form(s), and designate the individuals authorized to certify project completion (Authorized Agent). The Claim Form package with instructions can be both obtained and submitted through TDA Article 3 portal link above. TDA claim form and supporting documentation of project completion or progress must be submitted prior to disbursement of funds. Below is an invoice check list:

1. **Claim Form** (one-time submission) – required within SIX months of the project award by SBCTA Board or prior to initial request for reimbursement of funds, whichever comes first.
2. **Authorizing Resolution** (one-time submission) – required within SIX months of the project award by SBCTA Board or prior to requesting initial reimbursement of funds, whichever comes first. Resolution should authorize the filing of the claim form, authorize the submission of reimbursement requests throughout the duration of the project, as needed by the claimants with progress payment authorization, and designate the individuals authorized to certify project completion (Authorized Agent). Please submit resolution with the completed Claim Form. Sample language is available online through the TDA Article 3 portal.
3. **Reimbursement Request Form** (as needed) – this form is required every time a reimbursement is requested. Please note, progress payments are only eligible on awards over \$200,000 and local match share percentage must be met regardless of reimbursement amount requested.
4. **Backup Documentation** (required every time a Reimbursement Request Form is submitted) – invoices, paychecks, purchase orders, etc. to support both the reimbursement and match amounts noted on the Reimbursement Request Form. Please note, staff administration and/or contract project management expenses are NOT eligible match expenses. However, staff expenses may qualify for local match under select circumstances. Please identify whether supporting documentation includes staff expenses under one of the following allowable conditions:
  - Award is for an ATP Safe Routes to School (SRTS) program project, not a SRTS infrastructure project.
  - Necessary staff time directly related to in-house completion of design, right-of-way acquisition, or construction including inspection and/or construction management.
  - Note: No travel costs or per diems allowed for staff time.
5. **Certification of Project Completion** (completed projects only) – prior to filing the final request for reimbursement, written verification of project completion by the agency's Authorized Agent is required (see Authorizing Resolution above). Sample language is available online through the TDA Article 3 portal.
6. **Photos of Project** (completed projects only) – required when project is complete and should be uploaded through the TDA Article 3 portal with final reimbursement request.

- 7. **Other** – Claimants may include additional information not specified in this list to support the claim or reimbursement request. SBCTA may request additional information as necessary.

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Attachment: TDA Article 3 Guidelines (7685 : 2021 TDA Article 3 Guidelines and Bike/Ped Call for Projects)

## Attachment 2

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



**Issued:** June 2, 2021  
**Submittal Deadline:** August 4, 2021

### **Background:**

In August 1999, the SBCTA Board approved a policy that 80% of the Transportation Development Act (TDA) Article 3 funds would be made available for projects that implement or improve bicycle and pedestrian facilities. The remaining 20% of TDA Article 3 funds will be made available through a separate Call for Projects specifically for projects that improve access to transit stops for pedestrians and persons with disabilities. The total amount available in this call for projects is \$3,119,595 and is comprised of funds from unused allocation of prior TDA awards and two fiscal years of revenue.

Upon approval of a project list by the SBCTA Board, Article 3 funds will be allocated to the project sponsor agency. Allocated funds will remain available for three fiscal years after the year of Board approval. Unspent allocated funds may revert back to the subsequent Bicycle and Pedestrian Facilities Call for Projects after the three-year term has expired.

Two one-year extensions may be granted at the discretion of SBCTA staff for projects that are moving forward but cannot be completed by the award sunset date. Extension requests must be submitted through the TDA Article 3 portal found at <https://gosbcta.com/tda3> at least THREE months before the project sunset date, include appropriate justification for an extension, and provide a revised project schedule with an expected completion date. Subsequent extensions are at the discretion of the SBCTA Board.

An automatic extension will be granted by SBCTA staff where TDA Article 3 funds have been awarded to provide match assistance for California Transportation Commission (CTC) Active Transportation Program awards, consistent with CTC-approved extensions.

Proposed bicycle and pedestrian facility projects must meet the following guideline requirements:

- Bicycle projects submitted for consideration must be included in the latest SBCTA San Bernardino County Active Transportation Plan. Project costs do not necessarily need to match. See <https://www.gosbcta.com/activesanbernardino>.
- Projects included in SBCTA's Points of Interest Pedestrian Plan (PIPP) will be viewed favorably during the application review process. See link above.
- The minimum match for this grant program is 10%. No award of Article 3 Bicycle and Pedestrian funds will be for more than 90% of the total project cost. However, overmatching is encouraged and provides additional application points as outlined in the scoring criteria below. There is no maximum amount that is available per project request however, in the event that a project cannot be fully funded, SBCTA may recommend partial funding for award if the agency is able to fund the balance of the project scope as rated.
- Agencies awarded funds will not be reimbursed for any project cost overruns. The allocated amount represents the maximum amount eligible for reimbursement. For projects completed under the allocated amount, the agency will be reimbursed at the matching ratio in effect at the time of project selection and approval. Example: If an agency commits to a 25% match for a \$10,000 project, the amount of Article 3 awarded would be \$7,500. If the completed

project cost was \$8,000, the amount of Article 3 funds disbursed to the agency would be \$6,000.

- Design and construction of facilities must conform to the general design criteria for non-motorized facilities as outlined in the Caltrans Highway Design Manual.

**Eligible Expenditures:**

1. Preliminary engineering leading to construction of pedestrian or bicycle facilities.
2. Right-of-way acquisition necessary for pedestrian or bicycle facilities.
3. Construction or reconstruction of Class I, II and III bicycle facilities and/or cycle tracks and sidewalks.
4. Retrofitting existing bike and pedestrian facilities, including installation of signage to comply with Americans with Disabilities Act (ADA).
5. Purchase and installation of bicycle facilities such as securing bicycle parking, lockers, and racks, benches, drinking fountains, changing rooms, restrooms and showers adjacent to at major employment centers, park-and-ride lots and transit terminals.
6. Purchase and installation of High Intensity Activated Crosswalk (HAWK) beacons and touchless crosswalk activation equipment.
7. Maintenance of existing Class I facilities (no more than 10% of the available funds for the Bicycle and Pedestrian Facilities Call for Projects can be allocated to maintenance of existing facilities).
8. Route improvements such as signal controls for cyclists, bicycle loop detectors, rubberized trail crossings, and bicycle-friendly drainage grates.
9. All eligibility requirements under Active Transportation Program (ATP), including eligible project categories, minimum request for funds, project type requirements, safe routes to school project requirements, and recreational trails requirements except for the planning project requirements.
10. Necessary staff time directly related to in-house completion of design, right-of-way acquisition, or construction including inspection and/or construction management.

**Ineligible Expenditures:**

1. Travel costs and per diems
2. Staff administration and/or contract project management expenses
3. The construction of sidewalks fronting undeveloped land on a project may not exceed 15% of the total project length.
4. Match paving for sidewalk projects is not an eligible project cost. Roadway improvements performed in conjunction with bicycle or pedestrian facility improvements are not an eligible expense.

Detailed project cost estimates must be provided that clearly demonstrates the portion of a comprehensive project that is directly attributable to bicycle or pedestrian facilities. If the funds requested for bicycle or pedestrian facilities cannot be clearly determined from project cost estimates or funding is not deemed appropriate for bicycle or pedestrian facilities the evaluation panel reserves the right to eliminate the submittal from consideration or adjust the cost according to what it deems appropriate for the bicycle or pedestrian facility. Railroad grade crossing pedestrian projects are no longer considered eligible expenses under this program.

**Additional Information:**

Jurisdictions shall submit one application per project using the TDA Article 3 portal found at <https://gosebcta.com/tda3>. Through the online form, applicants will be required to include the following:

- Application prioritization if submitting more than one application. Funding awards will not necessarily be based on prioritizations but rather based on the scores developed from the scoring criteria.
- Clear project description discussing the nature and type of project being proposed for funding. The description shall include important design considerations and identify the location of the project and the transportation purpose to be served.
- Data to support the potential use of the bicycle or sidewalk facility.
- Description of the connectivity of the project to the local and regional active transportation network.
- Outline the destinations served by this project. Destinations can be in a list form with potential numbers of bicycle and/or pedestrian users described.
- Discussion of safety or other concerns that the project is expected to address. Note: <https://tims.berkeley.edu/> is a good resource for safety data.
- Explanation of the multimodal or transit system connectivity provided by the project.
- Acknowledgement of previous TDA award delivery schedule and steps that will be taken to ensure the project is delivered on time.

- Map depicting the project location and limits along with principle streets, transit routes, nearby city and county boundaries, and prominent landmarks. Note: <https://www.gosbcta.com/activesanbernardino> has a “Build Your Own Map” feature that can be used to help create this.
- Photos of the project area clearly showing where/what is in need of improvement.
- Other supporting documentation if available/applicable.
- Project cost estimate that addresses various components of project cost. If a bicycle or pedestrian facility proposed project is part of another larger project (i.e. street widening), the bicycle/pedestrian facility components must be clearly delineated from non-eligible roadway or other expenses.

Project applications will be reviewed by an evaluation panel. The evaluation panel, using the criteria contained in this call-for-projects, will score the proposed project applications. The evaluation panel is anticipated to be comprised of at least two SBCTA staff and potentially a member from a bicycle/pedestrian stakeholder group such as the Inland Empire Biking Alliance, an adjacent county transportation commission, and Caltrans. Based on the evaluation panel proposed project scores, the evaluation panel will make its recommendation to SBCTA General Policy Committee who will forward its recommendation to the full SBCTA Board of Directors.

**Project Evaluation Criteria:**

<b>Evaluation Criteria</b>	<b>Possible Score</b>
<b>Overall Quality of Application</b> – Overall quality of the application submitted for a project considering clarity of project description, project purpose and need and satisfactorily addressing evaluation criteria.	15
<b>Project Purpose and Need</b> – Describe the purpose and need of the project including the extent of the potential use of the facility. Provide socioeconomic data, historic or current bicycle or pedestrian count volumes, ADT/trip generation information or other data to support the forecasted use and/or need for the project. The relation of the proposed project to the regional and local active transportation network. The level of connectivity the proposed project offers to intermodal opportunities. The extent to which the proposed project will improve safety for the non-motorized public. Consideration will be given to number of accidents in a project area, severity of accidents in an area.	40
<b>Cost Effectiveness</b> – Project cost compared to the benefits the project is expected to yield.	15
<b>Timeliness of Prior Project Completion</b> – Ability to demonstrate project completion in a timely manner.	5
<b>Local Matching Funds</b> – Proposed projects will receive the following points based upon the extent of local match provided: 5 points for 15-24%; 10 points for 25-34%; 15 points for 35-49%; 20 points for 50%-74%, and 25 points for 75% or greater.	25
<b>Total Possible Score</b>	100

**Call for Projects Schedule:**

Issue Call for Projects	June 2, 2021
Project Proposals Due	August 4, 2021
Recommendation to General Policy Committee	October 13, 2021
Recommendation to Board	November 3, 2021

**Submittal Instructions:**

Applications must be submitted online through the TDA Article 3 portal at <https://gosbcta.com/tda3>. A form must be completed for each specific project identified for funding with the prioritization defined for each project by jurisdiction/agency. Jurisdictions/agencies may submit multiple applications.

Once the form is submitted online, the appropriate SBCTA department will be notified. A confirmation email will be sent to each applicant to confirm that an application has been submitted. For questions regarding the submittal process or application, please email the SBCTA team at [tda3@gosbcta.com](mailto:tda3@gosbcta.com).

Applications must be submitted **by 5:00 pm** on the proposal due date specified above.



**Project Completion and Payment:**

Sponsor agencies receiving an allocation of \$200,000 or less shall be reimbursed in arrears and upon proof of satisfactory project completion. Agencies receiving an allocation of \$200,000 or more may request progress payments however, 10% of the awarded funds shall be held by SBCTA until proof of satisfactory project completion. Each recipient shall prepare a project completion report, including pictures of completed project(s) when requesting reimbursement. Recipient must retain all records necessary for the fiscal and compliance audit that will be conducted at the end of each fiscal year. Projects selected under this process must be completed within the three full fiscal year period. Any funds allocated and not disbursed by the end of the three full fiscal year period shall be unallocated and returned to the Article 3 Bicycle and Pedestrian Facilities fund.



April 14, 2021

Dr. Ray Wolfe  
Executive Director  
San Bernardino County Transportation Authority  
1170 W. Third Street, 2<sup>nd</sup> Floor  
San Bernardino, CA 92410

Dear Dr. Wolfe:

The City of Montclair in coordination with San Bernardino County Transportation Authority (SBCTA) built a multi-purpose trail linking cities from Claremont to Rialto along the famous Pacific Electric Railway Line. This 21 mile class I regional trail is a vital component of our Active transportation and Healthy Montclair programs. The trail provides recreational and alternative transportation opportunities for cyclists, pedestrians, runners, and equestrians. Linking our residents and commuting public to schools, jobs and our regional transportation hub. The 20-acre Montclair Transcenter is the largest facility of its kind between Union Station in Los Angeles and the San Bernardino station, and conveniently connects the region's fixed route commuter rail, bus service, and rideshare programs in one centrally located area. The PE trail is a vital connection to this important transportation hub.

On March 21, 2021, the PE Trail Bridge was damaged due to a fire and closed to active transportation traffic. The closure of the bridge disrupts the regional connections of the PE Trail. A structural engineer, who investigated the magnitude and extent of the damage, declared the PE Trail bridge a total loss and a replacement was recommended. To mitigate the risks that left the existing bridge vulnerable to fire, the replacement will be a prefabricated steel truss bridge. A steel truss bridge provides the best combination of long term value and affordability, while also recognizing the need for a speedy replacement of this vital piece of infrastructure. The use of a prefabricated bridge saves valuable time since its design has been preapproved by a state licensed structural engineer. Compared to a wooden structure, the construction of the steel truss bridge is completed at an accelerated pace, since it is delivered assembled and dropped into place.

The City of Montclair is a healthier and more equitable City due to safer and more connected roadways through the provision of active transportation options. We believe SBCTA recognizes the value and importance of the PE trail. The City estimates the replacement cost of the bridge at \$500,000. Accordingly, we seek allocation of TDA Grant Program funds to replace the bridge. The City would cash flow the project and seek reimbursement from SBCTA at a future date.

Sincerely,

Noel Castillo, P.E.  
Public Works Director/City Engineer

## CITY OF MONTCLAIR

5111 Benito Street, P.O. Box 2308, Montclair, CA 91763 (909) 626-8571 FAX (909) 621-1584

Mayor Javier John Dutrey • Mayor Pro Tem Bill Ruh • Council Members: Tenice Johnson, Corysa Martinez, Benjamin Lopez • City Manager

### *Minute Action*

AGENDA ITEM: 12

**Date:** June 2, 2021

**Subject:**

Project Development and Program Management Signatory and Approval Authority Policy No. 34509

**Recommendation:**

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

Approve updates and revisions to San Bernardino County Transportation Authority Policy No. 34509, Project Development and Program Management Signatory and Approval Authority, to clarify delegation of signatory and approval authority for documents associated with project delivery and administration of ongoing programs that were not included in the policy revision approved by the Board of Directors on March 3, 2021.

**Background:**

Staff is seeking approval for additional modifications to San Bernardino County Transportation Authority’s (SBCTA) Project Development and Program Management Signatory and Approval Authority Policy No. 34509, included as Attachment A. Adoption of Policy No. 34509, and its associated revisions, has helped expedite the processing of project related documents, and in turn, the overall delivery schedule of projects. Policy No. 34509 was initially approved by the SBCTA Board of Directors (Board) in June 2013. In July 2019, revisions were approved that included, changing the title of the policy to “Project Development and Program Management Signatory and Approval Authority” and adding additional delegations of authority that more comprehensively looked at the various project phases and program needs beyond that of the right-of-way phase. In March 2021, the policy was updated to provide a more detailed listing of documents subject to the policy. Through the course of delivery of multiple projects, staff identified additional documents that should be subject to Policy No. 34509, and thus allow for expedited processes where appropriate, and identified one component that should be restored. Staff is requesting **four (4)** refinements which are identified with tracked changes in the attached policy and described below:

- Staff would like to restore signature authority to the Executive Director for approval of certain right-of-way conveyance documents. In its current form, Policy No. 34509, requires prior Board approval for the Executive Director, or his designee within the Executive Management Team, to sign property conveyance documents. When Policy No. 34509 was initially approved by the Board in June 2013, Board authorization was not required to convey properties acquired by or for SBCTA during the course of implementing infrastructure properties to California Department of Transportation (Caltrans) or local jurisdictions upon project completion. Policy No. 34509 as of its original approval in June 2013 stated:

Documents	Signature and Approval Authority
San Bernardino Associated Governments Conveyances to Others <ul style="list-style-type: none"> <li>• Deeds</li> <li>• Other conveyance documents</li> </ul>	Executive Director or Designee within the Executive Management Team

Entity: San Bernardino County Transportation Authority

Current policy requires prior Board authority for the Executive Director to execute such documents:

Documents	Signature and Approval Authority
SBCTA Conveyances to Others including but not limited to: <ul style="list-style-type: none"> <li>• Deeds of Easements (Including Permanent Easements and Temporary Construction Easements)</li> <li>• Fee conveyances, including but not limited to Quit Claim Deeds; prior Board authorization is required <i>unless</i> conveyance is pursuant to a Utility Agreement not requiring Board approval (see “Utility Agreements” above)</li> </ul>	Executive Director or designee within the Executive Management Team

While Policy No. 34509 was most recently updated and approved by the Board on March 3, 2021, it was intended to further describe the conveyance instruments; however, it inadvertently went too far in restricting signature authority. The purpose of requesting restoration of this signature delegation is to reduce the number of agenda items required to convey property containing transportation improvements, or are remnant parcels adjacent to improvements, to the State and local jurisdictions as part of the regular project delivery process. This requested revision is intended to authorize the Executive Director, or their designee, to approve and execute the multitude of such conveyance documents to the State and local jurisdictions.

Board action is still required on a project-by-project basis to authorize the acquisition of property and disposal of surplus property, as governed by Policy No. 10400 Surplus Real Property, which is included as Attachment B for reference.

- Staff is also seeking delegation of authority to the Executive Director, or their designee, to approve and execute amendments to cooperative agreements and memoranda of understanding when such amendments do not exceed a net funding change of more than \$100,000, and are consistent with prior Board direction.
- Lastly, staff is seeking a revision to Policy No. 34509 to delegate authority to the Department Directors to approve and execute documents related to SBCTA requests for new utility services. Examples include rights of entry granted to utility agencies to enter SBCTA property to install service lines, new meter requests, etc., in order to provide services to SBCTA facilities such as the Arrow Maintenance Facility.
- **At the General Policy Committee on May 12, 2021 staff highlighted that the definition of Department Director was also updated to be consistent with recent Board approved staffing organizational changes. This change is included in the Board Agenda item.**

Board of Directors Agenda Item

June 2, 2021

Page 3

Staff requests approval of revisions to Policy No. 34509, Project Development and Program Management Signatory and Approval Authority, as outlined above and identified in the attached policy.

***Financial Impact:***

This item has no financial impact on the Fiscal Year 2020/2021 Budget.

***Reviewed By:***

This item was reviewed and unanimously recommended for approval by the General Policy Committee (GPC) on May 12, 2021. SBCTA General Counsel has reviewed this item and the proposed policy revisions. This item has been revised since GPC to conform to what was orally presented at GPC: with regard to amendments to cooperative agreements and MOUs, it has been revised to reflect authority is delegated to the Executive Director “or designee”; it was also revised to add Directors of Project Delivery, Toll Program and Capital Delivery to the definition of “Department Director.”

***Responsible Staff:***

Carrie Schindler, Director of Transit and Rail Programs

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Approved  
Board of Directors  
Date: June 2, 2021

Witnessed By:

San Bernardino County Transportation Authority

## ATTACHMENT A

San Bernardino County Transportation Authority	<b>Policy</b>	<b>34509</b>
Adopted by the Board of Directors	June 5, 2013	Revised <u>3/3/216/2/21</u>
<b>Project Development and Program Management Signatory and Approval Authority</b>	Revision No.	<u>23</u>

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

**Table of Contents**

| Purpose | References | Definitions | Policy | Revision History |

## I. PURPOSE

The intent of this policy is to define delegation of signatory and approval authority for certain documents associated with funding, right-of-way, design, and construction phases of SBCTA transportation projects, and management of SBCTA programs.

## II. REFERENCES

Resolution No. 13041

Policy 11000 Contracting and Procurement Policy

Policy 31602 Rail Property Policy

Policy 34507 Measure I Major Projects Program, Administrative Settlement Policy: Right-of-Way Acquisition for Measure I Major Projects

Policy 50100 Environmental Policy and Approval Authority

## III. DEFINITIONS

- A. "Permit" means authorization from a Federal, State, or local jurisdiction, to access certain areas, or to perform construction work, repair, maintenance, and/or mitigation.
- B. "Assumption of Liability" means an agreement to indemnify, defend and hold harmless the other party; such assumption may be general and broad in scope.
- C. "Manager" includes Project Manager, Construction Manager, Project Delivery Manager, and any other equivalent level position.
- D. "Department Director," "Chief Financial Officer" and "General Counsel" include those individuals' designees, identified in writing, when those individuals are out of the office or otherwise unavailable. [For purposes of this Policy, "Department Director" includes Director of Project Delivery, Director of Toll Program and Director of Capital Delivery.](#)
- E. "Designee," as used in Table 1, may include appropriate project team members, including consultant staff.
- F. "Inspector" includes appropriate project team members, including consultant staff.

## IV. POLICY

Through the life cycle of a project, SBCTA prepares various documents to initiate, study and design the project, and determine the right-of-way needs for the project. This policy will authorize certain designated persons to sign documents as specified below. This policy also authorizes certain designated persons to sign documents associated with management of SBCTA programs.

It is the policy of SBCTA to comply with all Federal, State, and local statutes and regulations. In doing so, certain documents are required. This policy defines the signature and approval authority for these documents in Table 1 below.

In all circumstances, the Executive Director is authorized to sign any listed documents. General Counsel must review any assumption of liability provision, except for those contained in Right-of-Way certifications and data sheets and manifests pertaining to hazardous materials.

## ATTACHMENT A

TABLE 1

Documents <sup>1</sup>	Signature and Approval Authority
<b>Certificates of Acceptance</b> For documents pertaining to property purchased by SBCTA (Deeds, Easements, Temporary Construction Easements, Agreements, etc.)	Department Director
<b>Agreements / Documents related to SBCTA access to other property</b> Rights of Entry, Permits to Enter, Encroachment Permits, etc.	Department Director
<b>Agreements / Documents related to Property Acquisitions</b> (Purchase & Sale Agreements, Possession & Use Agreements, Settlement Agreements, Temporary Easements, Stipulated Judgments, Leases, Rental Agreements, Right-of-Way Contracts, Licenses, etc.)	Executive Director or designee within the Executive Management Team, in accordance with SBCTA Policies 11000 and/or 34507, as applicable.
<b>Utility Agreements up to \$2,000,000</b> , so long as the cost is included in the current Board approved project, <b>plus assumption of liability</b>	Department Director
<a href="#">Documents related to SBCTA-Requested New Utility Services</a>	<a href="#">Department Director</a>
<b>SBCTA Conveyances to Others</b> including but not limited to: <ul style="list-style-type: none"> <li>• Deeds of Easements (Including Permanent Easements and Temporary Construction Easements)</li> <li>• Fee conveyances, including but not limited to Quit Claim Deeds; <ul style="list-style-type: none"> <li>○ <del>prior Board authorization is required unless conveyance is</del> pursuant to a Utility Agreement not requiring Board approval (see "Utility Agreements" above); <u>or</u></li> <li>○ <u>conveyance to another public agency of property acquired for a project, for which SBCTA no longer has a need.</u></li> </ul> </li> </ul>	Executive Director or designee within the Executive Management Team
<b>Right-of-Way Data Sheets, Right-Way-Requirements Maps, Appraisal Maps, and Certifications<sup>2</sup> *</b>	Department Director or Designee
<b>Escrow Instructions *</b>	Department Director or Designee
<b>Notices to Utility Owners to Relocate *</b>	Project Manager
<b>Utility Agent Assignment Agreements, Non-Disclosure Agreements and Applications/Agreements for New Utility Services (including assumption of liability)</b>	Department Director, Chief or Manager
<b>Determination of Just Compensation*</b>	Department Director, upon recommendation by a qualified appraiser
<b>Permits</b> (including cost so long as the cost is included in the current Board approved project)* Applications for and acceptance of Permits from, including but not limited to, US Army Corps, US Fish and Wild Life Service, State Water Resources Control Board, Regional Water Quality Control Board, Department of Toxic Substances Control, County, etc.  <b>Mitigation Measures and Agreements for permits up to \$2,000,000 plus</b> assumption of liability, so long as the cost of the mitigation measures and/or agreements for permits is included in the current Board approved project.	Department Director
<b>Manifests*</b> pertaining to hazardous materials	Inspector

## ATTACHMENT A

<b>Plans, Specifications, and Estimate</b> , including supporting documents and studies*	Department Director
<a href="#">Amendments to Cooperative Agreements and MOUs, that are consistent with prior SBCTA Board of Directors action, and do not exceed a net funding change of \$100,000.</a>	<a href="#">Executive Director or designee</a>
<b>Planning Documents</b> , including but not limited to, Project Initiation Documents, Feasibility Studies, Project Reports, etc.*	Department Director
<b>Quality Assurance Manual*</b>	Department Director or Manager
<b>Dispute Resolution Board (DRB) Agreements*</b>	Department Director
<b>Change Order*</b>	Department Director, up to the authorized contingency amount, in accordance with the SBCTA Policy No. 11000
<b>Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan Disbursement Requests</b> , including certifications as required by TIFIA Loan Agreement*	Chief Financial Officer
<b>Funding Authorization Documents*</b> (consistent with Board-approved allocations), including but not limited to California Transportation Commission Allocation Requests, Transportation Development Act (TDA) Allocation Instructions and Disbursements, Notices of Federal Transit Administration (FTA) Suballocations and verification of FTA balances	Director of Fund Administration
<b>Project Authorization Documents*</b> (consistent with Board-approved allocations), including but not limited to Requests for Authorization with associated documentation, Finance Letters, and invoicing and reimbursement documents	Chief Financial Officer, Department Director and/or Manager,
<b>Close Out Documents*</b>	Department Director, Chief or Manager

<sup>1</sup> All listed documents must be approved as to form by SBCTA's General Counsel, except those documents with an asterisk \*.

<sup>2</sup> Resolution No. 13041 delegated authority to the Executive Director or designee to certify certain Rights-of-Way.

## V. REVISION HISTORY

Revision No.	Revisions	Adopted
0	Adopted by the Board of Directors, June 5, 2013, Agenda Item 12.	06/05/13
1	Revision adds design and construction phase related delegations.	07/10/19
2	Revision adds additional delegation of signatory and approval authority.	3/3/2021
<a href="#">3</a>	<a href="#">Revision adds delegation for amendments to Co-Ops, MOUs and Utility Agreements.</a>	<a href="#">6/2/2021</a>



## ATTACHMENT B

San Bernardino County Transportation Authority and San Bernardino Associated Governments (SBCOG)	<b>Policy</b>	<b>10400</b>
Adopted by the Board of Directors      11/1/2017	Revised	
<b>Surplus Real Property</b>	Revision No.	0

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

<b>Table of Contents</b>
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<a href="#">  Purpose</a>   <a href="#">References</a>   <a href="#">Policy</a>   <a href="#">Revision History</a>
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### **I. PURPOSE**

The purpose of this policy is to provide guidance regarding the disposal of surplus real property to ensure compliance with applicable laws and regulations and that only real property no longer needed for public use is declared surplus.

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### **II. REFERENCES**

California Government Code Sections 50569 and 54220 through 54233.

Code of Civil Procedure Section 1245.245

Caltrans Right-of-Way Manual Chapter 17

23 CFR 710 Right-of-Way and Real Estate Property Management (23 CFR 710.403 and 23 CFR 710.409)

Federal Transit Administration (FTA) Circular 5010.1E, Award Management Requirements

49 CFR part 24 – Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally-Assisted Programs

2 CFR part 1201 – Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards (U.S. Department Of Transportation)

49 USCS 5334(h) – Transportation – Administrative provisions -- Transfer of assets no longer needed (FTA).

23 USCS 156 – Proceeds from the Sale or Lease of Real Property (Federal Highway Administration)

2 CFR part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 CFR 200.311(c)) (Office of Management and Budget)

SBCTA Right-of-Way Procedures Manual

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### **III. POLICY**

This policy applies to all real property owned by SBCTA or SBCOG. All real property owned by SBCTA or SBCOG will be reviewed periodically to determine if there is a continuing public need for SBCTA or SBCOG to own such property. If property is no longer needed and there is no economic reason for retention, it can be declared surplus by the Board of Directors and disposed of. Upon the Executive Director's or designee's recommendation, the Board of Directors may find and declare that certain real property is surplus to the present and future needs of SBCTA or SBCOG.

1. The surplus real property will be disposed of in accordance with applicable laws, regulations, Policy10400

## ATTACHMENT B

- and applicable grants, funding or cooperative agreements.
2. The Executive Director or designee shall be responsible for recommending appropriate actions to the Board of Directors for the sale or other disposal of surplus real property.
  3. After receiving the Board of Directors' approval, the Executive Director or designee shall proceed with the sale or disposal of the surplus real property in accordance with this policy.
  4. Appropriate disposal methods shall be used to achieve the best reasonable return consistent with statute and with SBTCA procedures.
  5. Proceeds from the sale or disposal of the surplus real property shall be returned to the appropriate fund or as otherwise required by law, and by applicable grant, funding or cooperative agreement.

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**IV. REVISION HISTORY**

Revision No.	Revisions	Adopted
0	Adopted.	11/1/17

## ***Minute Action***

AGENDA ITEM: 13

***Date:*** June 2, 2021

***Subject:***

Update on the Coachella Valley-San Gorgonio Pass Rail Corridor

***Recommendation:***

Receive information from the Riverside County Transportation Commission on planning for the Coachella Valley-San Gorgonio Pass Rail Corridor.

***Background:***

The Coachella Valley-San Gorgonio Pass Rail Corridor will extend approximately 145 miles from Los Angeles Union Station to either the City of Indio or Coachella. The Riverside County Transportation Commission (RCTC), in coordination with California Department of Transportation (Caltrans) and the Federal Railroad Administration, is working to bring passenger rail service to this area. The project proposes operating two daily roundtrip intercity passenger trains in each direction between Los Angeles and the Coachella Valley, with morning and evening departures from each endpoint. The passenger service is being planned with an approximate trip time of 3 hours 15 minutes and provides comparable trip times made by cars on congested highways such as Interstate 10 or State Route 91.

RCTC is preparing a draft Programmatic (Tier 1) Environmental Impact Report/Environmental Impact Statement (EIR/EIS) that will be released to the public for review in the very near future. They are planning virtual public meetings to obtain feedback from any concerned agencies/residents along the corridor during the 45-day comment period. Once the Tier 1 EIR/EIS is finalized, the next step would be to prepare a project-level (Tier 2) environmental document, but no funding has yet been identified for that next step. Representatives from RCTC and its consultant HDR Engineering Inc. provided a presentation to the Metro Valley Study Session on May 13, 2021. An RCTC Fact Sheet on the project is attached, as well as a frequently-asked questions (FAQ) information sheet.

***Financial Impact:***

This item has no financial impact on the Fiscal Year 2020/2021 Budget.

***Reviewed By:***

This item was received by the Board of Directors Metro Valley Study Session on May 13, 2021.

***Responsible Staff:***

Steve Smith, Director of Planning

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Approved  
Board of Directors  
Date: June 2, 2021

Witnessed By:

*Entity: San Bernardino County Transportation Authority*



**COACHELLA VALLEY-SAN GORGONIO PASS  
RAIL CORRIDOR SERVICE**

Program Environmental Document  
and Service Development Plan



13.a

# Coachella Valley-San Gorgonio Pass Rail Corridor Service

## Project Highlights

- Connecting Coachella Valley and Los Angeles: Approximately 144 miles on an existing rail corridor, mostly parallel to I-5, Route 91, and I-10
- Serving the Counties of: Los Angeles, Orange, Riverside and San Bernardino
- Eastern Endpoint: Cities of Indio or Coachella in Riverside County
- Western Endpoint: Los Angeles Union Station in Los Angeles County
- Approximate trip time: 3 hours and 15 minutes
- People traveling through San Gorgonio Pass: Approximately 160,000 per day
- Proposed Service: Two daily round-trips
- Stations: Enhance access to four existing stations and potential to add five new passenger rail stations over time
- Adding: Tracks at selected locations to enhance train travel speeds, minimize delays, and maintain safety

## Environmental Milestones

Milestones	Timeline
Prepare Tier 1/Program Level Draft EIS/EIR	Winter 2020/21
Notice of Availability/Notice of Completion	Spring 2021
Release of Tier 1/Program Level Draft EIS/EIR	Spring 2021
Prepare Tier 1/Program Level Final EIS/EIR	Fall 2021
Record of Decision/Notice of Determination	December 2021

## Agency Partners



## Program Overview

The proposed Coachella Valley-San Gorgonio Pass Rail Corridor (Coachella Valley Rail) extends approximately 144 miles between downtown Los Angeles and the Coachella Valley. The Riverside County Transportation Commission (RCTC), in coordination with the California Department of Transportation (Caltrans) and the Federal Railroad Administration (FRA), is working to bring passenger rail service as an alternate mode of travel across Southern California, connecting desert communities and attractions with Los Angeles, Orange County, and the Inland Empire.

The program proposes operating two daily round-trips between Los Angeles Union Station and Indio or Coachella, with morning and evening departures from each end. Passenger service is expected to take about 3 hours and 15 minutes, which is comparable to trips made by cars on congested highways connecting these communities, such as I-5, Route 91, and I-10.



Attachment: CVR\_FactSheet\_Spring2021 D1.9 (7693 : Update on the Coachella Valley-San Gorgonio Pass Rail Corridor)

## Project History

- 1991**  
 Initial Feasibility Studies: Evaluated one or two daily long-distance rail round-trips between Los Angeles and Indio
- 2010-2013**  
 Additional Feasibility Studies
- 2013-2016**  
 Market Assessment/Alternatives Analysis: Evaluated five alternatives to determine the preferred alignment
- July 2016**  
 Finalized Alternatives Analysis/Preferred Route Advances for Environmental Studies: Proceeded with preferred route through Fullerton and Riverside to be carried forward for analysis in the Service Development Plan and Tier 1/Program EIS/EIR
- Fall 2016 – Spring 2021**  
 Tier 1/Program EIS/EIR: Held public scoping meetings and completed studies for Draft EIS/EIR for public review

## Environmental Process

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The environmental analysis currently being conducted is a Tier 1/Program Environmental Impact Statement/Environmental Impact Report (EIS/EIR), in accordance with the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The Tier 1/Program Draft EIS/EIR is anticipated to be released for public review in spring 2021 for 45 days with virtual public hearings. Future Tier 2/Project NEPA/CEQA documents will be prepared when funding is identified. RCTC is actively seeking funding opportunities to advance the program.

The Tier 1/Program Draft EIS/EIR identifies potential impacts caused by operating the service and constructing infrastructure (primarily tracks and stations). Specific station locations and track designs will not be identified at this stage of the program. The Tier 1/Program will address broad questions and environmental effects of the overall program; however, it will not address location-specific details or authorize construction.

The Tier 1/Program Draft EIS/EIR analyzes 18 environmental resource topics and reflects comments received during the 2016 public scoping process. Concurrently, a Service Development Plan (SDP) is being finalized to provide a high-level conceptual operations plan. Modeling is being conducted so that passenger and freight rail operations can perform efficiently.

## Project Milestones



## Topics Being Evaluated

The Tier 1/Program Draft EIS/EIR evaluates the impacts and benefits of the program including:

- Land Use and Planning (including agricultural and forestry resources)
- Transportation
- Visual Quality and Aesthetics
- Air Quality and Greenhouse Gases
- Noise and Vibration
- Jurisdictional Waters and Wetland Resources
- Biological Resources
- Floodplains, Hydrology, and Water Quality (including watersheds)
- Environmental Justice Effects
- Geology, Soils, Seismicity, and Paleontological Resources (including mineral resources)
- Hazards and Hazardous Materials
- Public Utilities and Energy
- Cultural Resources
- Parklands and Community Services
- Safety and Security
- Socioeconomics and Communities Affected
- Cumulative Effects
- Section 4(f)/6(f) Resources

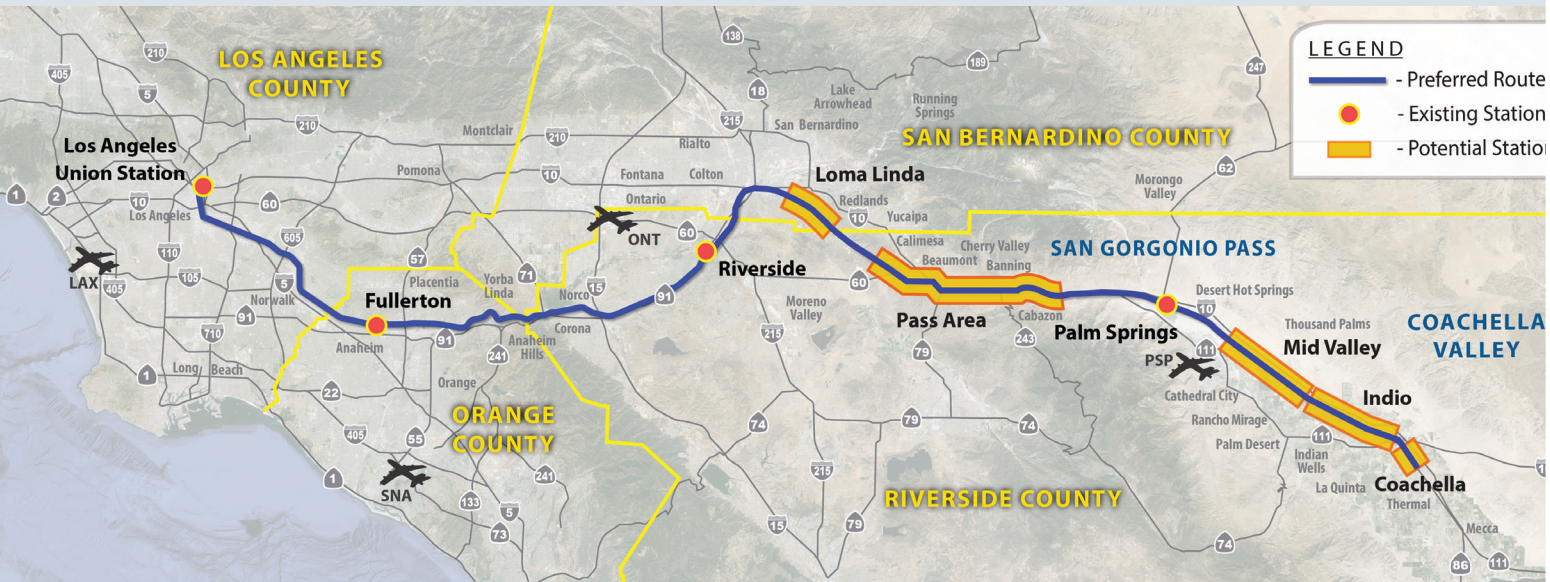
## The Corridor at a Glance

### Western End

The western end of the corridor will connect riders to Los Angeles Union Station, the largest railroad passenger terminal in the western United States. Passengers can also access revitalized Downtown Fullerton and other attractions and concert venues in Orange County as well as Riverside’s bustling downtown area that offers museums, theaters and the historic Mission Inn Hotel & Spa.

### Eastern End

The eastern end of the corridor will give access to the growing communities of Banning and Beaumont and the vibrant city of Palm Springs. Travelers will also be connected to the heart of the Coachella Valley, home to premier golf courses and dining as well as the cities of Indio and Coachella near world-renowned music festivals and events.








**How to Participate**

RCTC, Caltrans, and the FRA encourage your participation in the environmental review process. The Tier 1 Program/Draft EIS/EIR for the Coachella Valley-San Geronio Pass Rail Corridor Service is anticipated for release in spring 2021.

Virtual public hearings will be held to solicit comments about the Tier 1/Program Draft EIS/EIR. Please watch for dates of these public hearings and how to submit comments during the 45-day public review period.

**Contact Us**

Please contact us to stay informed and share your thoughts on this proposed project.

-  951-787-7141
-  CVRail@rctc.org
-  CVRailProject
-  RCTC.org/cvtrail





**COACHELLA VALLEY-SAN GORGONIO PASS RAIL CORRIDOR SERVICE**

Program Environmental Document and Service Development Plan



13.b

# FAQ

Attachment: CVR\_FAQ\_Spring2021 D1.4 (7693 : Update on the Coachella Valley-San Gorgonio Pass Rail Corridor)

## Coachella Valley-San Gorgonio Pass Rail Corridor Service

### OVERVIEW

#### 1. What is the Coachella Valley-San Gorgonio Pass Rail Corridor Service project?

The Riverside County Transportation Commission, Caltrans, and the Federal Railroad Administration are studying a 144-mile passenger rail service corridor between Los Angeles and the Coachella Valley. The service is planned with an approximate trip time of 3 hours and 15 minutes with planned stops in Los Angeles, Orange, San Bernardino, and Riverside counties. Amtrak will likely provide this intercity service on existing tracks shared with other freight and passenger rail operators. Preliminary environmental, design, and service studies are under way. Station locations, funding, and timing for the start of service will be identified during the next study phase.

#### 2. What are the benefits of this new service?

The service will provide a new option for people to travel between Los Angeles and the Coachella Valley. The project will promote clean air, relieve traffic congestion, and expand business and recreational economic opportunities.

### OPERATIONS

#### 3. What hours would the trains run?

Implementation is still years away, but initial planning is for two trains daily in each direction with westbound trains possibly leaving Coachella at 9:25 a.m. and 3:25 p.m. and eastbound trains possibly leaving Los Angeles at 10:20 a.m. and 3:20 p.m.

#### 4. How much will it cost to ride?

Fares will be determined in future project phases. RCTC and project partners will conduct studies to determine competitive fares for riders. The fares would likely be similar to Amtrak rates in comparable markets.

#### 5. Will I be able to connect from the train station to my final destination? Will other connecting services be available?

Yes, stops currently are planned in Los Angeles, Fullerton, Riverside, and Palm Springs with options to connect to other transit services, such as Metro, Metrolink, Amtrak, OCTA, RTA, SunLine, and others.

#### 6. Where will the train stations be located?

The study has identified Los Angeles Union Station, Fullerton, Riverside-Downtown, and Palm Springs as existing stations. Other stations are proposed in the Loma Linda/Redlands area, the San Gorgonio Pass area, the Mid Coachella Valley area, and the Indio/Coachella area. Specific station locations will be defined during future project phases.

#### 7. How will safety be addressed?

Safety is the highest priority for this project. The system will be equipped with Positive Train Control (PTC), a state of the art collision avoidance technology. PTC is designed to stop or slow a train as needed.







**DESIGN AND ENVIRONMENTAL PROCESS**

**8. Will trains travel on existing rail alignments?**

Yes, based on current designs, trains would use existing rail alignments and corridors.

**9. Will the project require the purchase of private property?**

RCTC does not anticipate purchasing private property along the proposed corridor. In later stages of the project, property acquisitions near potential stations may be required.

**10. What is the difference between a Tier 1/Program and Tier 2/Project environmental document?**

RCTC, Caltrans, and FRA are using a tiered NEPA/CEQA process to complete the environmental review of the program. The Tier 1/Program EIS/EIR evaluates a reasonable range of alternatives and recommends a preferred alternative within the study area. At the Tier 1/Program level, the environmental document broadly evaluates potential impacts of operating daily rail service between Los Angeles and the Coachella Valley but does not authorize construction. Based on the decisions made in the Tier 1/Program EIS/EIR, subsequent Tier 2/Project-level analysis for the selected Build Alternative Option would examine the service corridor in greater detail. During subsequent Tier 2/Project-level analysis, additional public input and refined engineering studies would be conducted by the identified lead agency or agencies.

**11. What is a Service Development Plan?**

This plan is a model of how service will run. It is a conceptual plan that details the train timing, frequency, and operational details and accounts for the geography of the alignment and other rail traffic.

**12. What are the next steps?**

The Tier 1/Program Draft EIS/EIR will be released for public review in spring 2021. Comments received during the 45 day comment review period would be incorporated as part of the Tier 1/Program Final EIS/EIR. The Tier 1/Program Final EIS/EIR would take into consideration comments received from the public review period and would identify a Build Alternative Option that could be carried forward for subsequent Tier 2/Project-level studies and design. If a Build Alternative Option is selected during the Tier 1/Program Final EIS/EIR process, FRA would issue a Record of Decision and RCTC would issue a Notice of Determination for the Tier 1/Program EIS/EIR.

**13. How much will the project cost? How is the project being funded? Is the project fully funded?**

The overall project costs have not been determined and a funding plan is not in place. The current Tier 1/Program EIS/EIR effort was funded with a \$2.98 million FRA grant and state and local funds. RCTC is actively seeking funding for the next phase associated with Tier 2/Project-level environmental studies and design.

**14. How can I become involved in the process?**

Upon the release of the Tier 1/Program Draft EIS/EIR, the public will have a 45-day period to provide comments on the draft document. Within these 45 days, two virtual public hearings will be held to present project information and solicit comments. Beyond the environmental process, please stay connected at [rctc.org/cvtrail](http://rctc.org/cvtrail) and on Facebook @CVRailProject for updates.

Attachment: CVR\_FAQ\_Spring2021 D1.4 (7693 : Update on the Coachella Valley-San Geronio Pass Rail Corridor)

**Contact Us**

Please contact us to stay informed and share your thoughts on this proposed project.



951-787-7141



[CVRail@rctc.org](mailto:CVRail@rctc.org)



[CVRailProject](https://www.facebook.com/CVRailProject)



[RCTC.org/cvtrail](https://www.rctc.org/cvtrail)



**Coachella Valley-San Gorgonio Pass Rail Corridor Service**  
*Presentation to SBCTA Metro Valley Study Session*  
 May 13, 2021



**RCTC** RIVERSIDE COUNTY TRANSPORTATION COMMISSION

## Presentation Agenda

- Video Introduction
- Project Purpose & Need
- Project Process
- Program-Level (Tier 1) EIS/EIR Overview
- Service Development Plan Overview
- Rail Service Options Studied
- Infrastructure Needs
- San Bernardino County Key Issues
- Next Steps and Upcoming Project Phases

# Coachella Valley Passenger Rail Project



## Passenger Rail Service Studied

Two round trips per day between Los Angeles and Coachella Valley  
 Up to six potential stations east of Colton



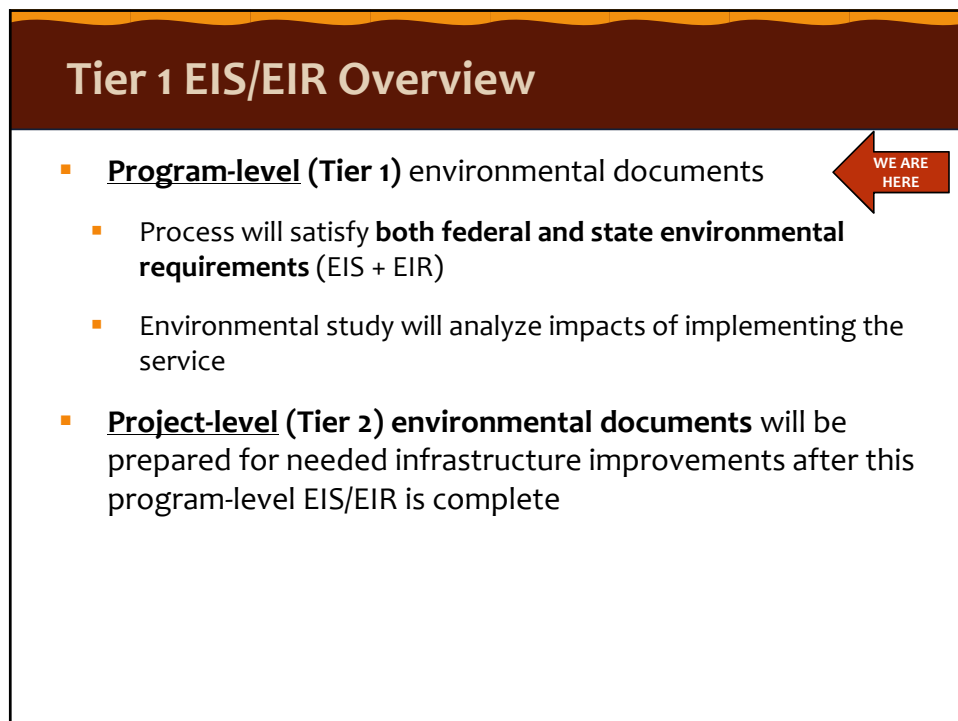
3

# CV Rail: Draft Purpose and Need

- **Purpose:** Provide convenient and competitive public transportation between the Coachella Valley-San Gorgonio Pass Rail Corridor and the Los Angeles Basin
- **Need:**
  - Regional population and employment growth
  - Limited and constrained travel options
  - Serve disadvantaged communities
  - Help conform to air quality regulations



Attachment: CV Rail presentation for SBCTA\_05.13 PDF (7693 : Update on the Coachella Valley-San Gorgonio Pass Rail Corridor)



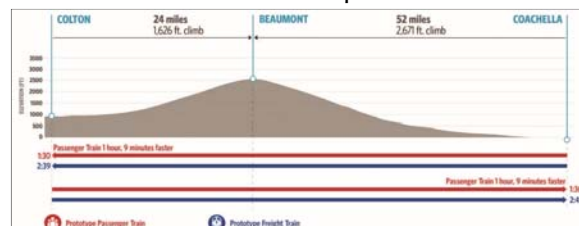
## Service Development Plan (SDP) Overview

- **Analyzing service, infrastructure needs, routes, connections, stations**
  - ✓ Improvement Costs
  - ✓ Trainset Equipment
  - ✓ Ridership and Revenue Forecast
  - ✓ Financial Planning
  - ✓ Benefit-Cost and Economic Impact
  - ✓ Implementation and Phasing

## Operations Modeling

- To determine on-time performance and quantify freight rail delay
- Goals:
  - ✓ On-time performance by train-type 90%
  - ✓ No unreasonable delay in freight rail
  - ✓ Estimate project-specific infrastructure needs to meet performance goals

The Hill Model Example



## Passenger Rail Options Studied

	Daily Train Trips	Eastern Terminus	# Stations east of Colton	New Third Track in Eastern Section
No Build	-	-	-	-
Option #1	Two round trips	Coachella	6	Colton to Coachella
Option #2	Two round trips	Indio	5	Colton to Indio
Option #3	Two round trips	Indio	5	Colton to approx. Palm Desert



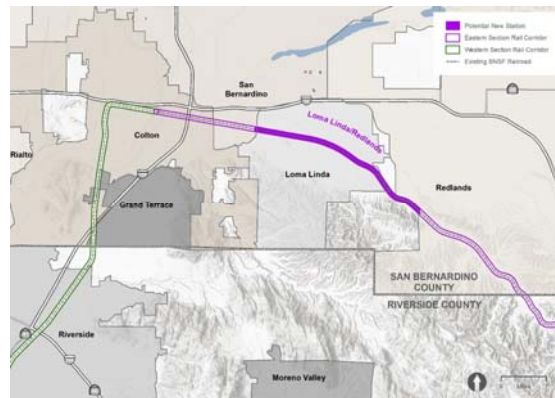
## Overall Infrastructure Needs

Based on modeling full buildout may require:

- Third main track between Colton and Coachella
- BNSF/UPRR Colton Connector
- Enhanced signal equipment
- Structures – modify highway interchange/rail bridges
- Stations & platforms
- Improved rail crossings
  
- Potential investment of \$1 billion

## San Bernardino County Key Issues

- Third main track
- Second Colton Connector Track
- Potential Loma Linda/Redlands Area Station (Tier 2)
- Quiet Zones (Tier 2)



## Upcoming Project Phases

### TIER 1 / PROGRAM EIS/EIR

- Draft EIS/EIR planned for public release: **May 21, 2021**
- Public comment opportunities
- Virtual Public Hearings on Draft EIS/EIR: **June 22 and 26, 2021**
- Selection of preferred alternative based on analysis and public comment
- Preparation of Tier 1/Program Final EIS/EIR
- Record of Decision: **November 2021**

### SERVICE DEVELOPMENT PLAN

- Work ongoing. Planned completion date **December 2021**

# Questions?





## *Minute Action*

AGENDA ITEM: 14

***Date:*** June 2, 2021

***Subject:***

Fiscal Year 2020/2021 Quarterly Transit Operator Update

***Recommendation:***

Receive the San Bernardino County Multimodal Transportation Second Quarter Update for Fiscal Year 2020/2021.

***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 the 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 transit 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 being worked on by the operators and SBCTA. It also tracks key performance indicator trends. The attached Second Quarter Fiscal Year (FY) 2020/2021 Report provides a solid snapshot of the county's network. More importantly, it provides a regular picture of provider-specific activities to describe both shared and unique experiences in moving travelers across this large county.

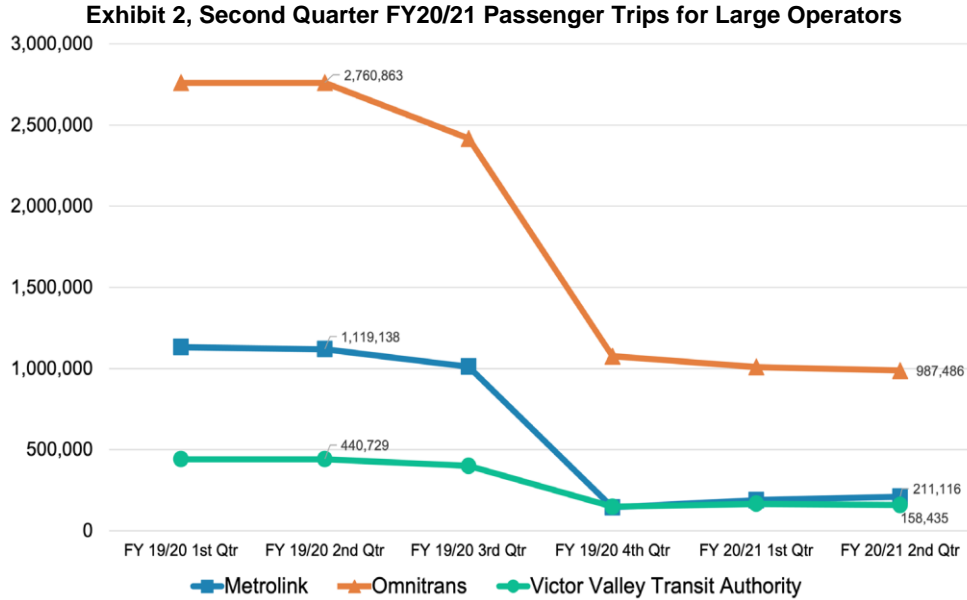
The primary source of data used in the Report is from TransTrack. TransTrack is a county-wide transit performance software that the San Bernardino County transit operators, except SCRRA, use to provide operations and financial data on a monthly basis. This allows SBCTA to pull data reports independently from the transit operators. The other source of data for this report came from transit 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. The data is collected directly from SCRRA and reviewed as part of the SCRRA Member Agency Advisory Committee (MAAC) activities.

The attached report encompasses data beginning October 2020 through December 2020. This quarter is the third full quarter impacted by the current pandemic, a global outbreak of a respiratory disease caused by a novel coronavirus (COVID-19). As noted in the Third Quarter FY 2019/2020 Report, California was the first state to respond with a statewide stay-at-home order to protect the health and well-being of all Californians and to establish consistency across the state in order to slow the spread of COVID-19.

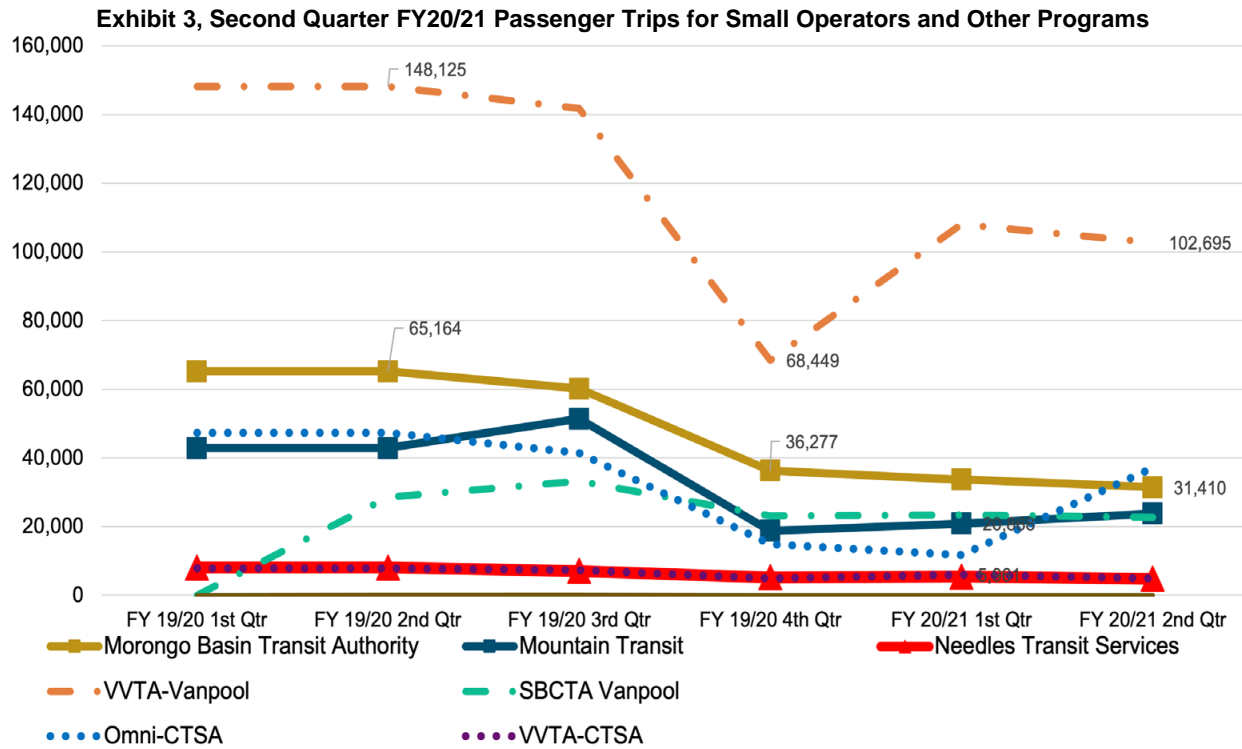
During this time period, levels of ridership loss varied by provider. Metrolink fell by 81% from the year prior, however, ridership did increase slightly from the previous quarter. Both Omnitrans and Victor Valley Transit Authority (VVTA) dropped by 64% from the second

*Entity: San Bernardino County Transportation Authority*

quarter of FY 2019/2020. During last quarter, VVTA had seen a slight increase, however, both Omnitrans and VVTA continued to see a slight decrease from the previous quarters, as shown in Exhibit 2.



Of the smaller providers, Mountain Transit fell by 45% and Needles Transit Services fell by 40% over last year. However, each of these agencies did see an increase in ridership over the previous quarter. Morongo Basin Transit Agency (MBTA) continued to decrease by 52% over last year and continued to see a decrease in ridership from the previous quarter, as shown in Exhibit 3.



Vanpool programs in the county saw less ridership declines. The San Bernardino (SB) Loop saw a decline of 21% in vanpool trips, but still holding at the same 51 vanpools. VVTA’s vanpool experienced a 15% drop in vanpools, to 186, and a 31% drop in vanpool trips, compared to the second quarter of FY 2019/2020.

Among Consolidated Transportation Services Agency (CTSA) programs operated within the San Bernardino Valley and the Victor Valley, numerous programs reduced trip-making or stopped services. There were, however, programs that continued and increased services such as OPARC, Community Senior Services and Abundant Living Church. An important highlight is that Omnitrans’ Travel Reimbursement Program (TREP) increased the number of trips provided compared to a year prior by 8%. This volunteer transportation helped fill the gaps, proving its value in the face of the pandemic.

**Financial Impact:**

This item has no financial impact on the Fiscal Year 2020/2021 Budget.

**Reviewed By:**

This item was received by the Transit Committee on May 13, 2021.

**Responsible Staff:**

Nancy Strickert, Transit Program Manager

Approved  
 Board of Directors  
 Date: June 2, 2021

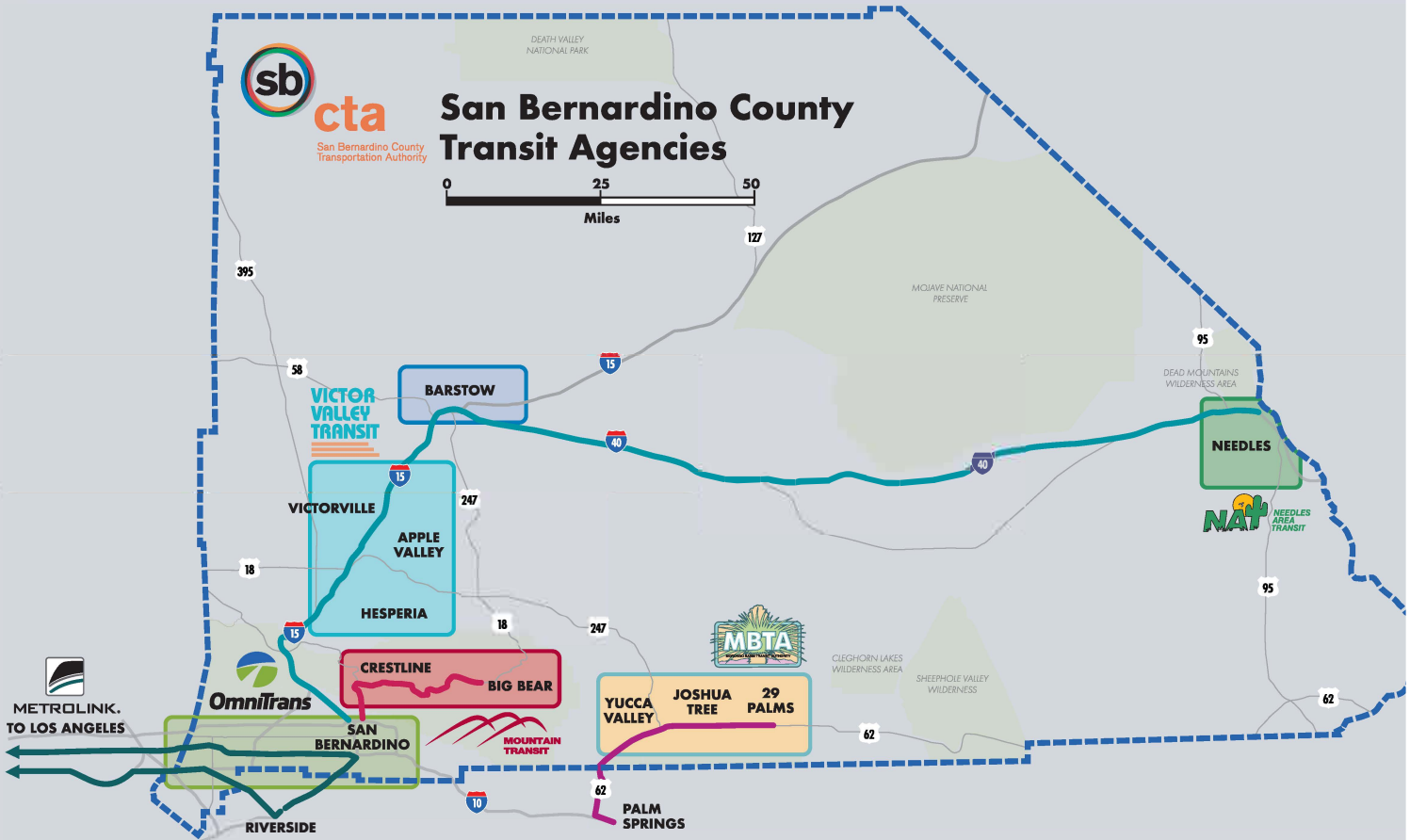
Witnessed By:



# cta

San Bernardino County  
Transportation Authority

# San Bernardino County Multimodal Transportation Quarterly Update



## Second Quarter Update FY 2020/2021



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# SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT

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Attachment: SBCTA FY20\_21 Second Quarter FINAL Report\_4 28 21 (7687 : FY 21 Quarterly Transit Operator Update)

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## Introduction

### *Purposes and Approach*

This iteration of the SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT, released by the San Bernardino County Transportation Authority (SBCTA), presents second quarter information for October, November and December 2020. For the County's public transportation operations, this period was profoundly affected by COVID-19 as the State of California's response to the pandemic unfolded.

This report has two primary purposes in informing San Bernardino County policy makers, members of the general public and interested stakeholders:

1. To provide high-level information about specific transportation services and programs available.
2. To report on current initiatives and to track trends in key performance indicators.

**Exhibit 1, San Bernardino County Public Transit Bus Operators**



### *The County's Public Transportation Modes and Programs*

San Bernardino County is served by six (6) public transit operators, providing rail, fixed route bus services and ADA complementary paratransit services. The five bus operators are depicted in Exhibit 1.

- **Metrolink** – Providing passenger rail service across a 538-mile network throughout the counties of Los Angeles, Orange, Riverside, San Bernardino and Ventura.
- **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 Twentynine Palms, Yucca Valley and the Morongo Valley communities, connecting to the Coachella Valley.
- **Mountain Transit** – Providing services in the Lake Arrowhead and Big Bear communities, connecting to the San Bernardino Valley.
- **Needles Area Transit Services** – Providing service within the City of Needles and limited connections into Arizona.

Three (3) additional modes of transportation support San Bernardino County residents:

- **Consolidated Transportation Service Agencies (CTSAs) programs** – Specialized transportation operated and administered by Omnitrans and VVTA.
- **Vanpool programs** operated by SBCTA and VVTA.
- **SBCTA's ONT Lyft** – This Lyft subsidy program connects Metrolink stations with Ontario international Airport.



## Commentary

### Public Transit During the COVID-19 Pandemic

The second quarter of FY 20/21 – the fall and winter months of October, November, December– found San Bernardino County residents still deep into the Pandemic experience. San Bernardino County’s public transit operators continued to identify and implement strategies to keep riders and bus operators safe from the respiratory disease caused by this novel (new) coronavirus, termed the “the coronavirus disease 2019.”

A key response to the Pandemic was to reduce revenue hours operated, with the County’s bus operators reducing overall service levels by one-third (-32%), although the types and proportions of reductions varied by operator (Exhibit 1). Omnitrans implemented the sharpest reductions in service, significantly reducing high frequency service. VVTA reduced service hours to a lesser extent, implementing weekend service hour schedules. Mountain Transit ceased its down-the-hill service during this period. Smaller scale changes were made in the Morongo Basin and Needles systems.

The Pandemic’s profound impact on public transit ridership, shown in Exhibit 2, continued through the FY 20-21 second

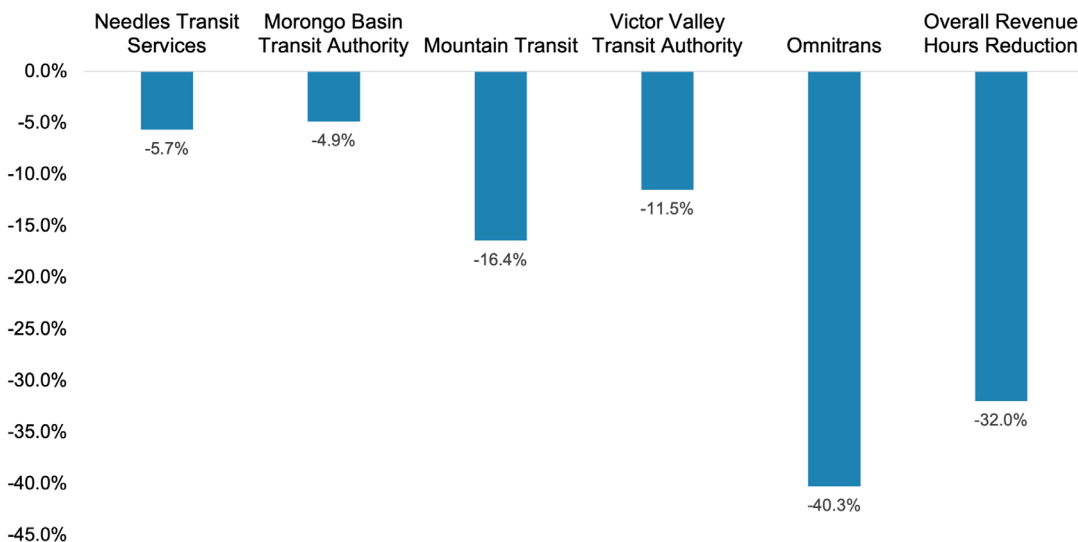
quarter: Metrolink’s -81% decline in train boardings and decline in bus boardings of -64% for both Omintrans and VVTA.

San Bernardino County’s smaller public transit operators saw substantial drops in ridership (Exhibit 3), compared to the second quarter a year prior: MBTA -52%; Mountain Transit -45% and Needles Area Transit -40%.

Vanpool programs saw lesser ridership declines. The new SB Loop saw a decline of -21% in vanpool trips, but still holding at the same 51 vanpools. VVTA’s long-standing vanpool experienced a -15% drop in vanpools, to 186, and a -31% drop in vanpool trips, compared to FY 19/20 second quarter.

Among specialized transportation programs operated within the San Bernardino Valley and the Victor Valley, numerous programs reduced trip-making or stopped services. Two human service programs increased trips provided: OPARC and Community Senior Services. Abundant Living Church in Victorville commenced services, providing 500 trips. Also, the San Bernardino Valley TREP mileage reimbursement programs increased by 8% the number of trips provided, compared to a year prior, this one-on-one, volunteer transportation proving its value in the face of the Pandemic.

Exhibit 1, Second Quarter Reduction in Revenue Hours for Bus Operators

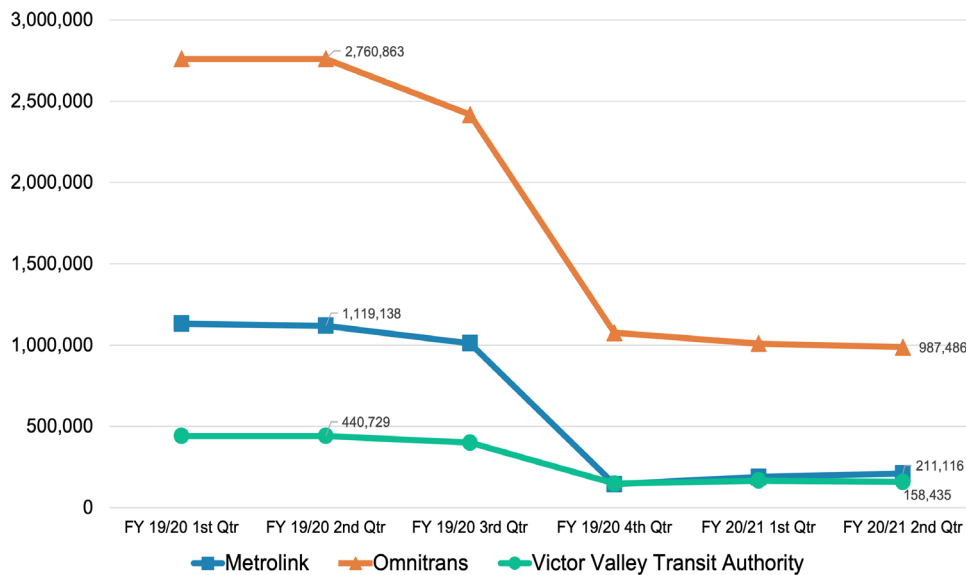


# SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT

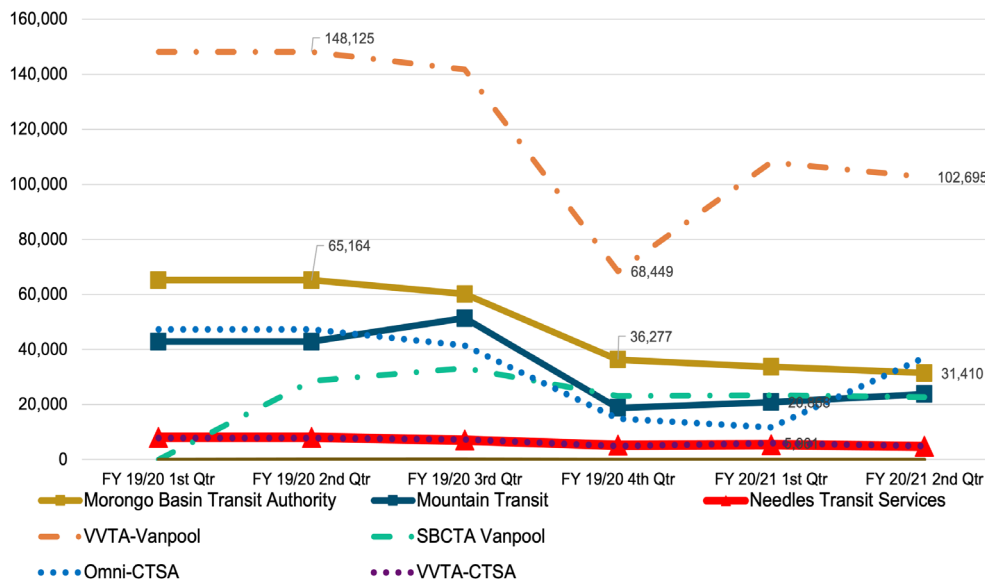
Distribution by mode of the almost 1.6 million transit trips taken generally continues the pattern of pre-COVID-19, with fixed-route services providing the highest proportion of trips, three out of four during this 2nd quarter. A year ago, among the 4.7 million trips provided in the 2nd quarter, 24% were taken on rail; now just 13%.

The proportion of vanpool trips increased from 4% a year ago to 8% of trips taken during this 2nd quarter. Specialized transportation increased from 1% a year ago to 3%, although boardings dropped by 12,000 during this period. Demand response trips, at 2% of this quarter's total, saw a drop in over 100,000 boardings.

**Exhibit 2, Second Quarter FY20/21 Passenger Trips for Large Operators**



**Exhibit 3, Second Quarter FY20/21 Passenger Trips for Small Operators and Other Programs**



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# SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT Public Transit Bus Operators



## Performance<sup>1</sup>

	2nd Quarter (Oct-Nov-Dec)		
	Prior Year FY 19/20	Current Year FY 20/21	% change
<b>SYSTEM Total Passenger Trips</b>	<b>2,760,409</b>	<b>987,486</b>	<b>-64.2%</b>
Fixed-Route Trips	2,678,977	972,085	-63.7%
Demand Response Trips	81,432	15,401	-81.1%
<b>SYSTEM Performance</b>			
Revenue Hours	210,283	125,626	-40.3%
Passengers per Rev Hour	13.1	7.9	-40.1%
Revenue Miles	2,900,711	1,706,327	-41.2%
Passengers per Rev Mile	0.95	0.58	-39.2%
<b>OPERATIONS Expense</b>			
Total Operating Cost	\$20,978,554	\$18,055,205	-13.9%
Passenger Revenue	\$6,060,481	\$3,882,571	-35.9%
Farebox Recovery Ratio Systemwide	28.9%	21.5%	-25.6%
Subsidy per Pass Trip Systemwide	\$5.40	\$14.35	166%
Fixed-Route Cost per Trip	\$6.37	\$16.23	155%
Demand Response Cost per Trip	\$47.95	\$147.83	208%
<b>FLEET Characteristics</b>			
Vehicles in Peak Service			
Fixed-Route	94	Includes SBx	
Demand Response	39		
Total Vehicles in Peak Service	133		
Service Area Square Mileage	463		
Vehicles per Square Mile	0.29		
<b>OMNITRANS FAMILY of Services</b>			
Bus Rapid Transit Route	Green Line/sbX		
Express Fixed-Routes	215, 290		
High-Frequency Routes (15 minutes)	None*		
Local Fixed-Routes	24 routes		
Community Circulators	1 OmniRide route		
Access ADA Service	Complementary paratransit		
<b>Annual Funding Allocation</b>	<b>Annual FY 19/20</b>	<b>Annual FY 20/21</b>	
State of California, Local Transportation Fund (LTF)	\$44,105,444	\$14,586,287	-67%
State Transit Assistance (STA)	\$4,646,062	\$1,058,799	-77%
State of Good Repair (SGR)	\$215,633	\$2,527,636	1072%
Low Carbon Transit Operations Program (LCTOP)	\$294,270	\$4,439,600	1409%
Measure I, Local Sales Tax Measure	\$11,673,790	\$14,924,200	28%
Federal Transit Administration (FTA) 5307	\$16,941,200	\$8,677,207	-49%
Federal Transit Administration (FTA) 5339	\$2,327,925	\$2,201,130	-5%
Federal Transit Administration (FTA) 5310		\$392,610	
Coronavirus Aid, Relief, and Economic Security (CARES) Act	\$0	\$53,266,819	
Total	\$80,204,324	\$102,074,288	27%

NOTE:  
CARES Act funding that is not used in FY 20/21 can be rolled over to the next year. Omnitrans capital and operating budget for FY 20/21 is \$90.2 million.

<sup>1</sup> Extracted from TransTrack Manager Quarterly Scorecard during April 2021.

\* High frequencies reduced due to COVID-19 service reductions.

## Second Quarter Commentary and Trends

The numbers reported here reflect transit ridership during the third full quarter of the COVID-19 pandemic. Under the State's Blueprint for a Safer Economy, San Bernardino County remained in the Red Tier, indicating a substantial risk level. Many Stay-at-Home restrictions, including reduced travel and closed businesses and services, remained in effect during the second quarter of FY 20/21. A surge in Coronavirus cases began in mid-November and continued through the end of the year.

### Ridership

Omnitrans provided just under one million one-way passenger trips systemwide this second quarter of FY 20/21, representing more than a -64% decline over the comparable FY 19/20 second quarter. Fixed-route trips declined by nearly -64%, or 1,706,892 fewer trips. Demand response trips fell at a greater rate, with an -81% loss. These losses are consistent with reduced tripmaking due to the COVID-19 crises.

### System Performance

Revenue hours during this period dropped by more than -40% and revenue miles decreased by -41%, representing 84,657 fewer hours and 1,194,384 fewer miles. The -40% decline in productivity to 7.9 passengers-per-revenue-hour and nearly -40% decline in passengers-per-revenue-mile reflected the systemwide ridership downturn.

### Operating Costs

Operating costs were more than \$2.9 million less (-14%) and passenger revenue dropped almost -36% in this quarter's year-over-year comparison, reflecting the reduced service frequencies operated in response to the COVID-19 pandemic. The farebox recovery ratio saw an decrease of more than -25% systemwide.

There was a 166% increase in systemwide subsidy per passenger trip, from \$5.40 to \$14.35. Fixed-route costs per trip increased by 155% and the demand response passenger trip cost increased by 208% in this year-over-year comparison.



## Performance<sup>1</sup>

	2nd Quarter (Oct-Nov-Dec)		
	Prior Year FY 19/20	Current Year FY 20/21	% Change
<b>TOTAL TRIPS</b>	<b>47,248</b>	<b>37,077</b>	<b>-21.5%</b>
TREP Mileage Reimbursement Trips	3,195	3,455	8.1%
Lyft/Taxi Ride Program Trips*	1,113	0	-100.0%
Travel Training Program*	8,299	0	-100.0%
Partners Program Trips	34,641	33,622	-2.9%
<i>Anthesis (formerly Pomona Valley Workshop)</i>	11,904	9,463	-20.5%
<i>Central City Lutheran</i>	1,168	1,096	-6.2%
<i>City of Grand Terrace</i>	1,125	817	-27.4%
<i>City of Redlands</i>	499	378	-24.2%
<i>Community Senior Services</i>	8,758	9,222	5.3%
<i>OPARC</i>	3,874	6,235	60.9%
<i>City of Chino</i>	2,198	2,726	24.0%
<i>Highland Senior Center</i>	1,501	990	-34.0%
<i>Loma Linda University Adult Day Health</i>	2,275	2,157	-5.2%
<i>West End YMCA</i>	1,339	538	-59.8%
City of Fontana	2019 CFP Partner		
City of Yucaipa	2019 CFP Partner		
Foothill AIDS Project	2019 CFP Partner		
Food/Grocery Deliveries through Access and Omni Partners		12,399	

## Second Quarter Commentary and Trends

The Consolidated Transportation Services Agency (CTSA) of Omnitrans continued its multiple specialized transportation programs, reflecting substantial decreases in trip-making, consistent with reduced travel due to the COVID-19 pandemic. Trips provided were down more than -21% in this second quarter, year-over-year comparison. This was a reduction of 10,171 trips from the FY 19/20 second quarter.

The Lyft/Taxi Ride Program and Travel Training Programs were temporarily suspended due to safety concerns during the pandemic. Additionally, some Partners Program participants were unable to provide transportation during this health crisis.

Several programs saw an increase in trips provided this second quarter compared to the prior year: the TREP Mileage Reimbursement Program saw an increase of 8%, Community Senior Services provided more than 5% additional trips and OPARC saw a significant nearly 61% increase in trips.

Many clients of Access and the Partners Programs were unable to travel due to stay-at home orders and their vulnerability to COVID-19. In response, Access and Program Partners made 12,399 food and grocery deliveries.

<sup>1</sup> Provided by Omnitrans during April 2021.

\* This program was temporarily suspended for safety/health concerns during the COVID-19 pandemic.

SAN BERNARDINO COUNTY MULTIMODAL  
TRANSPORTATION QUARTERLY REPORT  
Public Transit Bus Operators



## Performance<sup>1</sup>

	2nd Quarter (Oct-Nov-Dec)		
	Prior Year	Current Year	% change
	FY 19/20	FY 20/21	
<b>SYSTEM Total Passenger Trips</b>	<b>440,790</b>	<b>158,435</b>	<b>-64.1%</b>
Fixed-Route Trips	384,910	137,854	-64.2%
Commuter Bus Trips	7,811	6,048	-22.6%
Demand Response Trips	48,069	14,533	-69.8%
<b>SYSTEM Performance [excludes vanpool revenue hours &amp; miles]</b>			
Revenue Hours	65,385	57,861	-11.5%
Passengers per Rev Hour	6.7	2.7	-59.4%
Revenue Miles	1,131,372	999,738	-11.6%
Passengers per Rev Mile	0.39	0.16	0.0%
<b>OPERATIONS Expense [excludes vanpool expense &amp; revenue]</b>	<b>Annual FY 19/20</b>	<b>Annual FY 20/21</b>	
Total Transit Operating Cost	\$6,560,012	\$7,235,818	10.3%
Passenger Revenue	\$822,722	\$362,482	-55.9%
Farebox Recovery Ratio Systemwide	12.5%	5.0%	-60.1%
Subsidy/Pass Trip - Systemwide	\$13.02	\$43.38	233%
Fixed-Route Cost per Trip	\$12.34	\$42.93	248%
Commuter Bus Cost per Trip	\$22.73	\$33.24	46%
Demand Response Cost per Trip	\$34.00	\$76.85	126%
<b>FLEET Characteristics</b>			
Vehicles in Peak Service			
Fixed-Route	47	Including 7 Evs	
Commuter	6		
Demand Response	33		
Total Vehicles in Peak Service	86		
Service Area Square Mileage	1,082		
Vehicles per Square Mile	0.07		
<b>VVTA FAMILY of Services</b>			
Local Fixed/Regional Routes	21 routes		
County Fixed-Routes	6 routes		
Commuter Bus	NTC Commuter (Ft. Irwin), 7 routes		
Intercity Routes	1 routes		
Flexible Transit	ADA Direct Access		
Vanpool Program	183 vanpools		
<b>Annual Funding Allocation</b>	<b>Annual FY 19/20</b>	<b>Annual FY 20/21</b>	
State of California, Local Transportation Fund (LTF)	\$19,083,833	\$17,323,555	-9%
State Transit Assistance (STA)	\$734,901	\$217,901	-70%
State of Good Repair (SGR)	\$691,283	\$697,379	1%
Low Carbon Transit Operations Program (LCTOP)	\$939,282	\$907,875	-3%
Measure I, Local Sales Tax Measure	\$1,131,200	\$1,043,800	-8%
Federal Transit Administration (FTA) 5307	\$8,107,731	\$8,734,228	8%
Federal Transit Administration (FTA) 5339	\$1,057,378	\$1,130,123	7%
Federal Transit Administration (FTA) 5311	\$671,949	\$710,112	6%
Congestion Mitigation and Air Quality (CMAQ)	\$2,862,735	\$3,523,000	23%
Coronavirus Aid, Relief, and Economic Security (CARES) Act	\$0	\$25,068,338	
Total	\$35,280,292	\$59,356,311	68%

NOTE:  
CARES Act funding that is not used in FY 20/21 can be rolled over to the next year.

## Second Quarter

### Commentary and Trends

The numbers reported here reflect transit ridership during the third full quarter of the COVID-19 pandemic. Under the State's Blueprint for a Safer Economy, San Bernardino County remained in the Red Tier, indicating a substantial risk level. Many Stay-at-Home restrictions, including reduced travel and closed businesses and services, remained in effect during the second quarter of FY 20/21. A surge in Coronavirus cases began in mid-November and continued through the end of the year.

### Ridership

VVTA provided significantly fewer trips in this second quarter of FY 20/21, consistent with reduced tripmaking due to the COVID-19 response. VVTA provided 158,435 one-way passenger trips, a -64% reduction systemwide. VVTA's demand response services saw the greatest percentage decrease, nearly -70%, with 33,536 fewer passenger trips. Fixed-route services saw a reduction of -64%, with 247,056 fewer one-way passenger trips, provided. Commuter bus service saw a decrease of nearly -23%, with 1,763 fewer trips compared to the second quarter of FY 19/20.

### System Performance

Revenue hours and revenue miles saw a decrease of more than -11%. Passengers-per-revenue hour dropped from 6.9 to 2.7 (more than -59%). Passengers-per-revenue mile saw a slight drop, from 0.39 to 0.16.

### Operating Costs

Operating costs increased more than 10%, by \$675,806. There was a 233% increase in systemwide subsidy-per-passenger trip, from \$13.02 to \$43.38. Fixed-route cost per trip increased by 248% and commuter bus trip costs increased by 46%. Demand response passenger trip costs increased by 126% in this year-over-year comparison.

<sup>1</sup> Extracted from TransTrack Manager Quarterly Scorecard during April 2021.



## Consolidated Transportation Services Agency

### Performance

	2nd Quarter (Oct-Nov-Dec)		
	Prior Year FY 19/20	Current Year FY 20/21	% change
<b>TOTAL TRIPS</b>	<b>7,773</b>	<b>4,958</b>	<b>-36.2%</b>
TRIP Program	5,114	3,249	-36.5%
Nonprofit Providers	634	960	51.4%
<i>Foothill AIDS Project</i>	402	348	-
<i>Abundant Living Church</i>	0	513	-
<i>Victor Valley Community Service Council</i>	33	38	-
<i>Trona Community and Senior Center</i>	155	51	-
<i>Church for Whosoever</i>	30	0	-
<i>Bonnie Baker Senior Center</i>	14	10	-
Travel Training Program	722	157	-78.3%
Fare Media Scholarship Program	1,303	592	-54.6%
<b>Total CAR TRIPS</b>	<b>141</b>	<b>0</b>	<b>-100.0%</b>
Needles CarShare Program*	176	0	
<b>TOTAL MILES</b>	<b>104,168</b>	<b>82,000</b>	<b>-21.3%</b>
TRIP Program	104,168	82,000	-21.3%
<b>TOTAL HOURS</b>	<b>101</b>	<b>37</b>	<b>-63.2%</b>
Transit Ambassador Program	101	37	-63.2%

### Second Quarter

#### Commentary and Trends

CTSA programs saw a decrease in utilization of -36% across each of its programs, by -36% for the TRIP program and by -78% for travel training contacts. The fare media scholarship program also saw a significant reduction, with more than -54% fewer passes distributed. Nonprofit providers was the one group of services that saw an increase, with a growth of more than 51% in this second quarter year-over-year comparison.

The Needles CarShare saw no car trips during this second quarter, as it was suspended consistent with social distancing and Stay-at-Home orders.

Mileage reported by TRIP program participants decreased by 22,168 miles (-21%) and the Transit Ambassador Program saw a -63% reduction, consistent with the drop in utilization across all CTSA programs due to riders' health concerns and Stay-at-Home orders.

\* This program was temporarily suspended for safety/health concerns during the COVID-19 pandemic.



SAN BERNARDINO COUNTY MULTIMODAL  
TRANSPORTATION QUARTERLY REPORT  
Public Transit Bus Operators

## Performance

2nd Quarter (Oct-Nov-Dec)

	Prior Year	Current Year	% change
	FY 19/20	FY 20/21	
<b>Performance</b>			
Number of Vanpools	219	186	-15.1%
Revenue Miles	1,377,087	1,111,777	-19.3%
Revenue Hours	27,458	22,584	-17.8%
Unlinked Passenger Trips	148,125	102,695	-30.7%
Passenger Miles	7,213,874	5,118,855	-29.0%
Subsidies Disbursed	\$316,073	\$270,120	-14.5%
Passenger Fares	\$320,038	\$203,221	-36.5%

## Second Quarter

### Commentary and Trends

VVTA lost 33 vanpools this quarter, a -5% reduction over this second quarter of the prior year. This is consistent with many businesses transitioning to remote work in response to the COVID-19 health crisis.

Revenue miles also decreased, with a loss of more than -19%. Revenue hours fell by almost -18%, with 265,310 fewer miles traveled.

The subsidy of \$270,120 dispersed to vanpool commuters was a decrease of more than -14% in this year-over-year comparison of the second quarter.

Attachment: SBCTA FY20\_21 Second Quarter FINAL Report\_4 28 21 (7687 : FY 21 Quarterly Transit Operator Update)



# SAN BERNARDINO COUNTY MULTIMODAL TRANSPORTATION QUARTERLY REPORT Public Transit Bus Operators



## Performance<sup>1</sup>

	2nd Quarter (Oct-Nov-Dec)		
	Prior Year	Current Year	% change
	FY 19/20	FY 20/21	
<b>SYSTEM Total Passenger Trips</b>	<b>65,164</b>	<b>31,410</b>	<b>-51.8%</b>
Fixed-Route Trips	59,287	27,526	-53.6%
Commuter Bus Trips	1,489	986	-33.8%
Demand Response Trips	4,388	2,898	-34.0%
<b>SYSTEM Performance</b>			
Revenue Hours	8,145	7,747	-4.9%
Passengers per Rev Hour	8.0	4.1	-49.3%
Revenue Miles	160,822	154,704	-3.8%
Passengers per Rev Mile	0.41	0.20	-49.9%
<b>OPERATIONS Expense</b>			
Total Operating Cost	\$913,578	\$916,500	0.3%
Passenger Revenue	\$128,723	\$61,031	-52.6%
Farebox Recovery Ratio Systemwide	14.1%	6.7%	-52.7%
Subsidy per Pass Trip - Systemwide	\$12.04	\$27.24	126.1%
Fixed-Route Cost per Trip	\$10.53	\$24.51	132.8%
Commuter Bus Cost per Trip	\$54.27	\$85.16	56.9%
Demand Response Cost per Trip	\$39.76	\$53.44	34.4%
<b>TREP Mileage Reimbursement Program</b>			
TREP Clients	114	142	24.6%
TREP Trips	1,865	1,515	-18.8%
TREP Miles Reimbursed	30,228	25,234	-16.5%
Mileage Reimbursement Cost	\$9,068	\$7,570	-16.5%
<b>FLEET Characteristics</b>			
Vehicles in Peak Service			
Fixed-Route/Commuter	9		
Demand Response	4		
Total Vehicles in Peak Service	13		
Service Area Square Mileage	1,300		
Vehicles per Square Mile	0.01		
<b>MBTA FAMILY of Services</b>			
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		
<b>Annual Funding Allocation</b>	<b>Annual FY 19/20</b>	<b>Annual FY 20/21</b>	
State of California, Local Transportation Fund (LTF)	\$3,079,208	\$2,836,659	-8%
State Transit Assistance (STA)	\$177,950	\$67,500	-62%
State of Good Repair (SGR)	\$111,316	\$121,955	10%
Low Carbon Transit Operations Program (LCTOP)	\$151,275	\$153,927	2%
Measure I, Local Sales Tax Measure	\$104,300	\$92,800	-11%
Federal Transit Administration (FTA) 5311	\$398,562	\$421,203	6%
CMAQ	\$0	\$1,214,400	
Coronavirus Aid, Relief, and Economic Security (CARES) Act	\$0	\$441,449	
Total	\$4,022,611	\$5,349,893	33%

NOTE:  
CARES Act funding that is not used in FY 20/21 can be rolled over to the next year.

## Second Quarter

### Commentary and Trends

The numbers reported here reflect transit ridership during the third full quarter of the COVID-19 pandemic. Under the State's Blueprint for a Safer Economy, San Bernardino County remained in the Red Tier, indicating a substantial risk level. Many Stay-at-Home restrictions, including reduced travel and closed businesses and services, remained in effect during the second quarter of FY 20/21. A surge in Coronavirus cases began in mid-November and continued through the end of the year.

### Ridership

MBTA saw decreases in its ridership by almost -52% systemwide in this second quarter year-over-year comparison, consistent with reduced tripmaking due to the Coronavirus pandemic. The greatest percentage decrease was seen in fixed route trips, falling by more than -53%, or about 31,761 fewer trips. MBTA's Commuter Bus trips decreased by more than -33% and demand response trips on the system's Ready Ride decreased by -34%.

### System Performance

Revenue hours saw a slight decrease of almost -5%. Productivity systemwide also saw a decrease, with passengers-per-revenue hour dropping from 8.0 to 4.1, a -49% loss. Revenue miles decreased by almost -4%.

### Operating Costs

Operating costs increased slightly by -0.3%, and passenger subsidy-per-trip saw a 126% increase systemwide, from \$12.04 to \$27.24. The fixed-route cost-per-trip was \$24.51, an increase of nearly 133% year-over-year. The commuter bus cost-per-trip of \$85.16 was nearly a 57% increase for the same period. The demand response cost also grew, increasing by more than 34%, from \$39.76 to \$53.44 in this second quarter comparison.

<sup>1</sup> Extracted from TransTrack Manager Quarterly Scorecard during April 2021.

SAN BERNARDINO COUNTY MULTIMODAL  
TRANSPORTATION QUARTERLY REPORT  
Public Transit Bus Operators



## Performance<sup>1</sup>

	2nd Quarter (Oct-Nov-Dec)		
	Prior Year	Current Year	% change
	FY 19/20	FY 20/21	
<b>SYSTEM Total Passenger Trips</b>	<b>42,892</b>	<b>23,807</b>	<b>-44.5%</b>
Fixed-Route Trips	34,388	19,273	-44.0%
Commuter Bus Trips	5,162	1,377	-73.3%
Demand Response Trips	3,342	3,157	-5.5%
<b>SYSTEM Performance</b>			
Revenue Hours	8,993	7,515	-16.4%
Passengers per Rev Hour	4.8	3.2	-33.6%
Revenue Miles	147,235	119,476	-18.9%
Passengers per Rev Mile	0.29	0.20	0.0%
<b>OPERATIONS Expense</b>			
Total Operating Cost	\$899,951	\$856,552	-4.8%
Passenger Revenue	\$77,496	\$75,652	-2.4%
Farebox Recovery Ratio Systemwide	8.6%	8.8%	2.6%
Subsidy per Pass Trip - Systemwide	\$19.18	\$32.80	71.1%
Fixed-Route Cost per Trip	\$14.87	\$25.60	72.2%
Commuter Bus Cost per Trip	\$35.71	\$92.96	160.3%
Demand Response Cost per Trip	\$61.17	\$74.48	21.8%
<b>FLEET Characteristics</b>			
Vehicles in Peak Service			
Fixed-Route	9		
Demand Response	4		
Off the Mountain	4		
Trolley Vehicle	4-6		
Total Vehicles in Peak Service	21-23		
Service Area Square Mileage	269		
Vehicles per Square Mile	0.05		
<b>MOUNTAIN TRANSIT FAMILY of Services</b>			
Off-the-Mountain Routes -2	Rim Rt. 6; Big Bear Rt. 5		
Local Fixed-Routes -5	Rim Rts. 2, 4; Big Bear Rts. 1, 3, 11		
Weekend Trolley -1	Big Bear		
Summer Trolley -1	Lake Arrowhead		
Seasonal Service - 1	Route 9 (Nov-April)		
Dial-a-Ride -2	Big Bear Valley and Rim		
<b>Annual Funding Allocation</b>	Annual FY 19/20	Annual FY 20/21	
State of California, Local Transportation Fund (LTF)	\$2,428,238	\$2,218,159	-9%
State Transit Assistance (STA)	\$108,888	\$218,334	101%
State of Good Repair (SGR)	\$77,590	\$79,127	2%
Low Carbon Transit Operations Program (LCTOP)	\$105,429	\$102,167	-3%
Measure I, Local Sales Tax Measure	\$76,400	\$91,000	19%
Federal Transit Administration (FTA) 5311	\$281,774	\$297,765	6%
Congestion Mitigation and Air Quality (CMAQ)	\$560,000	\$560,000	0%
Coronavirus Aid, Relief, and Economic Security (CARES) Act	\$0	\$312,084	
Total	\$3,638,319	\$3,878,636	7%

NOTE:  
CARES Act funding that is not used in FY 20/21 can be rolled over to the next year.

## Second Quarter

### Commentary and Trends

The numbers reported here reflect transit ridership during the third full quarter of the COVID-19 pandemic. Under the State's Blueprint for a Safer Economy, San Bernardino County remained in the Red Tier, indicating a substantial risk level. Many Stay-at-Home restrictions, including reduced travel and closed businesses and services, remained in effect during the second quarter of FY 20/21. A surge in Coronavirus cases began in mid-November and continued through the end of the year.

### Ridership

Mountain Transit saw a decrease in ridership of more than -44% systemwide in this second quarter year-over-year comparison, representing a decline of 19,085 passenger trips. This reduction is consistent with reduced travel in the county, state and nation due to the COVID-19 crisis. Commuter bus trips saw the largest decline of more than -73%, reflecting the statewide Stay-at-Home orders for non-essential workers. Fixed-route ridership fell -44%, with 15,115 fewer trips provided. Demand response trips fell by more than -5%.

### System Performance

Revenue hours decreased more than -16% and revenue miles decreased by almost -19% for this second quarter comparison. Passengers-per-revenue-hour reduced from 4.8 to 3.2, while passengers-per-revenue-mile saw a slight drop.

### Operating Costs

Operating costs decreased slightly by almost -5%, and passenger subsidy-per-trip saw a 71% increase systemwide, from \$19.18 to \$32.80 in this second quarter comparison. Passenger revenue dropped slightly, by more than -2%.

This increase was felt systemwide: fixed-route cost-per-trip increased by nearly 72% to \$25.60; demand response per trip costs increased by almost 22% to \$74.48; and commuter bus saw a significant increase in per trip cost of 160%, to \$92.96.

<sup>1</sup> Extracted from TransTrack Manager Quarterly Scorecard during April 2021.

SAN BERNARDINO COUNTY MULTIMODAL  
TRANSPORTATION QUARTERLY REPORT  
Public Transit Bus Operators



# Needles Transit Services

## Performance<sup>1</sup>

	2nd Quarter (Oct-Nov-Dec)		
	Prior Year	Current Year	% change
	FY 19/20	FY 20/21	
<b>SYSTEM Total Passenger Trips</b>	8,042	4,833	-39.9%
Fixed-Route Trips	6,712	3,967	-40.9%
Demand Response Trips	1,330	866	-34.9%
<b>SYSTEM Performance</b>			
Revenue Hours	1,309	1,234	-5.7%
Passengers per Rev Hour	6.1	3.9	-36.3%
Revenue Miles	16,257	15,391	-5.3%
Passengers per Rev Mile	0.49	0.31	-36.5%
<b>OPERATIONS Expense</b>			
Total Operating Cost	\$132,097	\$124,216	-6.0%
Passenger Revenue	\$17,171	\$5,654	-67.1%
Farebox Recovery Ratio Systemwide	13.0%	4.6%	-65.0%
Subsidy per Pass Trip - Systemwide	\$14.29	\$24.53	71.7%
Fixed-Route Cost per Trip	\$14.25	\$24.11	69.2%
Demand Response Cost per Trip	\$17.24	\$26.47	53.6%
<b>FLEET Characteristics</b>			
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	
<b>City of Needles Transit Services</b>			
Needles Area Transit		Community deviated fixed route	
Demand Response		Local & Medical/Shopper Dial-a-Rides	
<b>Annual Funding Allocation</b>	Annual FY 19/20	Annual FY 20/21	
State of California, Local Transportation Fund (LTF)	\$213,025	\$190,802	-10%
State Transit Assistance (STA)	\$172,220	\$141,829	-18%
State of Good Repair (SGR)	\$7,680	\$7,736	1%
Measure I, Local Sales Tax Measure	\$10,100	\$11,700	16%
MDAQMD AB2766	\$15,000	\$15,000	0%
Federal Transit Administration (FTA) 5311	\$41,921	\$41,921	0%
Coronavirus Aid, Relief, and Economic Security (CARES) Act	\$0	\$87,902	
Total	\$459,946	\$496,890	8%

NOTE:  
CARES Act funding that is not used in FY 20/21 can be rolled over to the next year.

## Second Quarter

### Commentary and Trends

The numbers reported here reflect transit ridership during the third full quarter of the COVID-19 pandemic. Under the State's Blueprint for a Safer Economy, San Bernardino County remained in the Red Tier, indicating a substantial risk level. Many Stay-at-Home restrictions, including reduced travel and closed businesses and services, remained in effect during the second quarter of FY 20/21. A surge in Coronavirus cases began in mid-November and continued through the end of the year.

Needles Transit Services saw a decrease in ridership of nearly -40% in this year-over-year comparison of the second quarter. Both services saw ridership losses, with fixed route trips decreasing by nearly -41% and demand response trips dropping by almost -35% in the second quarter of FY 20/21.

### System Performance

Revenue hours saw an increase of more than 5%, while passengers-per-revenue hour decreased by more than -36% from 6.1 to 3.9 consistent with the decrease in ridership. Revenue miles increased by more than 5%.

### Operating Costs

Operating costs decreased by -6% in this year-over-year comparison. The loss of riders rippled into an increase of almost 72% in the subsidy-per-passenger, to \$24.53, and a 69% increase in the fixed-route cost-per-trip to \$24.11. Demand response cost-per-trip rose by nearly 54% to \$26.47.

<sup>1</sup> Extracted from TransTrack Manager Quarterly Scorecard during April 2021.

**METROLINK**®



## Performance

	2nd Quarter (Oct-Nov-Dec)		
	Prior Year	Current Year	% change
	FY 19/20	FY 20/21	
<b>SYSTEM Passenger Boardings by Line</b>			
TOTAL San Bernardino Line	790,121	149,973	-81.0%
TOTAL Inland Empire Orange County (IEOC) L	329,017	61,143	-81.4%
Boardings at San Bernardino County Stations:			
San Bernardino Line		83,718	
IEOC Line		2,072	
Riverside Line		4,676	
<b>FINANCIAL - Total San Bernardino Line w/ MOW<sup>1</sup></b>			
Operating Cost SB Line			
Farebox Revenue SB Line	\$4,998,631	N/A	
Farebox Recovery Ratio SB Line			
<b>FINANCIAL - Total IEOC Line w/ MOW<sup>1</sup></b>			
Operating Cost IEOC Line			
Farebox Revenue IEOC Line	\$1,826,662	N/A	
Farebox Recovery Ratio IEOC Line			
<b>PERFORMANCE MEASURES - San Bernardino Line</b>			
Passenger Miles	27,870,487	5,582,149	-80%
Average Passenger Trip Length	35.3	37.3	6%
<b>PERFORMANCE MEASURES - IEOC Line</b>			
Passenger Miles	10,994,804	2,081,710	-81.1%
Average Passenger Trip Length	33.4	34	1.8%
<b>SERVICE LEVELS</b>			
San Bernardino Line			
# of trains per weekday WB	20	15	
# of trains per weekday EB	20	15	
# of trains per Saturday WB/EB	10	9	
# of trains per Sunday WB/EB	7	7	
IEOC Line - with stops in San Bernardino County			
# of trains per weekday WB	8	4	
# of trains per weekday EB	8	4	
# of trains per weekend WB	2	2	
# of trains per weekend EB	2	2	

\* Metrolink conducts reconciliation on an annual, not quarterly, basis. Figures presented here are subject to change following the reconciliation process.

## Second Quarter

### Commentary and Trends

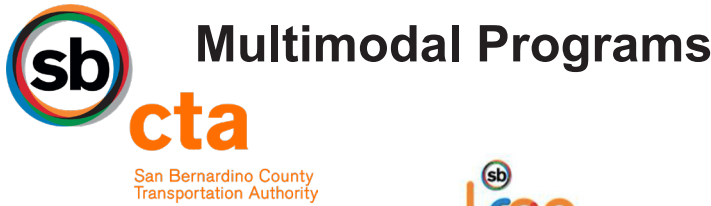
The numbers reported here reflect transit ridership during the third full quarter of the COVID-19 pandemic. Under the State's Blueprint for a Safer Economy, San Bernardino County remained in the Red Tier, indicating a substantial risk level. Many Stay-at-Home restrictions, including reduced travel and closed businesses and services, remained in effect during the second quarter of FY 20/21. A surge in Coronavirus cases began in mid-November and continued through the end of the year.

### Ridership

In this second quarter year-over-year comparison, Metrolink ridership fell by -81% on the San Bernardino Line and more than -81% on the Inland Empire Orange County Line. This translates to a loss of 908,022 passenger trips, consistent with the loss of commuter trips due to the COVID-19 pandemic.

### Operating Costs

Operating costs are not available for this second quarter of FY20/21 as Metrolink conducts its reconciliation on an annual basis.



## Performance SB Loop Program



2nd Quarter (Oct-Nov-Dec)			
	Prior Year	Current Year	
	FY 19/20	FY 20/21	% change

SYSTEM Totals			
Number of Vanpools	51	51	0.0%
Vanpool Passenger Trips	28,601	22,694	-20.7%
SYSTEM Performance			
Passenger Miles	1,180,895	913,256	-22.7%
Passengers/Rev Miles	52.0	40.2	-22.8%
OPERATIONS Expense			
Subsidies Disbursed	\$54,540	\$60,111	10.2%
Passenger Revenue	\$168,853	\$167,847	-0.6%
Subsidy per Passenger Trip	\$1.91	\$2.65	38.7%
Average Cost per Passenger Trip	\$7.81	\$10.04	28.6%

### Second Quarter Commentary and Trends

This program supported operation of 51 vanpools in the second quarter of FY 20/21 consistent with the second quarter of the prior year. Passenger trips, however, were down nearly -21% in this year-over-year second quarter comparison, with 22,694 passenger trips provided during the second quarter.

During the second quarter, passengers traveled 913,256 passenger miles, almost -23% fewer miles than the second quarter of last year. This reduction in travel is consistent with ridership losses county, state and nationwide due to the Coronavirus pandemic.

Subsidies supporting these vanpool commuters are reported at \$60,111, \$2.65 per passenger trip.

## Performance ONT Lyft Program



2nd Quarter (Oct-Nov-Dec)		
	FY 19/20	FY 20/21

SYSTEM Passenger Boardings by Line		
TOTAL Rides		45
Total Rides Redeemed by Mobile App	ONT Lyft	37
Total Rides Redeemed by Call Center	launched	8
	November	
Repeat Rides	2020	18
Repeat Riders		8
Rides by Origin		
Ontario Airport		24
Montclair	ONT Lyft	6
Rancho Cucamonga	launched	5
Upland	November	7
Ontario East	2020	3
Cancelled Rides (by Rider)		2

### Second Quarter Commentary and Trends

SBCTA's new ride hailing program generated 45 completed rides between four Metrolink stations and Ontario International Airport in the second quarter of FY 20/21. The majority of the requested rides (35) were ordered through the Lyft mobile app and 8 were dispatched from the call center. The 2 cancelled rides (requested by the riders) are not included in the total number of completed rides.

The Upland Metrolink Station was the second most common origin/destination after Ontario Airport.

As this program began in November of 2020, there isn't corresponding data for the second quarter of FY 19/20.

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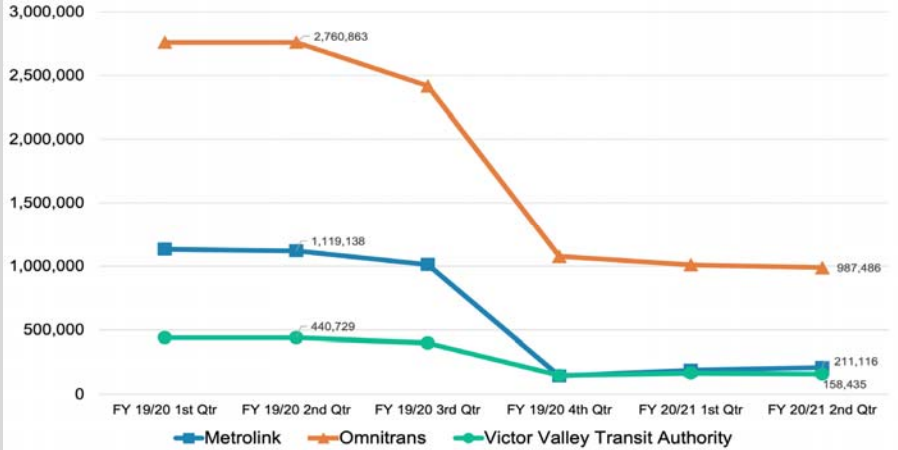
5/4/2021

# FY 2020/2021 Second Quarter Transit Report

Nancy Strickert  
Transit Manager



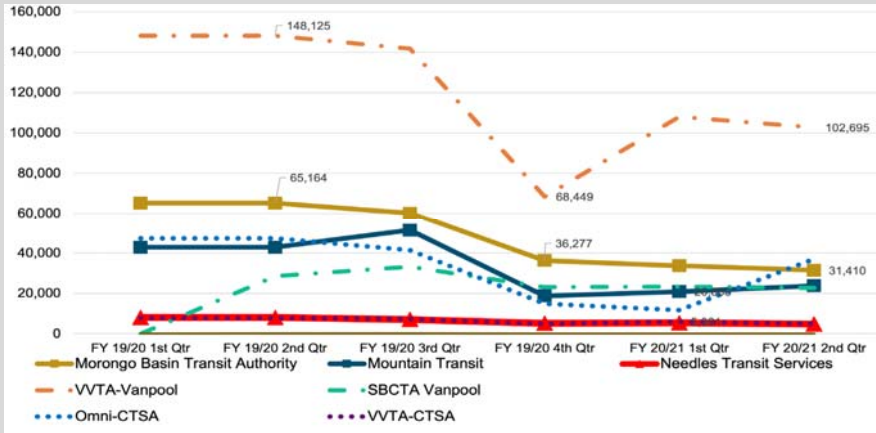
## Second Quarter FY20/21 Passenger Trips for Large Operators



Attachment: 2nd Quarter Ridership Report\_Transit Committee May 2021 PDF (7687 : FY 21 Quarterly Transit Operator Update)

5/4/2021

### Second Quarter FY20/21 Passenger Trips for Small Operators and Other Programs



Attachment: 2nd Quarter Ridership Report\_Transit Committee May 2021 PDF (7687 : FY 21 Quarterly Transit Operator Update)



## *Minute Action*

AGENDA ITEM: 15

***Date:*** June 2, 2021

***Subject:***

2021 Transportation Development Act Article 3 Transit Stop Access Improvements Call-for-Projects

***Recommendation:***

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

Authorize San Bernardino County Transportation Authority staff to release a call-for-projects for Transit Stop Access Improvements to be funded with \$779,899 of Transportation Development Act Article 3 funds and maintain \$129,410 available as a contingency fund.

***Background:***

San Bernardino County Transportation Authority (SBCTA) oversees the disbursement of 2% of the Local Transportation Funds (LTF) made available to counties and cities for facilities geared toward the exclusive use of pedestrians and bicyclists, known as the Transportation Development Act (TDA) Article 3 Program. In August 1999, the SBCTA Board of Directors (Board) approved a policy stipulating that 80% would be available for pedestrian and bicycle projects and 20% would be available for projects that improve access to transit stops for pedestrians and persons with disabilities.

In March 2021, the Board approved the LTF apportionment and identified \$3,119,595 available for future Bicycle and Pedestrian Facilities and \$779,899 for future Transit Stop Access Improvements awards, leaving \$672,817 in Bicycle and Pedestrian Facilities and \$129,410 in Transit Stop Access Improvements contingency funds available for unforeseen TDA Article 3 related needs, should they arise.

Staff is requesting approval to release a call-for-projects for the Transit Stop Access Improvements portion of this funding as detailed in Attachment 1. Under this call, no single jurisdiction shall receive more than 10% of the funds available unless there are an insufficient number of project applications to fully utilize the amount available. Eligible expenditures include:

1. Web-based mapping, photography or other visual imagery to provide information on stop accessibility to users of a transit system.
2. Retrofitting sidewalks with accessibility ramps to improve access to existing bus stops.
3. Construction of bus stop pads, including pads for bus shelters, and installation of bus shelters, benches, trash receptacles and solar lighting at existing bus stop locations.
4. Construction of bus stop pads, including pads for bus shelters, and installation of bus shelters, benches, trash receptacles and solar lighting at new bus stop locations.
5. Construction of new sidewalks to serve existing bus stop locations.

*Entity: San Bernardino County Transportation Authority*

6. Construction of new sidewalks to serve new bus stop locations.
7. Purchase of bus shelters, benches, trash receptacles and solar lighting at new/existing bus stop locations.

The proposed schedule for the call-for-projects is:

Issue Call for Projects	June 2, 2021
Project Proposals Due	August 4, 2021
Recommendation to Transit Committee	October 14, 2021
Recommendation to Board	November 3, 2021

Additionally, SBCTA will implement use of a TDA Article 3 portal accessed via <https://www.gosbcta.com/tda3> (use Chrome or Firefox, not Explorer) as a two-way tool for both disseminating and collecting TDA Article 3 information.

The Bicycle and Pedestrian Facilities Call-for-Projects is provided in a separate Board of Directors agenda item as part of the June 2, 2021 meeting. Please note as part of that separate action item, revisions to the TDA Article 3 guidelines will be presented for consideration. The changes to the guidelines fall into three categories: Qualifying Project Changes, Cost Qualifying Changes and Invoice Changes.

***Financial Impact:***

This item has no financial impact on the Fiscal Year 2020/2021 Budget.

***Reviewed By:***

This item was reviewed and unanimously recommended for approval by the Transit Committee on May 13, 2021. This item was also reviewed by the Transportation Technical Advisory Committee via email on April 7, 2021 and the Public and Specialized Transportation Advisory and Coordination Council on April 13, 2021.

***Responsible Staff:***

Nancy Strickert, Transit Program Manager

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Approved  
 Board of Directors  
 Date: June 2, 2021

Witnessed By:

Attachment 1

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



**Issue Call for Projects:** June 2, 2021  
**Submittal Deadline:** August 4, 2021

**Background:**

In August 1999 the SBCTA Board approved a policy that 20% of the Transportation Development Act (TDA) Article 3 funds would be made available for projects that improve access to transit stops for pedestrians and persons with disabilities. The remaining 80% of TDA Article 3 funds will be made available through a separate Call for Projects specifically for bicycle and pedestrian facilities.

This program has been developed in recognition of the importance of providing safe and accessible paths of travel to existing and proposed bus stop locations. In some instances, the provision of accessible pathways to bus stops may reduce the demand for complementary paratransit service provided by the Americans with Disabilities Act (ADA). The total amount available in this Transit Stop Access Improvements call for projects is estimated to be \$779,899 and comprised of funds from unused allocation of prior TDA awards and two fiscal years of revenue.

Applicants may be cities, the county or transit operators/claimants. No single jurisdiction shall receive more than 10% of the funds available under this call for projects unless there are an insufficient number of project applications to fully utilize the amount available. Joint power agency transit operators who are the lead agency for implementing the proposed projects may receive awards above the 10% limit. Local jurisdictions wishing to submit applications for projects must send a letter of notification to the appropriate local transit provider making them aware of their intent to improve transit stop facilities within their jurisdiction.

Upon approval of a project list by the SBCTA Board, Article 3 funds will be allocated to the project sponsor agency. Allocated funds will remain available for three fiscal years after the year of Board approval. Unspent allocated funds may revert back to the subsequent Call for Projects after the three-year term has expired.

Two one-year extensions may be granted at the discretion of SBCTA staff for projects that are moving forward but cannot be completed by the award sunset date. Extension requests must be submitted through the TDA Article 3 portal found at <https://gosebcta.com/tda3> at least THREE months before the project sunset date, include appropriate justification for an extension, and provide a revised project schedule with an expected completion date. Subsequent extensions are at the discretion of the SBCTA Board.

**Eligible Expenditures:**

1. Web-based mapping, photography or other visual imagery to provide information on stop accessibility to users of a transit system.
2. Retrofitting sidewalks with accessibility ramps to improve access to existing bus stops.

3. Construction of bus stop pads, including pads for bus shelters, and installation of bus shelters, benches, trash receptacles and solar lighting at existing bus stop locations.
4. Construction of bus stop pads, including pads for bus shelters, and installation of bus shelters, benches, trash receptacles and solar lighting at new bus stop locations.
5. Construction of new sidewalks to serve existing bus stop locations.
6. Construction of new sidewalks to serve new bus stop locations.
7. Purchase of bus shelters, benches, trash receptacles and solar lighting at new/existing bus stop locations.

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

**Additional Information:**

If multiple improvement projects are included in an application, the application should include a prioritized listing of access improvement projects. All applications are to be submitted based on the submittal instructions. The application must include the following:

- Projects shall be classified as one of the six types of projects identified under the eligibility section above.
- Project description should identify whether the existing right of way or a new easement is required for the proposed project.
- Documentation that the proposed project addresses a problem area identified by current users of the transit service or through a survey of bus stop accessibility.
- The number of bus routes and daily buses serving the stop.
- Current or forecast daily boardings and alightings.
- Key activity generators or attractors served at the proposed project location including project location in relations to the SBCTA's Regional Non-Motorized Transportation Plan (NMTP).
- Description of specific location of proposed project.
- Pictures of the improvement site(s) and/or location(s).
- Schedule for project completion by project.
- Project cost estimate.
- Acknowledgement of previous TDA awards and status of those projects.

Project applications will be reviewed by an evaluation panel. The evaluation panel, using the criteria contained in this call-for-projects, will score the proposed projects. The evaluation panel is anticipated to be comprised of at least two SBCTA staff and potentially a member from the Public and Specialized Transportation Advisory and Coordination Council (PASTACC), and an adjacent county transportation commission. Based on the evaluation panel proposed project scores, the evaluation panel will make its recommendation to SBCTA Transit Committee who will forward its recommendation to the full SBCTA Board of Directors.

**Project Evaluation Criteria:**

Evaluation Criteria	Possible Score
<b>Overall Quality of Application</b> – Overall quality of the application submitted for a project considering clarity of project and satisfactorily addressing evaluation criteria.	15
<b>Project Need and Purpose</b> - Project addresses identified access issues at new or existing bus stops or fills a gap in accessibility to transit system users. Describe how stop and increased accessibility serves local activity generators/destinations, provides increased connectivity to the multi-modal transportation system, and potential safety/ADA benefits.	30
<b>Cost Effectiveness</b> –Consideration of project cost compared to daily boardings and alightings and/or complementary paratransit cost avoidance achieved by making the bus stop location accessible to individuals with disabilities.	25
<b>Timeliness of Prior Project Completion</b> – Consideration of likelihood to deliver within a timely manner	5
<b>Matching funds</b> – Proposed projects will receive the following points based upon the extent of match provided: 5 points for 10-19%; 10 points for 20-29%; 15 points for 30-49%; and 25 points for 50% or greater	25

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

**Call for Projects Schedule:**

Issue Call for Projects	June 2, 2021
Project Proposals Due	August 4, 2021
Recommendation to Transit Committee	October 14, 2021
Recommendation to Board	November 3, 2021

**Submittal Instructions:**

Applications must be submitted online through the TDA Article 3 portal at <https://gosebcta.com/tda3>. A form must be completed for each specific project identified for funding with the prioritization defined for each project by jurisdiction/agency. Jurisdictions/agencies may submit multiple applications.

Once the form is submitted online, the appropriate SBCTA department will be notified. A confirmation email will be sent to each applicant to confirm that an application has been submitted. For questions regarding the submittal process or application, please email the SBCTA team at [tda3@gosbcta.com](mailto:tda3@gosbcta.com).

Applications must be submitted **by 5:00 pm** on the proposal due date specified above.

**Project Completion and Payment:**

Sponsor agencies receiving an allocation of \$200,000 or less shall be reimbursed in arrears and upon proof of satisfactory project completion. Agencies receiving an allocation of \$200,000 or more may request progress payments however, 10% of the awarded funds shall be held by SBCTA until proof of satisfactory project completion. Each recipient shall prepare a project completion report, including pictures of completed project(s) when requesting reimbursement. Recipient must retain all records necessary for the fiscal and compliance audit that will be conducted at the end of each fiscal year. Projects selected under this process must be completed within the three full fiscal year period. Any funds allocated and not disbursed by the end of the three full fiscal year period shall be unallocated and returned to the Article 3 Bicycle and Pedestrian Facilities fund/Transit Stop Access.

## *Minute Action*

AGENDA ITEM: 16

**Date:** *June 2, 2021*

**Subject:**

Unmet Transit Needs Public Hearings and Findings

**Recommendation:**

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

- A. Review the testimony from the October 2020 Unmet Transit Needs Public Hearings; and
- B. Adopt Resolution No. 21-021 for Unmet Transit Needs Findings.

**Background:**

On October 19, 2020, San Bernardino County Transportation Authority (SBCTA) held one public hearing for the Upper Desert Region in San Bernardino County in response to the Transportation Development Act (TDA) requirement to obtain testimony regarding unmet transit needs that can be reasonably met (Public Utilities Code Sections 99238.5 and 99401.5). This meeting was held on October 19, 2020, in Hesperia, California. The governing body of the Victor Valley Transit Authority (VVTA) served as the hearing board.

Attachment A provides a summary of the testimony received for the upper desert region and the recommendations by staff. Resolution No. 21-021, which contains the formal findings based upon the public hearing process, is also attached.

**Upper Desert Region**

In the VVTA service area, the following were items of concern for VVTA riders:

- Accessibility – There were three complaints in regards to accessibility. The first rider felt that coach operators did not adequately understand the wheelchair equipment on the various vehicles. The second was that the operators were not stopping close enough to the bus stop, and the last item was giving adequate time for persons with disability to speak at public meetings. The first two complaints are being addressed as VVTA has had the contractor provide additional training for all of its operators. It is recommended that VVTA continue to monitor these complaints and ensure operators are receiving and implementing the necessary training. There is no recommendation for the third comment as the VVTA Board of Directors provided additional time to persons with disabilities at the public hearing. Additionally, those riders who need assistance can get additional information from VVTA and SBCTA staff. This information was provided to the rider.
- Americans with Disabilities Act (ADA) Paratransit – The complaint received regarding ADA Paratransit was regarding long wait times for pick up and drop offs. It is recommended that VVTA continue to monitor all of the ADA service on-time performance and address instances of excessive ride times.
- Vehicle Amenities – There was one complaint regarding full window advertisements on vehicles, which blocked the view for riders to know if their stop was approaching. VVTA made these corrections and no advertisements are on the vehicle windows.

*Entity: San Bernardino County Transportation Authority*



## Board of Directors Agenda Item

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- Bus Stop Amenities – There was one request to add a bus bench at a stop in Victorville. This stop does not have the ridership to warrant a bus bench; however, VVTA will be installing a Simme-seat (a partial seat installed on bus stop poles) for its riders and will monitor this location for future needs.
- Route Connectivity – There was one request to have Barstow’s service span mirror the rest of VVTA’s service area. In VVTA’s Comprehensive Operational Analysis / Short Range Transit Plan (COA/SRTP), there were plans to implement this in Fiscal Year 2021/2022. However, due to current low ridership as a result of COVID-19 this will not be implemented in Fiscal Year 2021/2022. It is recommended that VVTA reevaluate this request prior to implementing changes from the COA/SRTP and as ridership increases.
- General Comments - There were two complaints under general comments. The first was that operators are smoking too close to the vehicles. VVTA’s operations contractor has recently required all operators to attend specific customer service training intended to address this issue. The second complaint was to have VVTA prioritize transportation funding for marginalized and economically disadvantaged residents. Staff is encouraging VVTA, through its next COA/SRTP, to identify and intensify its focus on marginalized and economically disadvantaged areas of its service area.

At this time, staff does not recommend any findings of unmet needs that can be reasonably met.

***Financial Impact:***

This item is consistent with Fiscal Year 2020/2021 Budget.

***Reviewed By:***

This item was reviewed and unanimously recommended for approval by the Transit Committee on May 13, 2021. The high desert (Victor Valley/Barstow) unmet needs were reviewed and approved by the Public and Specialized Transportation Advisory and Coordination Council on April 13, 2021. SBCTA General Counsel has reviewed this item and the draft Resolution.

***Responsible Staff:***

Nancy Strickert, Transit Program Manager

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Approved  
Board of Directors  
Date: June 2, 2021

Witnessed By:

ATTACHMENT A

Victor Valley Desert Region Unmet Transit Needs Public Hearing and Annual Recorded Comments October 19, 2020	
Testimony	Response
<p><b>Accessibility</b></p> <ul style="list-style-type: none"> <li>• The wheelchair locks on the buses should all be standardized so that the driver doesn't have to figure out how to secure my electric wheelchair each time I board the vehicle. Also, drivers must be cognizant of the fact that I need help to get off of the vehicle - with the restraints and the ramp. The drivers do not always extend the ramp fully to the sidewalk or avoid rough surfaces of travel for a wheelchair. Drivers should also be aware of wheelchair passengers at bus stops as they do not always wait for me to board or provide assistance once all other passengers have boarded.                         <ul style="list-style-type: none"> <li>○ Rick Symes, public testimony</li> </ul> </li> <li>• I encourage elected officials and administrators of this process to make accommodations for persons with disabilities, especially those who are deaf and need an interpreter, to be given an equal opportunity to provide testimony. A person using an interpreter is granted six minutes to give testimony by law but should be given more time due to the difficulty in communications.                         <ul style="list-style-type: none"> <li>○ Blanca Gomez, public testimony</li> </ul> </li> <li>• Drivers should be instructed to stop the bus as close to the designated bus stop as possible. It is very difficult for riders to have to run and catch up with a bus some 100 feet from the bus stop, especially when they are in a wheelchair or use a mobility device.                         <ul style="list-style-type: none"> <li>○ Rick Symes, public testimony</li> </ul> </li> </ul>	<p>VVTA recently purchased two platforms, two electric chairs, and two manual chairs for training drivers on how to tie down problematic chairs. VVTA's current operations contractor has recently required all of their drivers to attend a supplementary wheelchair securement class which is designed to teach procedures to more effectively board and secure passengers in wheelchairs, addressing the issues raised here. It is recommended that VVTA continue to monitor the contractor to ensure operators are receiving necessary training in wheelchair boarding and securement practices.</p> <p>The VVTA Board has extended the allotted time for providing testimony from the customary three (3) minutes to six (6) minutes for anyone with a "communication" disability. Additionally, written testimony can be submitted to San Bernardino County Transportation Authority (SBCTA) within two months after the hearing, to supplement what is communicated during the public hearing. It is recommended that VVTA provide assistance as needed for persons with disabilities, requested in advance where external accommodations are required, and continue its policy of extending time as needed.</p> <p>VVTA's operations contractor has recently required all drivers to attend specific customer service training intended to address this issue. It is recommended that VVTA continue to monitor the contractor to ensure operators have the necessary training and perform accordingly.</p>

Attachment: VVTA Testimony and Response rev 4 06 21 (7688 : Unmet Transit Needs Public Hearings and Findings)

ATTACHMENT A

Victor Valley Desert Region Unmet Transit Needs	
Testimony	Response
<p><b>ADA Paratransit</b></p> <ul style="list-style-type: none"> <li>• I understand that paratransit is a shared ride service, but can we find a way to improve the scheduling of the paratransit service? I sometimes have to wait an hour and a half to two hours on a vehicle and we are not allowed to leave the vehicle to go to the restroom during that time. It is a long time to be held on a vehicle.                             <ul style="list-style-type: none"> <li>○ Varieta McLean, public testimony</li> </ul> </li> </ul> <p><b>Bus Stop Amenities</b></p> <ul style="list-style-type: none"> <li>• I would like to request a few benches and a shelter for the stop at Shiloh Medical at 12384 Palmdale Rd. and the McDonald’s stop on Route 31. There is currently no place to sit when waiting for the bus.                             <ul style="list-style-type: none"> <li>○ Terry Martini, public testimony</li> </ul> </li> </ul> <p><b>Vehicle Amenities</b></p> <ul style="list-style-type: none"> <li>• The full window advertisements on vehicles prohibit my view of knowing when to alert the driver that my stop is approaching. The advertisements should not cover more than half of the window.                             <ul style="list-style-type: none"> <li>○ Rick Symes, public testimony</li> </ul> </li> </ul> <p><b>Route Connectivity</b></p> <ul style="list-style-type: none"> <li>• Please coordinate service in Barstow to run at the same time as service in the Victor Valley.                             <ul style="list-style-type: none"> <li>○ Mr. Dominique, submitted testimony</li> </ul> </li> </ul>	<p>After review of Ms. McLean’s average ride time over the past year, VVTA reports that her average ride time is 26 minutes per trip. It is recommended that VVTA continue to monitor all of the ADA service on-time performance and address instances of excessive ride times.</p> <p>VVTA reports that the bus stop at Shiloh Medical Center, Stop 50276 (Palmdale Rd WB &amp; Mesa Linda Ave) currently does not meet VVTA’s Bus Stop Guidelines for a bench, given the number of low boardings and alightings. However, VVTA will install a simme-seat (a partial seat installed on bus stop poles) at this location a, and periodically review the boardings and alightings to see if additional amenities are warranted. The McDonald’s stop on Route 31, Stop 50273 (Palmdale Rd WB NS El Evado) currently has a bench and a trash can.</p> <p>VVTA reports that this item has been corrected, and all postings have been removed from the windows.</p> <p>Per VVTA’s Comprehensive Operations Analysis (COA) Service will begin one hour earlier and end one hour later in 2022 on all urban routes. The new time schedule will be between 5:00 AM to 10:00 PM Weekdays, 6:00 AM to 9:00 PM Saturdays, and 7:00 AM to 7:00 PM on Sundays. However, due to current low ridership as a result of COVID-19 it is recommended that VVTA reevaluate this request prior to implementation and as ridership increases.</p>

Attachment: VVTA Testimony and Response rev 4 06 21 (7688 : Unmet Transit Needs Public Hearings and Findings)

ATTACHMENT A

Victor Valley Desert Region Unmet Transit Needs Hearing	
Testimony	Response
<p><b>General Comments</b></p> <ul style="list-style-type: none"> <li>• Can drivers be instructed to please not smoke near the door of the vehicle while passengers are on board? I have compromised health and should not have to inhale their smoke.               <ul style="list-style-type: none"> <li>○ Rick Symes, public testimony</li> </ul> </li>   <li>• We need to better prioritize funding for transportation to not only provide for persons with disabilities but also for marginalized and economically disadvantaged residents so that all transportation needs are met.               <ul style="list-style-type: none"> <li>○ Blanca Gomez, public testimony</li> </ul> </li> </ul>	<p>VVTA’s operations contractor has recently required all drivers to attend specific customer service training intended to address this issue. It is recommended that VVTA continue to monitor this issue.</p> <p>VVTA’s menu of services are planned and operated to serve the disadvantaged populations, which include marginalized and economically disadvantage, of the Victor Valley in accordance with Americans with Disabilities Act and Title VI of the Civil Rights Act regulations. VVTA is encouraged, through its next Short Range Transit Plan (SRTP)/COA, to identify and intensify its focus on marginalized and economically disadvantaged areas of its service area.</p>

Attachment: VVTA Testimony and Response rev 4 06 21 (7688 : Unmet Transit Needs Public Hearings and Findings)

**RESOLUTION NO. 21-021**

**RESOLUTION OF THE SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY ADOPTING UNMET TRANSIT NEEDS FINDINGS BASED ON HEARINGS HELD IN OCTOBER 2020**

**WHEREAS**, the San Bernardino County Transportation Authority (SBCTA) is the designated transportation planning agency for San Bernardino County, and is, therefore, responsible for the administration of funds under the Transportation Development Act (TDA), as amended; and

**WHEREAS**, SBCTA adopted definitions of “unmet transit needs” and “reasonable to meet” during its regular meeting of September 2, 2020; and

**WHEREAS**, SBCTA conducted one public hearing in October, 2020, to obtain testimony regarding unmet transit needs in the Desert areas of San Bernardino County; and

**WHEREAS**, SBCTA has given consideration to: the testimony received during the public hearing process pursuant to California Public Utilities Code (PUC) Sections 99238 and 99401.5; input from the Public and Specialized Transportation Advisory and Coordination Council (PASTACC), the advisory council established pursuant to PUC Section 99238; the adequacy of public and specialized transportation contained in the most recently adopted Regional Transportation Plan; and the analysis of potential alternative public and specialized transportation services that would meet all or part of the transit demand.

**NOW, THEREFORE**, BE IT RESOLVED, that the San Bernardino County Transportation Authority hereby finds:

1. There are no unmet transit needs that can be reasonably met within the Victor Valley, Upper Desert Region of San Bernardino County.

**PASSED AND ADOPTED** at a meeting of the San Bernardino County Transportation Authority held on June 2, 2021.

By: \_\_\_\_\_  
 Frank J. Navarro, Board President  
 San Bernardino County Transportation Authority

ATTEST:

By: \_\_\_\_\_  
 Marleana Roman, Clerk of the Board  
 San Bernardino County Transportation Authority

## *Minute Action*

AGENDA ITEM: 17

***Date:*** June 2, 2021

***Subject:***

West Valley Connector Project – Phase 1 Right-of-Way Acquisition Incentive Payment Program

***Recommendation:***

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

Authorize the San Bernardino County Transportation Authority (SBCTA) Director of Transit and Rail Programs, or her designee, to implement the West Valley Connector Right-of-Way Acquisition Incentive Payment Program to expedite acquisition of necessary right-of-way for the West Valley Connector Project, consistent with SBCTA policies and procedures, contingent upon Federal Transit Administration concurrence.

***Background:***

In January 2021, the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) approved staff to proceed with voluntary acquisitions of property necessary for the West Valley Connector (WVC) Project. The Board also authorized executing a Contract Task Orders (CTO) with the Transit and Rail On-Call Right-of-Way (ROW) Services consulting firms and On-Call Right-of-Way Legal Services consulting firms, as required for the WVC acquisitions. Since approval to proceed with property acquisitions, the WVC project team has been working on the various ROW activities needed to secure the estimated 241 acquisitions, including 33 full takes, approximately 43 business relocations, and 14 residential relocations. In order to support the ROW acquisition efforts, the ROW acquisitions were broken into four distinct geographic reaches, and a CTO Request for Proposals (RFP) was issued to the ROW on-call firms per SBCTA's Procurement Policy No. 11000. SBCTA received a proposal from the various on-call firms, and per the CTO RFP Evaluation Committee recommendations, a CTO was issued for the four segments. The CTO RFP selection process for the ROW Legal Support Services is also complete, and a CTO is scheduled to be issued to one (1) on-call firm as recommended by the Evaluation Committee.

Building upon California Department of Transportation (Caltrans) and the Orange County Transportation Authority's (OCTA) prior project success with a ROW Acquisition Incentive Payment Program, SBCTA adopted a similar incentive payment program for the Interstate 10 (I-10) Corridor Contract 1 Project and also had a significant success rate on property offers, resulting in expedited ROW delivery and substantial support cost savings. The incentive payment program utilized a 20 percent incentive payment based on the value of the appraisal, with a minimum payment of \$1,000 and a maximum payment of \$100,000 for each acquisition, provided the owner executed a contract within 60 days of the first written offer. Recent studies by the Federal Highway Administration (FHWA) on the use of incentive payments on transportation projects demonstrate that incentive payments can be effective in decreasing the time to acquire needed ROW. Considering fluctuating cost trends for real estate and construction labor and materials, as well as legal expense and project delay cost risks associated with eminent domain, it is in the interest of the public and SBCTA to use any method available to produce transit projects quickly with as little reliance on eminent domain as possible.

*Entity: San Bernardino County Transportation Authority*

## Board of Directors Agenda Item

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The ROW Acquisition Incentive Payment Program is further outlined under Attachment A and is consistent with the previous SBCTA program used for the I-10 Corridor Contract 1 Project and the FHWA and Caltrans adopted guidelines and as shown under Attachment B. The estimated cost for the WVC ROW Acquisition Incentive Payment Program is estimated at approximately \$5,000,000. However, the net savings from the incentive program are estimated at over \$2,000,000 due to a reduction in legal and consulting fees, including a combination of support costs required for consultant and staff time involved with settlement discussions, court appearances, depositions, review meetings, legal fees, and additional administrative costs.

The WVC Project will use federal funding administered under the Federal Transit Administration (FTA). Unlike FHWA, the FTA does not allow ROW incentive payment programs as eligible project expenses. However, FTA staff still needs to make a determination on whether a project sponsor can implement a ROW incentive payment program on an FTA funded project as a non-eligible project expense. The cost for the ROW acquisition payment program is covered by the total funding previously identified for the overall project. However, since the incentive payment amount is not eligible for federal reimbursement, similar to ROW goodwill payments, the ROW incentive payments will need to be tracked as a non-participating federal project cost if approved by FTA for use on the WVC project.

The ROW acquisition payment incentive program is intended to help maintain the WVC Project's delivery schedule, reduce the possibility of impasses in negotiations with property owners, and reduce legal and administrative costs in trying to reach settlements. Due to SBCTA's previous success with the incentive program in securing acquisitions, staff recommends approval of the ROW Acquisition Incentive Payment Program as further outlined under Attachment A, contingent on FTA's approval of the WVC incentive program as a non-participating project cost.

***Financial Impact:***

This item is consistent with the Fiscal Year 2020/2021 Budget.

***Reviewed By:***

This item was reviewed and unanimously recommended for approval by the Transit Committee on May 13, 2021. SBCTA General Counsel has reviewed this item.

***Responsible Staff:***

Victor Lopez, Director of Capital Delivery

Approved  
Board of Directors  
Date: June 2, 2021

Witnessed By:

## Attachment A

### SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY WEST VALLEY CONNECTOR PROJECT PHASE 1 ACQUISITION – INCENTIVE PAYMENT PROGRAM

The San Bernardino County Transportation Authority (SBCTA) Acquisition – Incentive Payment Program (Payment) encourages the expeditious acquisition of needed real property and is consistent with the intent of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act). Acquisition incentive payments are payments that are over and above the just compensation offer provided by the Uniform Act.

Based on the authority granted by the SBCTA Board of Directors and the pending concurrence of Federal Transportation Authority (FTA), SBCTA shall implement the West Valley Connector Payment Program as follows:

Written offers to owners for the purchase of their property shall be based on the fair market value of the property (just compensation). The West Valley Connector Payment Program payment (Payment) amounts will be based on the appraised value. The use of the Payment does not preclude the use of administrative and legal settlements, and each administrative and legal settlement will require independent support.

The procedures on the Payment shall incorporate the same level of safeguard against coercive negotiation practices as do SBCTA's standard Real Estate Policies and Procedures. Per federal regulation, SBCTA is required to allow at least 30 days for property owners to consider an offer prior to initiating the condemnation process (See 49 CFR 24.102(f)). Parcels acquired using acquisition incentive offers will be subject to the same quality control and quality assurance processes that are used for SBCTA's right-of-way activities.

The Payment will be offered for both permanent and temporary acquisitions.

For all offers, the Payment for a permanent or temporary acquisition will be based on a lump sum payment of 20 percent of the appraised value of all parcels under the same ownership with a minimum payment of \$1,000, and a maximum payment of \$100,000.

The Payment amount will be calculated on the final appraised value and will then be rounded separately from the final appraised value.

The Payment is a standing offer for 60 days. The 60 days starts with the Initiation of Negotiations (ION) as day one. The 60 days includes weekends and holidays. For mailed offers, it starts on the date the offer was received by certified mail.

If the 60<sup>th</sup> day falls on a weekend or holiday and the SBCTA acquisition agent working with the grantor will not be available to conduct business with the grantor, the agent may end the incentive period on the first working day after the 60-day period is complete. Personal leave of the SBCTA acquisition agent working with the grantor will not be cause to extend the incentive period. An alternate SBCTA acquisition agent should be identified to address the issue.



The Payment offer will end at the execution of the right-of-way contract or at 5:00 p.m. on the 60<sup>th</sup> day if a right-of-way contract has not been signed by grantor. The 60 days will restart with a new offer based on an approved appraisal revision if one is deemed necessary by SBCTA. An appraisal revision may result in a change in the Payment amount.

The Payment is a standing offer for 60 days regardless of SBCTA initiating eminent domain proceedings. Additionally, this time period will be sufficient to allow the property owner the opportunity to obtain their own appraisal where SBCTA pays the reasonable cost of the appraisal up to \$5,000, as provided by California Code of Civil Procedure section 1263.025.

The following clause will be used in right-of-way contracts pertaining to the Payment Program for the West Valley Connector Project (Project):

“In addition to the Fair Market Value, it is agreed by and between the parties hereto that the amount in clause XX above includes the sum of \$ \_\_\_\_\_ as an incentive to the grantor for the timely signing of this Right of Way Contract. This incentive payment offer expires sixty (60) days from the Initiation of Negotiations (DATE).”

The West Valley Connector Project Payment Program will be applied to all parcels in the Project, excluding public agencies, regardless of type, size, appraisal, amount, or ownership.

**West Valley Connector Project Phase 1 Acquisition – Incentive Payment Program Examples:**

Acquisition Type	Incentive Amount	Minimum Payment	Maximum Payment
Temporary or Permanent	20% of Appraisal	\$1,000	\$100,000

**Example 1 (Minimum Payment)**

Appraised Value	\$4,500
Calculated at 20%	\$900
Minimum Payment	\$1,000
Incentive Payment for Acquisition	\$1,000
<b>Total Amount of Incentive Offer</b>	<b>\$5,500</b>

**Example 2 (20% Payment)**

Appraised Value	\$50,000
Calculated at 20%	\$10,000
Incentive Payment for Acquisition	\$10,000
<b>Total Amount of Incentive Offer</b>	<b>\$60,000</b>

**Example 3 (Maximum Payment)**

Appraised Value	\$1,000,000
Calculated at 20%	\$ 200,000
Maximum Payment	\$ 100,000
Incentive Payment for Acquisition	\$ 100,000
<b>Total Amount of Incentive Offer</b>	<b>\$1,100,000</b>

## Attachment B

State of California  
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency


### Memorandum

*Serious drought.  
Help Save Water!*

To: DISTRICT DIRECTORS  
DISTRICT REGION RIGHT OF WAY MANAGERS

Date: June 12, 2014

File: Acquisition

From: BRENT L. GREEN   
Chief  
Division of Right of Way and Land Surveys

Subject: **ACQUISITION – INCENTIVE PAYMENT PROGRAM**

The Federal Highway Administration (FHWA), Office of Real Estate Services has determined that the FHWA may participate in right-of-way acquisition incentive payments made under an FHWA approved plan or program. Acquisition incentive payments (Payments) are payments that are over and above the just compensation offer provided by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act). Recent studies on the use of incentive payments on transportation projects demonstrate that they can be effective in decreasing the time needed to acquire and clear needed rights-of-way.

The authority for the FHWA to participate in incentive payments is found in 23 CFR 710.203(b)(2)(ii) which allows Federal participation in relocation assistance and payments provided under the law of the State that may exceed the requirements of 49 CFR Part 24. The FHWA has the general authority to participate in the costs of construction that includes costs of right-of-way acquisition (See 23 U.S.C. §101(a)(3)). The use of incentive payments for right-of-way acquisition is analogous to the use of incentive/disincentive provisions for early completion in contracts for construction of Federal aid projects (See 23 CFR 635.127(d)).

This policy is consistent with the intent of the Uniform Act in that it encourages the expeditious acquisition of real property. Language in the implementing regulation focuses on the assurance that property owners and displaced persons receive at least the level of benefits to which they are entitled.

Considering fluctuating costs and trends for real estate and construction labor and materials, as well as the negative public perception of the court expense and project delay costs associated with the application of eminent domain, it is clearly in the public interest to use any tool available to produce transportation projects quickly with as little reliance on condemnation as possible.

The California Department of Transportation (Caltrans) is authorized to make incentive payments under California Law. Although California statutes do not specifically address incentive payments, they do require that written offers to owners for the purchase of their property be based on the fair market value of the property (just compensation). Caltrans has long

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DISTRICT DIRECTORS  
 DISTRICT REGION ROW MANAGERS  
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applied administrative settlements (justified offers above appraised amounts) during negotiations which have as their foundation the appraised value. Similarly, Payment amounts will be based on the appraised value. In fact, the use of Payments does not preclude the use of administrative settlements and each administrative settlement will require independent support.

The procedures on Payments incorporate the same level of safeguard against coercive negotiation practices as do standard Caltrans Right of Way procedures. Per Federal regulation, Caltrans is required to allow at least thirty (30) days for property owners to consider an offer prior to initiating the condemnation process (See 49 CFR 24.102(f) and Appendix A). Projects and parcels acquired using acquisition incentive offers will be subject to the same quality control and quality assurance processes that are used for all Caltrans Right of Way activities.

The Division of Right of Way and Land Surveys is implementing an acquisition incentive program to encourage property owners to sign Right of Way (ROW) contracts within sixty (60) days of the Initiation of Negotiations (ION) or any offer based on an approved appraisal revision. Payments will be offered for both permanent and temporary acquisitions.

The Payment for a permanent or temporary acquisition will be based on a lump sum payment of 10% of the appraised value of all parcels under the same ownership with a minimum payment of \$1,000 and a maximum payment of \$100,000.

Acquisition Type	Incentive Amount	Minimum Payment	Maximum Payment
Temporary or Permanent	10% of Appraisal	\$1,000	\$100,000

The Payment amount will be calculated on the final appraised value and will then be rounded separately from the final appraised value based on the rounding rules found in Section 7.02.11 of the Right of Way Manual.

Example 1:

Appraised Value	\$	22,400.00
Calculated at 10%	\$	2,240.00
Rounded (R/ W Manual 7.02.11)	\$	2,250.00
<b>Incentive Payment for Acquisition</b>	<b>\$</b>	<b>2,250.00</b>

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DISTRICT DIRECTORS  
 DISTRICT REGION ROW MANAGERS  
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Example 2:

Appraised Value	\$	359,000
Calculated at 10%	\$	35,900
Rounded (R/ W Manual 7.02.11)	\$	35,900
<b>Incentive Payment for Acquisition</b>	<b>\$</b>	<b>35,900</b>

Example 3:

Appraised Value	\$	2,658,000
Calculated at 10%	\$	265,800
Maximum Incentive Payment = \$100,000.00	\$	100,000
<b>Incentive Payment for Acquisition</b>	<b>\$</b>	<b>100,000</b>

The Payment is a standing offer for sixty (60) days. The 60 days starts with the Initiation of Negotiations (ION) as day one (1). The 60 days includes weekends and holidays. For mailed offers it starts on the date the offer was received by certified mail.

If the 60<sup>th</sup> day falls on a weekend or holiday and the agent working with the grantor will not be available to conduct business with the grantor, the agent may end the incentive period on the first state working day after the 60 day period is complete. Personal leave of the agent working with the grantor will not be cause to extend the incentive period. An alternate agent should be identified to address the issue.

The Payment offer will end at the execution of the right of way contract or at 5:00 pm of the 60th day if a right of way contract has not been signed by the grantor. The 60 days will restart with a new offer based on an approved appraisal revision if one is deemed necessary by Caltrans. An appraisal revision may result in a change in the Payment amount.

The Payment is a standing offer for sixty days regardless of Caltrans initiating eminent domain proceedings. Additionally, this time period will be sufficient to allow the property owner the opportunity to obtain their own appraisal where Caltrans pays the reasonable cost of the appraisal up to \$5,000 as provided by California Code of Civil Procedure section 1263.025.

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The following clause will be used in Right of Way contracts when the Payment program is used on a project:

“In addition to the Fair Market Value, it is agreed by and between the parties hereto that the amount in clause ## above includes the sum of \$\_\_\_\_\_ as an incentive to the grantor for the timely signing of this Right of Way Contract. This incentive payment offer expires sixty (60) days from the Initiation of Negotiations (DATE).”

The Payment program may be used on any project that will benefit a district or region. If the Payment program is used on a project it must be applied to all parcels in the project regardless of type, size, appraisal amount, or ownership including public agencies.

The Payment program has the potential to add significant costs to Right of Way capital expenses. Project estimates (i.e., ROW data sheets and/or related documents) may need to be updated to reflect additional costs of Payments. It is advisable to consult with the District/Regional Right of Way Planning and Management Office and the Project Manager to ensure the project has funds available to participate in the Payment program. In order to track these Payments, attached is a sample Federal Participation Memo with the appropriate coding to be used.

While this is the initial Caltrans Payment program, other similar incentive programs may be developed that have different formulae for determining the amounts and/or situations (i.e. Relocation Assistance Program incentives). Such other incentive programs will be established via separate memoranda.

cc: Suzette M. Musetti, Chief, Office of Appraisals and Local Programs, ROW/LS  
 Mark Turner, Chief, Office of Land Surveys, ROW/LS  
 Michael J. Rodrigues, Chief, Office of Real Property Services, ROW/LS  
 Rene Fletcher, Chief, Office of Project Delivery, ROW/LS  
 Ben Martin, Chief, Office of Railroads & Utility, ROW/LS  
 Lori Brownell, Chief, Office of Planning & Management, ROW/LS  
 Paul Pham, Senior Right of Way Agent, ROW/LS  
 Robert W. Dauffenbach, Senior Right of Way Agent, ROW/LS  
 Mark Zgombic, Senior Right of Way Agent, ROW/LS  
 Melani Millard, FHWA

*“Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability”*

## *Minute Action*

AGENDA ITEM: 18

***Date:*** June 2, 2021

***Subject:***

Southern California Regional Rail Authority Preliminary Budget Request for Fiscal Year 2021/2022

***Recommendation:***

That the Board, acting as the San Bernardino County Transportation Authority, approve the Southern California Regional Rail Authority (SCRRA) Preliminary Budget Request for Fiscal Year (FY) 2021/2022 in which the following subsidies are being requested:

A. Total operating assistance allocation of \$22,517,758, paid for with \$12,495,758 of Coronavirus Aid, Relief, and Economic Security Act funds (now referred to as COVID Relief Funds); \$1,601,661 of Valley Local Transportation Fund (LTF); \$4,000,000 of Federal Transit Administration (FTA) Section 5337 State of Good Repair funds; \$1,032,787 of Senate Bill 1 State of Good Repair-Operator Share (SB1 SGR-Op) funds; \$796,056 of State Transit Assistance-Operator Share (STA-Op) funds; and prior year surplus carry-over funds in the amount of \$2,591,496; and

B. Rehabilitation allocation of \$7,279,641, paid for with \$6,742,505 of FTA Section 5337 and \$537,136 of STA-Op funds; and

C. Capital allocation of \$86,400 paid for with STA-Op funds; and

D. The use of up to \$4,000,000 of Valley LTF to meet San Bernardino County Transportation Authority's subsidy obligation to SCRRA, to be offset by future invoice credits as a cash flow mechanism until FTA Section 5337 reimbursements occur; and

E. Swap \$495,652 of SB1 SGR-Op funding, previously allocated as part of the Fiscal Year 2018/2019 Budget for STA-Op funds for those rehabilitation projects that are delayed due to impacts of COVID-19 and to prevent the lapsing of funds; and

F. De-allocate \$2,744,576 of FTA Section 5337 previously allocated as part of the FY 2020/2021 SCRRA Budget for Rehabilitation projects to be funded with unused prior year allocations of FTA 5337 and Public Transportation Modernization, Improvement, and Service Enhancement Account-Operator Share funds.

***Background:***

The Southern California Regional Rail Authority (SCRRA) Joint Powers Agreement requires a preliminary budget be presented to the member agencies by May 1<sup>st</sup> of each year. Adoption of the Final SCRRA Budget by the SCRRA Board of Directors (Board) is scheduled in June and is contingent upon each of the five (5) member agencies approving their financial contribution for the fiscal year. The five (5) member agencies include: San Bernardino County Transportation Authority (SBCTA), the Los Angeles County Metropolitan Transportation Authority (LA Metro), the Orange County Transportation Authority (OCTA), the Riverside County Transportation Commission (RCTC), and the Ventura County Transportation Commission (VCTC). On April 23, 2021, the Board authorized the release of the Preliminary Fiscal Year (FY) 2021/2022 Budget.

*Entity: San Bernardino County Transportation Authority*

## Board of Directors Agenda Item

June 2, 2021

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Due to the ongoing impacts of the current public health pandemic on ridership and revenue, formal development of the FY 2021/2022 Budget did not begin until late January 2021 with budget development updates presented to the SCRRA Member Agency Advisory Committee (MAAC) in February and March 2021, followed by updates to the SCRRA Audit and Finance Committee and Board in April 2021. There are two key funding sources for the operating budget: 1) fare revenue from riders; and 2) corresponding subsidies from member agencies. The designation of COVID-19 as a pandemic by the World Health Organization and subsequent national, state and local declarations of emergency in March 2020, has led to the precipitous decline in ridership in response to health guidelines to limit travel to essential workers only. In tandem with spending constraints, SCRRA staff developed various scenarios for recovery.

On February 5, 2021, the Board approved the use of Ridership Recovery Scenario 2B - 3<sup>rd</sup> Wave (Adjusted Medium 2A Case), which is lagging behind the original Scenario 2 used in the FY 2020/2021 Adopted Budget resulting in lower than planned revenue. This updated ridership recovery forecast scenario is based on the third wave of increased COVID-19 cases and most schools remaining in remote learning. Under this scenario, ridership is anticipated to recover by the 4<sup>th</sup> quarter of FY 2022/2023. Expenses for FY 2021/2022 were reviewed to consider the current situation. Specifically, the budget maintains reduced expenditures to align with the reduced ridership forecast, including the elimination of Cost-of-Living Adjustment (COLA), restricting contractor increases to those only mandated by agreements, limiting new full-time employee (FTE) hires to essential positions, as well as the 30% service reduction across the system made in March 2020. Any change to service levels would be based on load factors and will include the option of including additional passenger cars to existing trains. Should SCRRA staff determine that an increase in service is necessitated by increased load factors, or unplanned ridership demand, the financial impact would be addressed during the mid-year budget review process in December 2021 and would involve concurrence and an additional funding commitment for operations from the member agencies. Operational expenses increased specifically to address COVID-19 related costs. Further, in consultation with member agencies, it was decided that all new service, except as explicitly requested, would be deferred. Adjustments to reflect these reviews and decisions were made to the expense and revenue amounts. Attachment A of the FY 2021/2022 Proposed Budget provides additional details on Ridership Recovery Scenario 2B.

The Proposed FY 2021/2022 Budget is attached and includes new budgetary authority of approximately \$352 million. The proposed budget consists of operating budget authority of approximately \$253 million, a decrease compared to the adopted FY 2020/2021 Budget. The Capital Program authority totals \$99 million, an increase compared to the Adopted FY 2020/2021 Budget, which did not include any new capital projects due to funding constraints caused by COVID-19. The Rehabilitation Program has been reduced to include only the most urgent needs; maintenance of the equipment and infrastructure in a state of good repair is the focus. SCRRA is requesting SBCTA to provide the following subsidy amounts; \$22,517,758 for Operating, \$7,279,641 for Rehabilitation Projects, and \$86,400 for New Capital Projects. The fund sources for each component are identified in the staff recommendations. To offset the increase in operating expenditures as a result of decreased fare revenue, SBCTA has elected to use \$12,495,758 of the SBCTA share of COVID Relief Funds, which results in an outstanding



balance of \$10,022,000 for the operating subsidy. Attachment B of the FY 2021/2022 Proposed Budget provides a budget summary comparison between FY 2020/2021 and FY 2021/2022.

SBCTA's share of the operations subsidy decreased by \$2,549,425 from the FY 2020/2021 adopted budget, or 10.1%, which is largely driven by the assumed 15% increase in fare revenue as compared from the prior year. This includes the FY 2021/2022 funding needed to continue the Metrolink San Bernardino Line Fare Discount Pilot Program consisting of \$453,000 of State Transit Assistance - Operator Share funds. A portion of the funding recommended for the operating subsidy includes FTA Section 5337 funds for the preventative maintenance components. FTA Section 5337 funds are received as a reimbursement that can take months to process, meaning reimbursements may not be received in a timely manner. SCRRA staff anticipates this delay in reimbursement could create cash flow problems for the agency. Therefore, SBCTA staff is recommending approval to use Local Transportation Funds (LTF) unallocated resources to meet SBCTA's subsidy obligations to SCRRA until federal reimbursement is received. SCRRA has agreed to credit the full amount of any LTF received as cash flow assistance toward the FY 2021/2022 subsidy request; therefore, SBCTA's overall subsidy will not increase as a result of using LTF for cash flow purposes until FTA reimbursements are received. The LTF cash flow amount would be a maximum of \$4,000,000, equal to the amount of the FY 2021/2022 subsidy allocation from FTA Section 5337 funds. Approval of the use of LTF unallocated Valley area apportionment balance is consistent with the Proposed SBCTA FY 2021/2022 Budget. Additionally, on May 6, 2020, the SBCTA Board approved an allocation of \$40,246,214 of FTA Section 5307 funds available as part of COVID Relief Funds, SCRRA has allocated \$9,951,494 to SBCTA's operating subsidy request. See the Table 1 below for additional details regarding the availability of COVID Relief Funds.

Table 1 – COVID Relief Funds

	<b>METRO</b>	<b>OCTA</b>	<b>RCTC</b>	<b>SBCTA</b>	<b>VCTC</b>	<b>TOTAL</b>
<b>Loss – Subsidy FY 2021/2022</b>	<b>\$(98,379,438)</b>	<b>\$(39,152,549)</b>	<b>\$(21,474,584)</b>	<b>\$(22,517,758)</b>	<b>\$(12,150,085)</b>	<b>\$(193,674,413)</b>
<b>COVID Relief Funds Allocated</b>	<b>\$56,510,776</b>	<b>\$64,633,169</b>	<b>\$33,618,973</b>	<b>\$40,246,215</b>	<b>\$32,053,845</b>	<b>\$227,062,978</b>
<b>Estimated COVID Relief Funds Available</b>	<b>\$16,902,666</b>	<b>\$44,565,465</b>	<b>\$10,044,652</b>	<b>\$30,294,721</b>	<b>\$29,266,144</b>	<b>\$131,073,648</b>
<b>Proposed Allocation for FY 2021/2022</b>				<b>\$12,495,758</b>		
<b>Estimated Remaining COVID Relief Funds Available</b>				<b>\$17,798,963</b>		
<i>Note: Available Funds have been reduced to reflect payment of estimated Mobilization for new Track/Signal Contract in the following amounts:</i>	<i>\$667,963</i>	<i>\$356,823</i>	<i>\$248,608</i>	<i>\$125,973</i>	<i>\$118,385</i>	<i>\$1,517,752</i>

Attachments C through F provide additional details, including a comparative operating statement comparing the FY 2021/2022 Budget to FY 2020/2021, operating budget by line and member agency, as well as historic comparisons to prior years.

The total operating assistance allocation does not include operation expenses for Arrow Service, San Bernardino County Transportation Authority

which is anticipated to begin in summer of 2022. SCRRA staff is still in the process of finalizing the total cost estimate for operations. An amendment to the Fiscal Year 2021/2022 Proposed Budget that includes the operating subsidy request for Arrow Service will be presented to the Transit Committee, followed by the SBCTA Board, at a future date.

It should be noted that SCRRA is working towards a multi-year approach to budget development to reduce staff time devoted to budget development, improve long-range and strategic planning, encourage a more policy-oriented budget process by shifting the emphasis from a discussion focused on line-item details to one focused on major policy issues, strengthen performance management, and encourage fiscal discipline. The intent is for member agencies to adopt amounts in Year 1 of a Multi-Year Forecast and program amounts for Years 2 through 5 for review and adoption in subsequent years; with annual updates to provide a 5-year planning horizon. The forecast will assume no change in service levels unless identified, it adjusts contractual items by their stated contract increase, and all remaining expense types based on prior year trends and known changed conditions. The intent is that subsequent years will be limited to the Annual Consumer Price Index for the period of February to January of each year using the Los Angeles/Long Beach Urbanized Area Index or the amount shown in the approved forecast, whichever is greater. It should be noted that future operating subsidy requests will be highly impacted by the rate of ridership recovery. Due to the continued analysis of the impact of COVID-19 on ridership and revenue, the multi-year forecast for operations is still under development by SCRRA staff and will be made available to member agencies at a future date.

SCRRA has provided a cash flow for the Rehabilitation Program and the New Capital Program over the next four fiscal years in Attachment K of the Proposed FY 2021/2022 Budget. The request reflects an increase of 7.2% as compared to the FY 2020/2021 Adopted Budget but reduced from the multi-year forecasted budget amount as proposed in the FY 2019/2020 Budget process. The Rehabilitation Program allows for the railroad to be maintained in a state of good repair, including track and structure projects, systems, rolling stock, and facilities improvements. Projects are prioritized and optimized to address the most pressing system-wide rehabilitation needs. The FY 2021/2022 proposed amount does not include drawdown on the existing State of Good Repair (SGR) backlog, as identified in the Metrolink Rehabilitation Plan (MRP), which was developed in 2018 by SCRRA staff. The objective of the program is to rehabilitate and replace the most critical priorities of aging track, railroad structures, vehicles, and facilities currently in use by Metrolink's daily commuter rail service, Amtrak service, other railroad partner service and to maintain on-time service. This plan identified a substantial backlog of rehabilitation needs. The current backlog amount is \$469.8 million and an on-going annual need for \$86.8 million in 2020 dollars. SBCTA's share of the backlog was estimated at \$70 million with the annual need estimated at \$12.1 million. With the approval of Senate Bill 1 (SB1), approximately \$2.3 million of SB1 SGR funding will be made available annually to SBCTA for allocation to Valley-area projects which could be used to help fund the backlog, although bus and rail needs must be considered in this allocation. This is in addition to approximately \$275,000 SCRRA receives from SB1 SGR-Operator Share funds and approximately \$9.4 million of FTA Section 5337 funds that SBCTA receives annually for Valley-area rail rehabilitation needs. To address the funding levels required to drawdown the SGR backlog, SCRRA will complete an in-depth analysis of potential funding alternatives. The cash flow for Rehabilitation requests over the next four years is shown in Table 2. A detailed list of rehabilitation projects is available by Member Agency and by Line in Attachment G of the proposed FY 2021/2022 Proposed Budget.

San Bernardino County Transportation Authority

Table 2 – Rehabilitation Program Cash Flow

<b>Rehabilitation</b>							
<b>Cash Basis</b>	<b>METRO</b>	<b>OCTA</b>	<b>RCTC</b>	<b>SBCTA</b>	<b>VCTC</b>	<b>OTHER</b>	<b>TOTAL</b>
<b>FY22 Rehabilitation</b>	<b>\$33.1M</b>	<b>\$15.0M</b>	<b>\$4.2M</b>	<b>\$7.3M</b>	<b>\$4.7M</b>	<b>\$26.1M</b>	<b>\$90.4M</b>
	<b>CASH OUTLAY</b>						
<b>2021-22</b>	<b>\$1.7M</b>	<b>\$0.8M</b>	<b>\$0.2M</b>	<b>\$0.4M</b>	<b>\$0.2M</b>	<b>\$1.3M</b>	<b>\$4.5M</b>
<b>2022-23</b>	<b>\$11.6M</b>	<b>\$5.3M</b>	<b>\$1.5M</b>	<b>\$2.5M</b>	<b>\$1.6M</b>	<b>\$9.1M</b>	<b>\$31.7M</b>
<b>2023-24</b>	<b>\$9.9M</b>	<b>\$4.5M</b>	<b>\$1.3M</b>	<b>\$2.2M</b>	<b>\$1.4M</b>	<b>\$7.8M</b>	<b>\$27.1M</b>
<b>2024-25</b>	<b>\$9.9M</b>	<b>\$4.5M</b>	<b>\$1.3M</b>	<b>\$2.2M</b>	<b>\$1.4M</b>	<b>\$7.8M</b>	<b>\$27.1M</b>
<b>Totals</b>	<b>\$33.1M</b>	<b>\$15.0M</b>	<b>\$4.2M</b>	<b>\$7.3M</b>	<b>\$4.7M</b>	<b>\$26.1M</b>	<b>\$90.4M</b>

The New Capital authorization request for FY 2021/2022 was identified as necessary for safe and efficient rail operations. The proposed projects total \$8.6 million and are shown by Member Agency and by Line in Attachment I of the FY 2021/2022 Proposed Budget. Grants paid directly to Metrolink cover \$8.0 million of this request. The total amount requested from Member Agencies will therefore be \$600,000 with SBCTA's share being \$86,400. SCRRRA is also endeavoring to secure a Grant to cover the \$600,000, which if successful, will reduce the planned SBCTA subsidy. A listing of the individual projects, their location and description are provided in Attachment J of the FY 2021/2022 Proposed Budget. The New Capital Program Budget request is \$99 million. Table 3 below provides the funding required by asset type.

Table 3 – Capital Program Cost by Asset Type

<b>CAPITAL PROGRAM</b>	<b>FY2021-22</b>
Facilities	\$2,946
Grade Crossing	\$8,000
Rolling Stock	\$3,000
Structures	\$20,787
Track	\$42,440
Train Control	\$18,610
Vehicles	\$3,250
<b>Total Capital Investment</b>	<b>\$99,033</b>
Annual Cash Flow	\$4,952

Completion of the FY 2021/2022 Proposed Capital Program projects are multi-year in nature. As such, the funding for the FY 2021/2022 Proposed Budget may be viewed as each having a four-year funding commitment which would have the estimated cash flow impact over the subsequent fiscal years as shown in the Table 4 below, also available in Attachment K.

Table 4 – Capital Program Cash Flow

**New Capital**

Cash Basis							
	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
<b>FY22 New Capital</b>	\$0.3M	\$0.1M	\$0.1M	\$0.1M	\$0.0M	\$8.0M	\$8.6M
<b>CASH OUTLAY</b>							
2021-22	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.4M	\$0.4M
2022-23	\$0.1M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$2.8M	\$3.0M
2023-24	\$0.1M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$2.4M	\$2.6M
2024-25	\$0.1M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$2.4M	\$2.6M
<b>Totals</b>	<b>\$0.3M</b>	<b>\$0.1M</b>	<b>\$0.1M</b>	<b>\$0.1M</b>	<b>\$0.0M</b>	<b>\$8.0M</b>	<b>\$8.6M</b>

Due to the existing cost sharing formulas used by SCRRA, which distributes costs amongst the member agencies for system-wide and San Bernardino Line expenses, the full transmittal of SBCTA's allocation for Rehabilitation and New Capital Programs is contingent upon each of the five member agencies approving their full financial contribution, as part of SCRRA's preliminary FY 2021/2022 budget request.

**Financial Impact:**

This item has no financial impact on the SBCTA Fiscal Year 2020/2021 Budget and is consistent with the Proposed SBCTA Fiscal Year 2021/2022 Budget.

**Reviewed By:**

This item was reviewed and unanimously recommended for approval by the Transit Committee on May 13, 2021.

**Responsible Staff:**

Rebekah Soto, Management Analyst

Approved  
 Board of Directors  
 Date: June 2, 2021

Witnessed By:

## ITEM 12.B



METROLINK.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

metrolinktrains.com/meeting

ITEM ID: 2020-326-0

TRANSMITTAL DATE: April 2, 2021

MEETING DATE: April 23, 2021

TO: Board of Directors

FROM: Stephanie Wiggins, Chief Executive Officer

SUBJECT: Request for Approval to Transmit Proposed FY2021-22 (FY22) Operating and Capital Budget to Member Agencies

### Issue

The Authority is required under the Joint Powers Agreement to provide to its Member Agencies, on or before May 1 of each year, a Proposed Budget for the coming fiscal year (which begins July 1) for individual agency consideration and approval.

### Recommendation

AUDIT AND FINANCE COMMITTEE RECOMMENDED (5-0) the Board transmit the Proposed Fiscal Year 2021-22 (FY22) Budget to its Member Agencies no later than May 1 for their consideration and adoption as required in the Joint Powers Agreement.

### Strategic Commitment

This report aligns with the Strategic Business Plan commitments of:

- **Safety is Foundational:** We will stay on the leading edge by deploying new technologies and processes to enhance the safety and security of our riders, our fellow employees, and the communities we serve.
- **Customers Are Our Business:** We respect and value our customers, putting them at the heart of all we do, and work hard to attract and retain new customers by understanding their needs and finding new and innovative ways to bring them on board.
- **Connecting and Leveraging Partnerships:** We will forge new and enhanced relationships with our public and private partners to integrate and coordinate connecting services, providing residents throughout Southern California with better, seamless,

sustainable alternatives to driving.

- **Modernizing Business Practices:** We will improve our operational efficiency through transparency, objective metrics and streamlined governance, reducing over-reliance on subsidy while bringing our system into a state of good repair and investing in the development of our employees.
- **Advancing Key Regional Goals:** We will grow the role of regional rail in addressing climate change, air quality, and other pressing issues by advancing toward zero emissions, making rail a compelling alternative to single-occupant automobiles and advancing equity-focused opportunities for all communities throughout Southern California.

The FY22 Budget has been constructed to provide support to each of Metrolink's strategic goals.

## **Background**

The FY22 budget development process began in January 2021 with a virtual Budget Kick-off Meeting attended by over 50 employees and included budgetary guidance. Budget requests were compiled and submitted by those assigned by Chiefs to process the cost centers under their remit. Budget division staff subsequently analyzed and reviewed the requests. The interim CFO then held meetings with each Chief, and, subsequently, the Chief Executive Officer. The primary purpose of the meetings was to consider the necessity for each budget amount requested taking into consideration such factors as:

- Funding at a level which will meet the goals of the Authority;
- Historic levels of spending;
- Current levels of spending;
- Known adjustments for the forthcoming year;
- Overarching goal of safety, fiscal sustainability and operational efficiency; and
- Consideration of the COVID-19 pandemic impact on activities and funding.

This series of internal meetings was concluded in March.

The FY22 Proposed Budget was reviewed with the Member Agency Advisory Committee (MAAC) members on March 9th, March 26th, and April 1st.

An overview of the FY22 Proposed Budget for Operations and the Capital Program detailing the Total Request for Funding was reviewed in individual conversations with each of the Member Agencies' Chief Financial Officers (CFOs) and Chief Executive Officers (CEOs) during the months of March and April 2021. During these individual meetings, substantive agreement was reached on concurrence with the Operating and Capital Program portions of the FY22 Budget as proposed.

## Discussion

### Foundation for FY22 Proposed Budget

The FY22 Proposed Budget provides funding to achieve the following:

- Recovery of ridership and revenue
  - Returning Commuters
  - Assistance for Low Income Riders
  - Expansion of ridership base to include ridership for entertainment, day trips, shopping.
- Continued emphasis on safe operations, with updates and maintenance of intraoperative Positive Train Control (PTC) as the centerpiece of Metrolink's efforts
- Grant funded efforts to reduce the number of trespasser injuries.
- Additional New Service on the Ventura Line
  - Service was added to provide an additional round trip each Saturday
- Investment in existing assets to maintain a state of good repair by:
  - Funding critical rehabilitation projects,
  - Improving processes to accelerate project delivery

#### **Budget Assumptions:**

- **Service**
  - Maintain 30% Service Reduction – any change would be based on load factors. If service does increase due to load factors/unplanned ridership demand, the financial impact would be addressed during the Mid-Year Budget review.
  - Only added service Ventura Line Saturday round trip
- **Revenue**
  - Ridership Recovery Forecast Scenario 2B (see Attachment A)
- **Expense**
  - 3% Merit Pool for FY22
  - No COLA for FY22
  - Contractor Increases Only as Mandated by Agreements
  - 1 New FTE headcount (Manager II - Cybersecurity)
- **Funding**
  - Continued Dependency on use of COVID-19 pandemic Relief Funds
- **Reporting**
  - Monthly
  - Formal Mid-Year Budget Review
- **Arrow Service**
  - Will be presented as part of the Mid-Year Budget Adjustment

## Operating Budget

The Operating Revenues are \$59.4M and reflect a projected net increase of \$15.9M or 36.5% from FY21. The year over year changes are detailed below in the Operating Revenues section. The Expenditures are \$253.0M and reflect a decrease of \$7.5M or 2.9% lower than FY21. Details of the year over year change are explained below in the Operating Expenditures section. The required Operating Subsidy is \$193.7M and is a decrease of \$23.3M from the FY21 Adopted Budget (see Attachment B).

The FY22 Proposed Budget Operating Statement by detailed categories compared to FY21 adopted budget, by Member Agency, by Line and historically over the last five years are included as Attachments C, D, E and F.

### Discussion of FY22 Proposed Budget Operating Statement

#### Operating Revenues

Operating Revenues include Farebox, Dispatching, Maintenance-of-Way (MOW) Revenues, interest, other minor miscellaneous revenues, and are estimated to total \$59.4M for FY22, an increase of \$15.9M or 36.5% compared to the FY21 Adopted Budget.

Farebox Revenues which are the largest component of the operating revenue, are projected at \$45.2M, an increase \$18.0M or 66.5% compared to the FY21 Adopted Budget. This increase reflects the steady recovery of ridership which was so negatively impacted by the COVID-19 pandemic for all of FY21.

Dispatching and MOW revenues from the freight railroads and Amtrak are based on existing agreements at the current rate of usage. The service reductions by Amtrak passenger rail in response to the COVID-19 pandemic have negatively affected the Revenues for both Dispatching and MOW. The budget of \$2.1M for Dispatching Revenue and \$11.6M for MOW Revenue reflect decreases of \$0.3M and \$1.4M respectively as compared to the FY21 Budget. Lack of advertising, and reduced filming revenues have contributed to the \$0.5 reduction in Other Revenues.

#### Operating Expenditures

Operating Expenditures are presented in the following four categories: Train Operations, Maintenance-of-Way (MOW), Administration and Services, and Insurance. Comparisons are to Adjusted Budget.

The Train Operations component of the Operating budget contains those costs necessary to provide Metrolink commuter rail services across the six-county service area, which includes



the direct costs of railroad operations, equipment maintenance, required support costs, and other administrative and operating costs. The FY21 Proposed Budget for expenditures related to Train Operations includes contingency and is \$141.3M.

Ordinary MOW expenditures are those costs necessary to perform the inspections and repairs needed to ensure reliable, safe, efficient operation of trains and safety of the public. The FY22 proposed budgeted amount for expenditures related to MOW is \$47.1M.

Administration and Services include internal expenditures related to Train Operations. The FY22 Proposed Budget for expenditures related to Administration & Services is \$47.8M.

The Category of Insurance and Legal is \$16.8M for the FY22 Proposed Budget.

Overall, the total FY22 Proposed Budget for expenditures is \$253.0M, and has decreased from the FY21 Adopted Budget by \$7.5M or 2.9%. The components of this change are as described below.

- Total Train Operations have decreased by \$10.1M or 6.7%. The primary drivers of this decrease are:
  - Train Operations Services have decreased \$2.3M as the result of a new contract;
  - Equipment Maintenance decreased by \$1.1M due to efficiencies in maintenance, and reduced material for Rolling Stock repairs;
  - Fuel expense decreased by \$0.8M due to the 30% service reduction;
  - Operating Facilities Maintenance decreased by \$0.7M created by efficiencies in operation;
  - TVD Maintenance/Revenue Collection decreased by \$1.6M due to reduced ridership, lower credit card fees;
  - Amtrak Transfers decreased by \$1.0M as a function of reduced service;
  - Rail Agreements decreased by \$2.1M caused by the 30% service reduction; and
  - Special Train costs have decreased by \$0.4M as an impact of the pandemic.
  
- MOW has decreased by \$0.8M or 1.6% from the FY21 Adjusted Budget primarily as a result of a new Track and Signals Contract.
- Administration and Services have increased from FY21 Adjusted Budget by \$1.6M or 3.5%, The primary drivers of this increase are:
  - An increase of Labor distribution to Operations Salaries for \$2.2M, in conjunction with an increase in medical insurance benefit costs;
  - Offset by a decrease of \$0.6M in charges to Indirect Administrative costs (overhead).
  - It is noteworthy that overall total Salaries in the Operations budget have increased by only 1.1%.

- Total Insurance expense has increased by \$1.9M or 12.5% from the FY21 budget, primarily as a result of the Rail insurance market shrinking and becoming increasingly costly.
  - Property and Liability Insurance premiums are higher by \$1.8M.

### Member Agency Operating Subsidy

- Member Agency subsidies are required to fund the difference between the total costs of operations and available revenues. The FY22 Proposed Budget estimates total Member Agency subsidies to equal \$193.7M, a decrease of \$23.3M, or 10.8% less than the FY21 Budget.
- The Budget Summary Comparison (Attachment B) includes a year over year comparison of net operating subsidy by Member Agency. In response to Member Agency requests, this schedule reflects the FY22 Proposed member subsidy in whole dollars which are required to create Member Agency Board requests.

### Capital Program Budget

#### Rehabilitation

The FY22 Proposed Rehabilitation Budget was developed based on the Metrolink Rehabilitation Plan (MRP) which was created in fulfillment of the Transit Asset Management (TAM) requirement, and to address the Authority's State of Good Repair (SOGR) needs. The MRP addresses two critical elements:

**Backlog** or total cost of renovating assets to achieve a current SOGR

**SOGR** - Annual cost of keeping assets in a SOGR.

In light of the financial stress created by the COVID-19 pandemic, the FY22 budget request addresses only the SOGR or annual cost of keeping assets in a SOGR. The FY22 Proposed Budget does not address the current backlog which is estimated to be over \$500M.

The Rehabilitation authorization request for FY22 was identified as necessary investments to maintain a SOGR. These projects total \$90.4M and are presented by Member Agency and by Line in Attachment G. Grants paid directly to Metrolink cover \$26.1M of this request. The total amount requested from Member Agencies will therefore be \$64.3M.

A listing of the individual projects, their location and description are provided in Attachment H.

## New Capital

The New Capital authorization request for FY22 was identified as necessary for safe and efficient rail operations. These projects total \$8.6M and are shown by Member Agency and by Line in Attachment I. Grants paid directly to Metrolink cover \$8.0M of this request. The total amount requested from Member Agencies will therefore be \$0.6M. The Authority is also endeavoring to secure a Grant to cover this \$0.6M.

A listing of the individual projects, their location and description are provided in Attachment J.

The FY22 Proposed Capital Program Budget request is \$99.0M by asset type as shown below:

<b>CAPITAL PROGRAM</b>	<b>FY2021-22</b>
Facilities	\$2,946
Grade Crossing	\$8,000
Rolling Stock	\$3,000
Structures	\$20,787
Track	\$42,440
Train Control	\$18,610
Vehicles	\$3,250
<b>Total Capital Investment</b>	<b>\$99,033</b>
Annual Cash Flow	\$4,952

Completion of the FY22 Proposed Capital Program projects are multi-year in nature. As such, the funding for the FY22 Budget requests may be viewed as each having a four-year funding commitment which would have the estimated cashflow impact over the subsequent fiscal years as shown in Attachment K.

## Operating Budget Attachments

The attachments as listed below provide additional detail on the FY22 Proposed Budget for the Operating as described:

- **Attachment A - Ridership Recovery Forecast Scenarios**
- **Attachment B - Budget Summary Comparison FY21 vs FY22**
- **Attachment C - Comparative Detailed Operating Statement** - a detail of the Operating Revenues, Expenses and Subsidy adopted for FY19 and proposed for FY20. This attachment also shows variances between FY19 Adopted Budget and FY20 Proposed Budget in dollars and percentages
- **Attachment D - Budget by Member Agency**
- **Attachment E - Budget by Line**
- **Attachment F - Historical Actual and Budgeted Operating Statements**. Actual Operating expense for FY17, FY18, FY19, FY20 and Adopted Operating Budget for FY21 and Proposed Operating Budget for FY22, with a variance comparison between FY21 Adopted Budget and FY22 Proposed Budget

## Capital Program Budget Attachments

The attachments as listed below provide additional detail on the FY22 Proposed Budget for the Capital Program as described:

- **Attachment G - FY22 Proposed Rehabilitation by Member Agency and Line**
- **Attachment H - FY22 Proposed Rehabilitation Projects Detail list** – Presents original request and funded amounts by subdivision, project category and Member Agency share.
- **Attachment I - FY22 Proposed New Capital by Member Agency and Line**
- **Attachment J - FY22 Propose New Capital Projects Detail list** - Presents original request and funded amounts by subdivision, project category and Member Agency share.
- **Attachment K - FY22 Proposed Capital Program Cashflow**

## Budget Impact

This report and the transmittal of the Proposed FY22 Budget has no impact on the Budget.

## Alternatives Considered

The Committee may recommend the transmission of the FY22 Budget with specific modifications. Staff does not recommend this approach as the Member Agency CEO's have provided general concurrence with the proposed subsidy amounts.

## Next Steps

April – June, 2021	Staff present at Member Agencies' Committee and Board meetings as may be requested
June 11, 2021	FY22 Proposed Budget to AFCOM for recommendation to Adopt
June 25, 2021	FY22 Proposed Budget to Metrolink Board for Adoption

Prepared by: Christine J. Wilson, Senior Manager, Finance

Approved by: Arnold Hackett, Interim Chief Financial Officer

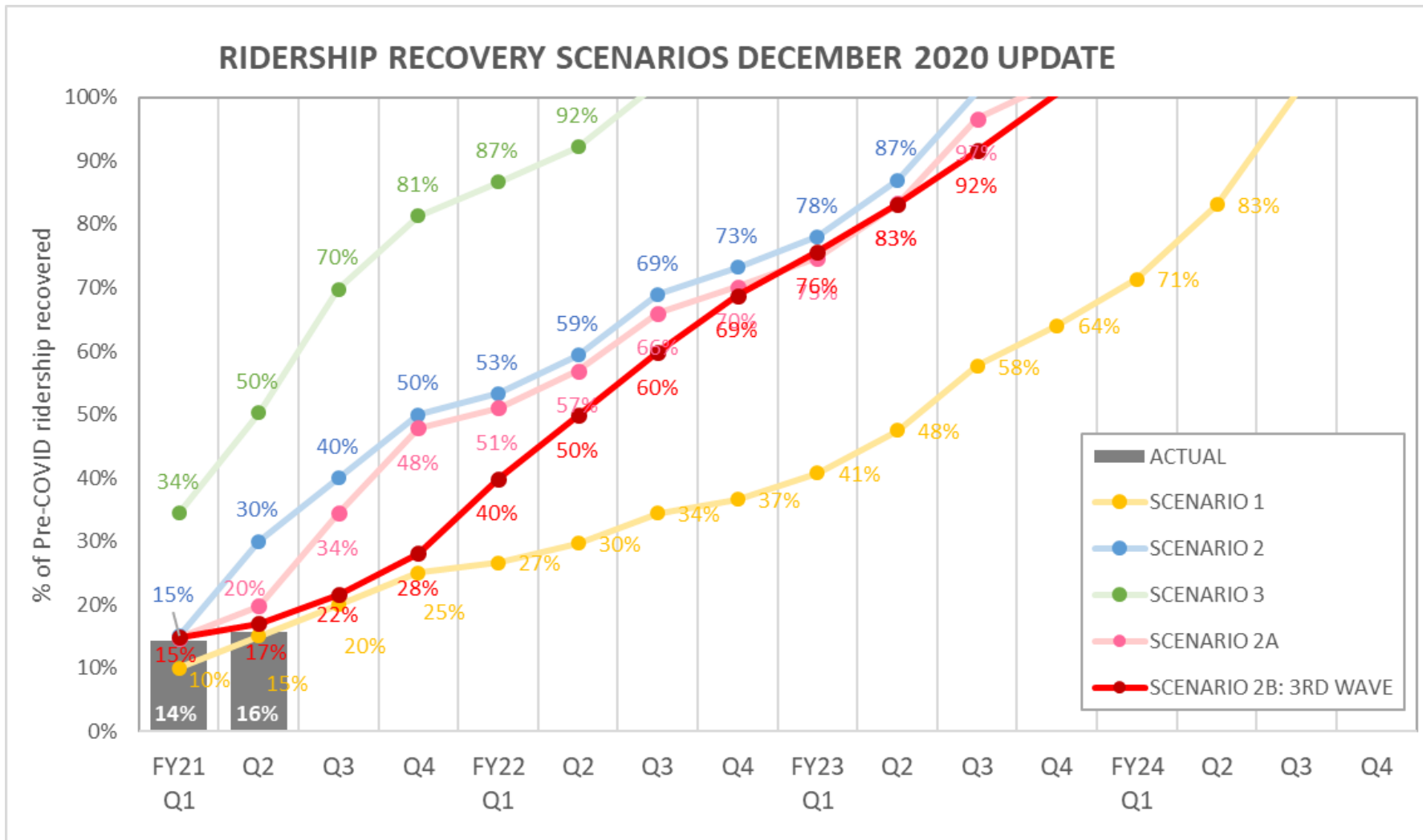
**Attachment(s)**

Attachment A - Ridership Recovery Forecast Scenarios  
Attachment B - Budget Summary Comparison FY21 vs FY22  
Attachment C - Comparative Detailed Operating Statement FY21 vs FY22  
Attachment D - Budget by Member Agency  
Attachment E - Budget by Line  
Attachment F - Historical Budget Comparison  
Attachment G - FY22 Proposed Rehab by MA & Line  
Attachment H - FY22 Proposed Rehabilitation Project list  
Attachment I - FY22 Proposed New Capital by MA & Line  
Attachment J - FY22 Proposed New Capital Project list  
Attachment K - FY22 Proposed Capital Program Cashflow

# Ridership Recovery Forecast Scenarios

## Planning Scenarios:

- 1 - Muted Recovery (Worst Case): Major economic downturn. Ridership recovery prolonged until FY24 Q3.
- 2 - Recession (Medium Case): Medical crisis triggers recession. Ridership recovery by FY23 Q3.
- 2A - Surge (Adjusted Medium Case): Surge in infections delays ridership recovery to FY23 Q4.
- 2B – 3<sup>rd</sup> Wave (Adjusted Medium 2A Case): Surge in infections delays ridership recovery to FY23 Q4.**
- 3 - No Recession (Best Case): Ridership recovery by FY22 Q3.



**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
FY21 and FY22 BUDGET SUMMARY COMPARISON**

<b>FY22 Proposed Budget</b>	<b>METRO</b>	<b>OCTA</b>	<b>RCTC</b>	<b>SBCTA</b>	<b>VCTC</b>	<b>TOTAL</b>
Total Revenues	29,213,825	15,604,054	5,044,779	7,252,509	2,244,130	<b>59,359,297</b>
Total Expenses	127,593,263	54,756,602	26,519,363	29,770,267	14,394,215	<b>253,033,710</b>
<b>Net Loss</b>	<b>(98,379,438)</b>	<b>(39,152,549)</b>	<b>(21,474,584)</b>	<b>(22,517,758)</b>	<b>(12,150,085)</b>	<b>(193,674,413)</b>

<b>FY21 Adopted Budget</b>	<b>METRO</b>	<b>OCTA</b>	<b>RCTC</b>	<b>SBCTA</b>	<b>VCTC</b>	<b>TOTAL</b>
Total Revenues	22,184,541	10,860,507	3,453,373	5,205,265	1,796,594	<b>43,500,280</b>
Total Expenses	132,107,013	56,793,223	27,233,210	30,272,432	14,101,906	<b>260,507,784</b>
<b>Net Loss</b>	<b>(109,922,472)</b>	<b>(45,932,716)</b>	<b>(23,779,837)</b>	<b>(25,067,166)</b>	<b>(12,305,312)</b>	<b>(217,007,504)</b>

<b>Comparison: FY22 to FY21</b>	<b>METRO</b>	<b>OCTA</b>	<b>RCTC</b>	<b>SBCTA</b>	<b>VCTC</b>	<b>TOTAL</b>	<b>Variance (%)</b>
Total Revenues	7,029,284	4,743,547	1,591,406	2,047,243	447,536	<b>15,859,016</b>	<b>36.46%</b>
Total Expenses	(4,513,750)	(2,036,621)	(713,847)	(502,165)	292,308	<b>(7,474,075)</b>	<b>(2.87%)</b>
<b>Net Loss</b>	<b>11,543,035</b>	<b>6,780,168</b>	<b>2,305,253</b>	<b>2,549,408</b>	<b>155,227</b>	<b>23,333,091</b>	<b>(10.75%)</b>

Attachment: FY22 Proposed Budget (7689 : SCRRRA Preliminary Budget Request for Fiscal Year 2021/2022)

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
FY21 and FY22 BUDGET COMPARISON**

	<b>FY21</b>	<b>FY21</b>	<b>FY22</b>	<b>VARIANCE FROM FY21</b>		<b>VARIANCE FROM FY21</b>	
	<b>ADOPTED</b>	<b>ADJUSTED</b>	<b>PROPOSED</b>	<b>ADOPTED BUDGET</b>		<b>ADJUSTED BUDGET</b>	
	<b>BUDGET</b>	<b>BUDGET</b>	<b>BUDGET</b>	<b>OVER/(UNDER)</b>		<b>OVER/(UNDER)</b>	
				<b>AMOUNT</b>	<b>%</b>	<b>AMOUNT</b>	<b>%</b>
<b>Operating Revenue</b>							
Farebox Revenue	26,218,749	26,218,749	41,547,178	15,328,429	58.46%	15,328,429	58.46%
Farebox Reduction Subsidy	700,000	700,000	1,125,608	425,608	60.80%	425,608	60.80%
Other Train Subsidies	0	0	2,351,912	2,351,912	0.00%	2,351,912	0.00%
Special Trains	218,887	218,887	150,000	(68,887)	(31.47%)	(68,887)	(31.47%)
<b>Subtotal Pro Forma Farebox</b>	<b>27,137,636</b>	<b>27,137,636</b>	<b>45,174,698</b>	<b>18,037,061</b>	<b>66.47%</b>	<b>18,037,061</b>	<b>66.47%</b>
Dispatching	2,327,307	2,327,307	2,053,871	(273,436)	(11.75%)	(273,436)	(11.75%)
Other Revenues	1,075,000	1,075,000	575,000	(500,000)	(46.51%)	(500,000)	(46.51%)
MOW Revenues	12,960,337	12,960,337	11,555,728	(1,404,609)	(10.84%)	(1,404,609)	(10.84%)
<b>Total Operating Revenues</b>	<b>43,500,280</b>	<b>43,500,280</b>	<b>59,359,297</b>	<b>15,859,017</b>	<b>36.46%</b>	<b>15,859,017</b>	<b>36.46%</b>
<b>Operating Expenses</b>							
<b>Operations &amp; Services</b>							
Train Operations	49,978,200	47,448,200	45,095,901	(4,882,299)	(9.77%)	(2,352,299)	(4.96%)
Equipment Maintenance	39,202,056	38,728,622	37,594,367	(1,607,689)	(4.10%)	(1,134,255)	(2.93%)
Fuel	20,538,530	20,212,070	19,416,673	(1,121,857)	(5.46%)	(795,397)	(3.94%)
Non-Sched Rolling Stock Repairs	140,000	140,000	100,000	(40,000)	(28.57%)	(40,000)	(28.57%)
Operating Facilities Maintenance	1,745,225	2,303,649	1,654,008	(91,217)	(5.23%)	(649,641)	(28.20%)
Other Operating Train Services	983,682	989,081	916,115	(67,567)	(6.87%)	(72,966)	(7.38%)
Rolling Stock Lease	230,000	230,460	0	(230,000)	(100.00%)	(230,460)	(100.00%)
Security	10,762,704	13,762,704	13,533,013	2,770,309	25.74%	(229,691)	(1.67%)
Public Safety Program	105,404	102,151	102,194	(3,210)	(3.05%)	43	0.04%
Passenger Relations	1,811,841	1,811,841	1,869,975	58,134	3.21%	58,134	3.21%
TVM Maint/Revenue Collection	6,827,191	6,178,669	4,613,646	(2,213,545)	(32.42%)	(1,565,023)	(25.33%)
Marketing	2,408,141	2,408,141	2,867,500	459,359	19.08%	459,359	19.08%
Media & External Communications	480,775	495,775	361,900	(118,875)	(24.73%)	(133,875)	(27.00%)
Utilities / Leases	3,066,332	3,057,812	2,965,010	(101,322)	(3.30%)	(92,802)	(3.03%)
Transfers to Other Operators	2,982,650	2,880,900	3,276,436	293,786	9.85%	395,536	13.73%
Amtrak Transfers	1,853,998	1,853,998	823,581	(1,030,417)	(55.58%)	(1,030,417)	(55.58%)
Station Maintenance	2,297,810	2,281,933	2,065,000	(232,810)	(10.13%)	(216,933)	(9.51%)
Rail Agreements	5,804,314	5,715,314	3,640,851	(2,163,463)	(37.27%)	(2,074,463)	(36.30%)
Holiday Trains	255,000	255,000	265,000	10,000	3.92%	10,000	3.92%
Special Trains	524,100	524,100	92,000	(432,100)	(82.45%)	(432,100)	(82.45%)
<b>Subtotal Operations &amp; Services</b>	<b>151,997,953</b>	<b>151,380,420</b>	<b>141,253,170</b>	<b>(10,744,783)</b>	<b>(7.07%)</b>	<b>(10,127,250)</b>	<b>(6.69%)</b>
<b>Maintenance-of-Way</b>							
MoW - Line Segments	46,611,431	46,826,045	46,395,469	(215,961)	(0.46%)	(430,575)	(0.92%)
MoW - Extraordinary Maintenance	1,050,207	1,050,207	697,300	(352,907)	(33.60%)	(352,907)	(33.60%)
<b>Subtotal Maintenance-of-Way</b>	<b>47,661,638</b>	<b>47,876,252</b>	<b>47,092,769</b>	<b>(568,868)</b>	<b>(1.19%)</b>	<b>(783,482)</b>	<b>(1.64%)</b>
<b>Administration &amp; Services</b>							
Ops Salaries & Fringe Benefits	14,626,597	14,626,597	16,816,671	2,190,074	14.97%	2,190,074	14.97%
Ops Non-Labor Expenses	7,518,370	8,820,333	8,653,705	1,135,335	15.10%	(166,628)	(1.89%)
Indirect Administrative Expenses	20,977,819	20,519,263	19,889,450	(1,088,370)	(5.19%)	(629,813)	(3.07%)
Ops Professional Services	2,558,508	2,163,021	2,398,236	(160,272)	(6.26%)	235,215	10.87%
<b>Subtotal Administration &amp; Services</b>	<b>45,681,294</b>	<b>46,129,214</b>	<b>47,758,061</b>	<b>2,076,767</b>	<b>4.55%</b>	<b>1,628,848</b>	<b>3.53%</b>
Contingency	200,000	154,999	90,000	(110,000)	(55.00%)	(64,999)	(41.94%)
<b>Total Operating Expenses</b>	<b>245,540,885</b>	<b>245,540,884</b>	<b>236,194,001</b>	<b>(9,346,884)</b>	<b>(3.81%)</b>	<b>(9,346,884)</b>	<b>(3.81%)</b>
<b>Insurance Expense (Recoveries)</b>							
Liability/Property/Auto/Misc	12,864,528	12,864,528	14,677,210	1,812,682	14.09%	1,812,682	14.09%
Net Claims / SI	1,000,000	1,000,000	990,000	(10,000)	(1.00%)	(10,000)	(1.00%)
Claims Administration	1,102,371	1,102,371	1,172,499	70,128	6.36%	70,128	6.36%
<b>Subtotal Insurance Expense (Recoveries)</b>	<b>14,966,899</b>	<b>14,966,899</b>	<b>16,839,709</b>	<b>1,872,810</b>	<b>12.51%</b>	<b>1,872,810</b>	<b>12.51%</b>
<b>Total Expenses</b>	<b>260,507,784</b>	<b>260,507,784</b>	<b>253,033,710</b>	<b>(7,474,074)</b>	<b>(2.87%)</b>	<b>(7,474,075)</b>	<b>(2.87%)</b>
<b>Net Loss - Subsidy</b>	<b>(217,007,504)</b>	<b>(217,007,504)</b>	<b>(193,674,413)</b>	<b>23,333,091</b>	<b>(10.75%)</b>	<b>23,333,091</b>	<b>(10.75%)</b>

Attachment: FY22 Proposed Budget (7689 : SCRRRA Preliminary Budget Request for Fiscal Year 2021/2022)



SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY  
 FISCAL YEAR 2021-22 PROPOSED BUDGET  
 Annual Operating Budget Distribution by Cost Component

(000's)	Proposed FY2021-22 Budget					TOTAL
	METRO	OCTA	RCTC	SBCTA	VCTC	
<b>Operating Revenue</b>						
Farebox Revenue	\$ 18,685	\$ 12,159	\$ 4,264	\$ 4,963	\$ 1,477	\$ 41,547
Fare Reduction Subsidy	673	-	-	452	-	\$ 1,126
Other Train Subsidies	2,352	-	-	-	-	\$ 2,352
Special Trains	53	50	9	8	30	\$ 150
<b>Subtotal-Pro Forma FareBox</b>	<b>21,763</b>	<b>12,209</b>	<b>4,273</b>	<b>5,423</b>	<b>1,507</b>	<b>\$ 45,175</b>
Dispatching	1,060	647	14	96	237	\$ 2,054
Other Revenues	288	142	51	72	21	\$ 575
MOW Revenues	6,103	2,606	706	1,661	479	\$ 11,556
<b>Total Operating Revenue</b>	<b>29,214</b>	<b>15,604</b>	<b>5,045</b>	<b>7,253</b>	<b>2,244</b>	<b>\$ 59,359</b>
<b>Operating Expenses</b>						
<b>Operations &amp; Services</b>						
Train Operations	23,859	9,933	3,952	5,401	1,951	\$ 45,096
Equipment Maintenance	18,434	8,720	4,346	4,453	1,641	\$ 37,594
Fuel	9,830	4,606	1,701	2,450	829	\$ 19,417
Non-Scheduled Rolling Stock Repairs	51	24	10	12	3	\$ 100
Operating Facilities Maintenance	846	398	167	191	51	\$ 1,654
Other Operating Train Services	455	127	110	152	73	\$ 916
Rolling Stock Lease	-	-	-	-	-	-
Security	7,101	2,812	1,434	1,518	668	\$ 13,533
Public Safety Program	48	18	15	11	10	\$ 102
Passenger Relations	920	498	157	234	60	\$ 1,870
TVM Maintenance/Revenue Collection	1,919	1,070	812	517	295	\$ 4,614
Marketing	1,441	722	245	360	99	\$ 2,868
Media & External Communications	172	62	54	38	36	\$ 362
Utilities/Leases	1,407	511	441	311	295	\$ 2,965
Transfers to Other Operators	1,743	850	235	343	106	\$ 3,276
Amtrak Transfers	253	519	-	-	51	\$ 824
Station Maintenance	1,199	331	142	294	98	\$ 2,065
Rail Agreements	1,359	955	876	197	254	\$ 3,641
Holiday Trains	77	87	-	21	81	\$ 265
Special Trains	44	32	16	-	-	\$ 92
<b>Subtotal Operations &amp; Services</b>	<b>71,159</b>	<b>32,275</b>	<b>14,715</b>	<b>16,501</b>	<b>6,604</b>	<b>\$ 141,253</b>
<b>Maintenance-of-Way</b>						
MoW - Line Segments	24,566	9,543	3,231	6,146	2,910	\$ 46,395
MoW - Extraordinary Maintenance	408	100	66	74	48	\$ 697
<b>Subtotal Maintenance-of-Way</b>	<b>24,974</b>	<b>9,643</b>	<b>3,298</b>	<b>6,220</b>	<b>2,958</b>	<b>\$ 47,093</b>
<b>Administration &amp; Services</b>						
Ops Salaries & Fringe Benefits	7,978	2,910	2,494	1,767	1,667	\$ 16,817
Ops Non-Labor Expenses	4,253	2,017	980	989	415	\$ 8,654
Indirect Administrative Expenses	9,436	3,427	2,960	2,088	1,979	\$ 19,889
Ops Professional Services	1,138	413	357	252	239	\$ 2,398
<b>Subtotal Admin &amp; Services</b>	<b>22,804</b>	<b>8,768</b>	<b>6,791</b>	<b>5,097</b>	<b>4,300</b>	<b>\$ 47,758</b>
<b>Contingency</b>	<b>43</b>	<b>16</b>	<b>13</b>	<b>9</b>	<b>9</b>	<b>\$ 90</b>
<b>Total Operating Expenses</b>	<b>118,979</b>	<b>50,701</b>	<b>24,816</b>	<b>27,828</b>	<b>13,870</b>	<b>\$ 236,194</b>
<b>Insurance and Legal</b>						
Liability/Property/Auto	7,508	3,535	1,484	1,693	457	\$ 14,677
Net Claims / SI	506	238	100	114	31	\$ 990
Claims Administration	600	282	119	135	36	\$ 1,172
<b>Total Net Insurance and Legal</b>	<b>8,614</b>	<b>4,056</b>	<b>1,703</b>	<b>1,943</b>	<b>524</b>	<b>\$ 16,840</b>
<b>Total Expense</b>	<b>127,593</b>	<b>54,757</b>	<b>26,519</b>	<b>29,770</b>	<b>14,394</b>	<b>\$ 253,034</b>
<b>Loss / Member Subsidy</b>	<b>(98,379)</b>	<b>(39,153)</b>	<b>(21,475)</b>	<b>(22,518)</b>	<b>(12,150)</b>	<b>(193,674)</b>

Attachment: FY22 Proposed Budget (7689 : SCRRRA Preliminary Budget Request for Fiscal Year 2021/2022)

(000's)	Proposed FY2021-22 Budget - Line Allocation								TOTAL
	San Bernardino	Ventura County	Antelope Valley	Riverside	Orange County	OC MSEP	IEOC	91/PVL	
<b>Operating Revenue</b>									
Farebox Revenue	\$ 8,836	\$ 3,745	\$ 5,438	\$ 3,824	\$ 11,054	\$ 120	\$ 4,839	\$ 3,689	\$ 41,547
Fare Reduction Subsidy	1,126	-	-	-	-	-	-	-	\$ 1,126
Other Train Subsidies	750	93	912	299	183	-	-	115	\$ 2,352
Special Trains	46	18	36	-	33	-	-	18	\$ 150
<b>Subtotal-Pro Forma FareBox</b>	<b>10,758</b>	<b>3,856</b>	<b>6,386</b>	<b>4,124</b>	<b>11,270</b>	<b>120</b>	<b>4,839</b>	<b>3,822</b>	<b>\$ 45,175</b>
Dispatching	331	467	307	2	915	5	6	22	\$ 2,054
Other Revenues	145	55	94	46	124	4	64	44	\$ 575
MOW Revenues	3,486	1,407	2,907	183	1,540	7	1,281	745	\$ 11,556
<b>Total Operating Revenue</b>	<b>14,719</b>	<b>5,784</b>	<b>9,693</b>	<b>4,355</b>	<b>13,849</b>	<b>137</b>	<b>6,190</b>	<b>4,633</b>	<b>\$ 59,359</b>
<b>Operating Expenses</b>									
<b>Operations &amp; Services</b>									
Train Operations	11,335	4,570	9,833	2,597	5,803	764	6,116	4,078	\$ 45,096
Equipment Maintenance	8,464	3,851	7,335	2,621	5,492	1,136	4,466	4,229	\$ 37,594
Fuel	4,788	1,828	3,716	1,209	2,875	207	3,025	1,769	\$ 19,417
Non-Scheduled Rolling Stock Repairs	23	8	21	7	16	2	12	11	\$ 100
Operating Facilities Maintenance	388	136	341	108	267	38	199	176	\$ 1,654
Other Operating Train Services	287	122	133	110	57	20	83	103	\$ 916
Rolling Stock Lease	-	-	-	-	-	-	-	-	\$ -
Security	2,840	1,328	3,246	1,144	1,746	276	1,587	1,366	\$ 13,533
Public Safety Program	15	17	18	15	8	3	12	14	\$ 102
Passenger Relations	475	158	315	135	422	10	227	129	\$ 1,870
TVM Maintenance/Revenue Collection	818	670	744	363	511	209	677	621	\$ 4,614
Marketing	733	262	460	226	646	15	311	215	\$ 2,868
Media & External Communications	53	60	65	54	28	10	41	51	\$ 362
Utilities/Leases	433	493	535	444	228	81	336	415	\$ 2,965
Transfers to Other Operators	704	272	678	243	952	-	166	262	\$ 3,276
Amtrak Transfers	-	123	-	-	700	-	-	-	\$ 824
Station Maintenance	646	278	392	136	373	5	14	222	\$ 2,065
Rail Agreements	-	596	-	1,149	472	-	669	755	\$ 3,641
Holiday Trains	81	-	51	-	87	-	-	47	\$ 265
Special Trains	28	32	31	-	-	-	-	-	\$ 92
<b>Subtotal Operations &amp; Services</b>	<b>32,111</b>	<b>14,806</b>	<b>27,914</b>	<b>10,562</b>	<b>20,681</b>	<b>2,778</b>	<b>17,941</b>	<b>14,462</b>	<b>\$ 141,253</b>
<b>Maintenance-of-Way</b>									
MoW - Line Segments	13,327	7,254	10,231	1,192	6,207	26	4,977	3,181	\$ 46,395
MoW - Extraordinary Maintenance	153	105	111	97	117	-	94	21	\$ 697
<b>Subtotal Maintenance-of-Way</b>	<b>13,480</b>	<b>7,359</b>	<b>10,342</b>	<b>1,288</b>	<b>6,325</b>	<b>26</b>	<b>5,071</b>	<b>3,201</b>	<b>\$ 47,093</b>
<b>Administration &amp; Services</b>									
Ops Salaries & Fringe Benefits	2,463	2,784	3,045	2,509	1,309	459	1,904	2,344	\$ 16,817
Ops Non-Labor Expenses	1,897	905	1,635	634	1,409	55	1,184	934	\$ 8,654
Indirect Administrative Expenses	2,902	3,306	3,592	2,979	1,531	545	2,251	2,783	\$ 19,889
Ops Professional Services	350	399	433	359	185	66	271	336	\$ 2,398
<b>Subtotal Admin &amp; Services</b>	<b>7,612</b>	<b>7,394</b>	<b>8,705</b>	<b>6,482</b>	<b>4,434</b>	<b>1,125</b>	<b>5,610</b>	<b>6,396</b>	<b>\$ 47,758</b>
<b>Contingency</b>	<b>13</b>	<b>15</b>	<b>16</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>10</b>	<b>13</b>	<b>\$ 90</b>
<b>Total Operating Expenses</b>	<b>53,216</b>	<b>29,574</b>	<b>46,977</b>	<b>18,346</b>	<b>31,447</b>	<b>3,931</b>	<b>28,632</b>	<b>24,071</b>	<b>\$ 236,194</b>
<b>Insurance and Legal</b>									
Liability/Property/Auto	3,443	1,209	3,025	960	2,371	337	1,770	1,563	\$ 14,677
Net Claims / SI	232	82	204	65	160	23	119	105	\$ 990
Claims Administration	275	97	242	77	189	27	141	125	\$ 1,172
<b>Total Net Insurance and Legal</b>	<b>3,951</b>	<b>1,387</b>	<b>3,470</b>	<b>1,101</b>	<b>2,720</b>	<b>386</b>	<b>2,031</b>	<b>1,793</b>	<b>\$ 16,840</b>
<b>Total Expense</b>	<b>57,167</b>	<b>30,961</b>	<b>50,447</b>	<b>19,448</b>	<b>34,167</b>	<b>4,317</b>	<b>30,663</b>	<b>25,864</b>	<b>\$ 253,034</b>
<b>Loss / Member Subsidy</b>	<b>(42,448)</b>	<b>(25,177)</b>	<b>(40,754)</b>	<b>(15,093)</b>	<b>(20,318)</b>	<b>(4,181)</b>	<b>(24,473)</b>	<b>(21,231)</b>	<b>(193,674)</b>

Attachment: FY22 Proposed Budget (7689 : SCRRA Preliminary Budget Request for Fiscal Year 2021/2022)

Annual Operating Budget by Cost Component by Fiscal Year  
(\$000s)

	FY2016-17 Actual	FY2017-18 Actual	FY2018-19 Actual	FY2019-20 Actual	FY2020-21 Adopted Budget	FY2021-22 Proposed Budget	FY2021-22 Proposed Budget vs FY2020-21 Adopted Budget	
							\$	%
							Variance	Variance
<b>Operating Revenue</b>								
Farebox Revenue	82,883	82,542	79,007	61,843	26,219	41,547	15,328	58.5%
Fare Reduction Subsidy	490	157	3,147	1,090	700	1,126	426	60.8%
Other Train Subsidies	-	-	-	-	-	2,352	2,352	n/a
Special Trains	-	-	-	171	219	150	(69)	-31.5%
<b>Subtotal-Pro Forma FareBox</b>	<b>83,373</b>	<b>82,699</b>	<b>82,154</b>	<b>63,104</b>	<b>27,138</b>	<b>45,175</b>	<b>18,037</b>	<b>66.5%</b>
Dispatching	2,016	2,133	2,136	2,300	2,327	2,054	(273)	-11.7%
Other Revenues	762	463	790	254	1,075	575	(500)	-46.5%
MOW Revenues	12,384	12,789	13,017	13,301	12,960	11,556	(1,405)	-10.8%
<b>Total Operating Revenue</b>	<b>98,535</b>	<b>98,084</b>	<b>98,097</b>	<b>78,958</b>	<b>43,500</b>	<b>59,359</b>	<b>15,859</b>	<b>36.5%</b>
<b>Operating Expenses</b>								
<b>Operations &amp; Services</b>								
Train Operations	41,616	42,116	43,093	45,701	49,978	45,096	(4,882)	-9.8%
Equipment Maintenance	35,422	34,242	36,642	36,861	39,202	37,594	(1,608)	-4.1%
Fuel	18,207	17,577	23,582	21,150	20,539	19,417	(1,122)	-5.5%
Non-Scheduled Rolling Stock Repairs	1	56	87	92	140	100	(40)	-28.6%
Operating Facilities Maintenance	1,475	1,493	1,683	1,569	1,745	1,654	(91)	-5.2%
Other Operating Train Services	449	722	1,069	863	984	916	(68)	-6.9%
Rolling Stock Lease	230	11	230	231	230	-	(230)	-100.0%
Security	7,315	7,821	8,715	9,367	10,763	13,533	2,770	25.7%
Public Safety Program	203	193	209	55	105	102	(3)	-3.0%
Passenger Relations	1,868	1,723	1,769	1,786	1,812	1,870	58	3.2%
TVM Maintenance/Revenue Collection	7,934	8,188	7,871	7,594	6,827	4,614	(2,214)	-32.4%
Marketing	716	1,307	4,304	1,359	2,408	2,868	459	19.1%
Media & External Communications	249	320	348	410	481	362	(119)	-24.7%
Utilities/Leases	2,614	2,804	2,775	2,762	3,066	2,965	(101)	-3.3%
Transfers to Other Operators	6,003	3,818	5,608	5,394	2,983	3,276	294	9.8%
Amtrak Transfers	1,307	1,678	1,497	1,166	1,854	824	(1,030)	-55.6%
Station Maintenance	1,196	1,575	1,847	1,980	2,298	2,065	(233)	-10.1%
Rail Agreements	5,155	4,938	5,696	5,159	5,804	3,641	(2,163)	-37.3%
Holiday Trains	-	-	-	57	255	265	10	3.9%
Special Trains	-	-	-	524	524	92	(432)	-82.4%
<b>Subtotal Operations &amp; Services</b>	<b>131,960</b>	<b>130,582</b>	<b>147,026</b>	<b>144,081</b>	<b>151,998</b>	<b>141,253</b>	<b>(10,745)</b>	<b>-7.1%</b>
<b>Maintenance-of-Way</b>								
MoW - Line Segments	37,355	42,411	43,112	43,375	46,611	46,395	(216)	-0.5%
MoW - Extraordinary Maintenance	1,260	594	801	864	1,050	697	(353)	-33.6%
<b>Subtotal Maintenance-of-Way</b>	<b>38,615</b>	<b>43,005</b>	<b>43,913</b>	<b>44,239</b>	<b>47,662</b>	<b>47,093</b>	<b>(569)</b>	<b>-1.2%</b>
<b>Administration &amp; Services</b>								
Ops Salaries & Fringe Benefits	13,808	12,507	13,484	15,497	14,627	16,817	2,190	15.0%
Ops Non-Labor Expenses	5,046	5,890	6,725	7,645	7,518	8,654	1,135	15.1%
Indirect Administrative Expenses	14,090	19,333	16,151	18,254	20,978	19,889	(1,088)	-5.2%
Ops Professional Services	1,963	2,687	2,423	3,019	2,559	2,398	(160)	-6.3%
<b>Subtotal Admin &amp; Services</b>	<b>34,907</b>	<b>40,417</b>	<b>38,784</b>	<b>44,415</b>	<b>45,681</b>	<b>47,758</b>	<b>2,077</b>	<b>4.5%</b>
<b>Contingency (Non-Train Ops)</b>	<b>2</b>	<b>15</b>	<b>-</b>	<b>11</b>	<b>200</b>	<b>90</b>	<b>(110)</b>	<b>-55.0%</b>
<b>Total Operating Expenses</b>	<b>205,484</b>	<b>214,019</b>	<b>229,723</b>	<b>232,745</b>	<b>245,541</b>	<b>236,194</b>	<b>(9,347)</b>	<b>-3.8%</b>
<b>Insurance and Legal</b>								
Liability/Property/Auto	11,061	9,748	9,429	9,870	12,865	14,677	1,813	14.1%
Net Claims / SI	5,116	8,551	1,212	2,303	1,000	990	(10)	-1.0%
Claims Administration	704	585	682	367	1,102	1,172	70	6.4%
<b>Net Insurance and Legal</b>	<b>16,880</b>	<b>18,883</b>	<b>11,324</b>	<b>12,540</b>	<b>14,967</b>	<b>16,840</b>	<b>1,873</b>	<b>12.5%</b>
<b>Total BNSF Lease Expenses</b>	<b>5,669</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>n/a</b>
<b>TOTAL EXPENSES</b>	<b>228,033</b>	<b>232,902</b>	<b>241,046</b>	<b>245,285</b>	<b>260,508</b>	<b>253,034</b>	<b>(7,474)</b>	<b>-2.9%</b>
<b>Net Loss</b>	<b>(129,498)</b>	<b>(134,818)</b>	<b>(142,949)</b>	<b>(166,327)</b>	<b>(217,008)</b>	<b>(193,674)</b>	<b>23,333</b>	<b>-10.8%</b>
<b>All Member Subsidies</b>	<b>141,989</b>	<b>142,399</b>	<b>150,550</b>	<b>156,578</b>	<b>217,008</b>	<b>193,674</b>	<b>(23,333)</b>	<b>-10.8%</b>
<b>Surplus / (Deficit)</b>	<b>12,491</b>	<b>7,581</b>	<b>7,600</b>	<b>(9,748)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>n/a</b>

Attachment: FY22 Proposed Budget (7689 : SCRRA Preliminary Budget Request for Fiscal Year 2021/2022)

Numbers may not foot due to rounding.

NOTE: All Historical Comparisons are to the Adopted Budget

# FY22 PROPOSED REHABILITATION BY MEMBER AGENCY & LINE

## By Member Agency

FY2022 PROPOSED REHABILITATION REQUEST	<u>TOTAL REQUEST</u>	<u>METRO</u>	<u>OCTA</u>	<u>RCTC</u>	<u>SBCTA</u>	<u>VCTC</u>	<u>OTHER<sup>1</sup></u>
	\$90,433,000	\$33,064,794	\$15,047,906	\$4,226,859	\$7,279,641	\$4,711,300	\$26,102,500

## By Line

FY2022 PROPOSED REHABILITATION REQUEST	<u>TOTAL REQUEST</u>	<u>Systemwide</u>	<u>San Bernardino</u>	<u>Ventura County</u>	<u>Antelope Valley</u>	<u>Riverside</u>	<u>Orange County</u>	<u>IEOC</u>	<u>91/PVL</u>
	\$90,433,000	\$16,890,000	\$12,112,000	\$31,005,000	\$16,376,000	\$0	\$11,700,000	\$0	\$2,350,000

<sup>1</sup>“Other” are Grants directly to Metrolink



# REHABILITATION PROJECT PROPOSALS FOR FY2022 BUDGET

02/26/21

ROW#	PROJECT #	TYPE	SUBDIVISION	ROUTE LINE	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
1	2380	Rehab	All	All	NA	Worn	High	Track	SYSTEMWIDE TRACK REHABILITATION	Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail Grinding: ongoing systemwide program - Surfacing Program to restore track profiles and cross sections - Infrastructure study & planning and data collection for condition assessments	5,000,000	2,375,000	990,000	555,000	720,000	360,000	-
2	2403	Rehab	All	All	NA	Worn	High	Train Control	SYSTEMWIDE TRAIN CONTROL SYSTEMS REHABILITATION	Systemwide Train Control Systems Rehabilitation addresses PTC, Centralized Train Control systems and equipment to sufficiently rehabilitate aging infrastructure and growing backlog. See the justification section for discussion on aged assets and standard life. Train Control Back Office: 1) DOC/MOC Backup Systems 2) Workstations/Laptops 3) CAD/BOS/MDM/IC3 4) Routers/Switches 5) On-Board Train Control Systems 6) Software/Hardware for Locomotives & Cab Cars	5,000,000	2,375,000	990,000	555,000	720,000	360,000	-
3	2404	Rehab	All	All	NA	Worn	High	Non-Revenue Fleet	MAINTENANCE-OF-WAY (MOW) VEHICLES & EQUIPMENT - REPLACEMENT & OVERHAUL	MOW vehicles and equipment major overhaul and replacement via new acquisition or lease-to-purchase addresses the fleet of specialized & ops. vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way. Replacement of MOW equipment and vehicles; Rehabilitation of MOW equipment. 1) Front loader 2) Freightliner 108SD 3) Various MOW equipment (light towers, air compressors, portable generators) 4) Dynamic Rail rider/Excavator 5) All terrain Fork Lift 6) HY rail SUV 7) Five (5) SUV's 8) Three (3) signal maintainers 9) Two (2) Brush trucks Ford F-350 4X4	2,650,000	1,258,750	524,700	294,150	381,600	190,800	-
4	2405	Rehab	All	All	NA	Worn	High	Facilities	FACILITIES REHABILITATION	Facilities rehabilitation addresses components and subcomponents that support the maintenance of rolling stock and offices for staff duties. Specific work to include: - Building storage facility for new locomotive battery storage - Phase 1: MOW health and welfare facilities installation, rehab and utility connections - Phase 1: Facilities equipment purchase and replacement - Pilot a design to automotive and install predictive failure notifications for facilities equipment to detect and repair failures before they become impact to rail operations	1,000,000	475,000	198,000	111,000	144,000	72,000	-
5	2406	Rehab	All	All	NA	Worn	High	Rolling Stock	ROLLING STOCK REHABILITATION	Rolling Stock rehabilitation addresses the revenue fleet of railcars and cab cars. Specific work for the FY22 Budget includes rehabilitation of the highest priority HVAC systems and other critical systems on rail car fleet.	3,000,000	1,425,000	594,000	333,000	432,000	216,000	-
<b>ALL SHARE PROJECT PROPOSAL REQUEST</b>											<b>16,650,000</b>	<b>7,908,750</b>	<b>3,296,700</b>	<b>1,848,150</b>	<b>2,397,600</b>	<b>1,198,800</b>	<b>-</b>
6	2376	Rehab	SB Shortway	All	0.42 - 2.1	Worn	High	Track	SHORT WAY SUBDIVISION TRACK REHABILITATION	Short Way Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include: rehabilitation of 553 ft of rail, in-kind, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards.	240,000	122,844	51,206	28,709	37,241	-	-
<b>SHORTWAY PROJECT PROPOSAL REQUEST</b>											<b>240,000</b>	<b>122,844</b>	<b>51,206</b>	<b>28,709</b>	<b>37,241</b>	<b>-</b>	<b>-</b>

Attachment: FY22 Proposed Budget (7689 : SCRRRA Preliminary Budget Request for Fiscal Year 2021/2022)

ROW#	PROJECT #	TYPE	SUBDIVISION	ROUTE LINE	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
7	2357	Rehab	San Gabriel	San Bernardino Line	1.08 - 56.52	Worn	High	Track	SAN GABRIEL SUBDIVISION TRACK REHABILITATION	San Gabriel Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work includes: replacement of 7,000 wood ties and rehabilitation of seven crossings, in-kind, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards.	5,350,000	3,210,000	-	-	2,140,000	-	-
8	2382	Rehab	San Gabriel	San Bernardino Line	1.08 - 56.52	Worn	High	Structures	SAN GABRIEL SUBDIVISION STRUCTURES REHABILITATION	San Gabriel Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Load rating updates for Bridges on San Gabriel sub and hydrology analysis, design, and replacement of one Railtop bridge based on the current condition of the structure.	2,762,000	1,657,200	-	-	1,104,800	-	-
9	2397	Rehab	San Gabriel	San Bernardino Line	1.08 - 56.52	Worn	High	Train Control	SAN GABRIEL SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	San Gabriel Sub Train Control Systems Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Positive Train Control (PTC) systems - Signal systems - Crossing systems - Communication systems - Centralized train control systems  COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB  SIGNALS: 1) Amar Road MP 16.43 2) Hamburger Lane MP 16.90 3) Merced Avenue MP 18.03 4) Macdevitt Street MP18.36 5) Vincent Avenue MP 20.90 6) Lark Ellen Avenue MP 21.40 7) Azusa Avenue MP 21.91 8) Hollenbeck Avenue MP 22.41	4,000,000	2,400,000	-	-	1,600,000	-	-
<b>SAN GABRIEL PROJECTS REQUEST</b>											<b>12,112,000</b>	<b>7,267,200</b>	-	-	<b>4,844,800</b>	-	-
10	2356	Rehab	Valley	Antelope Valley Line	3.67 - 76.63	Worn	High	Track	VALLEY SUBDIVISION TRACK REHABILITATION	Valley Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include: replacement of 35,000 ft of rail; removal and replacement of four crossings; rehabilitation of two turnouts. All trackwork will bring the existing track conditions up to current Metrolink Standards.	8,000,000	8,000,000	-	-	-	-	-
11	2381	Rehab	Valley	Antelope Valley Line	3.67 - 76.63	Worn	High	Structures	VALLEY SUBDIVISION STRUCTURES REHABILITATION	Valley Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Scope of work for these project will include design, environmental permitting, load rating updates in accordance with FRA regulations, r/w grading near the limits of structures. Construction funds will be requested in subsequent FY's.	3,180,000	3,180,000	-	-	-	-	-

ROW#	PROJECT #	TYPE	SUBDIVISION	ROUTE LINE	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
12	2396	Rehab	Valley	Antelope Valley Line	3.67 - 76.63	Worn	High	Train Control	VALLEY SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Valley Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems  COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB  SIGNALS: 1) Head Out Signal MP 5.4 (Terry Lumber Spur) - Replace EC4 Unit with New EC5 Controller 2) Rainbow Glen Drive MP 36.33 - Replace crossing house and internal control equipment 3) CP Portal MP 28.0 - Replace CP House, internal control equipment, & power switch machine 4) CP Hood MP 30.20 - Replace CP House, internal control equipment, & power switch machine 5) CP Canyon MP 33.4 - Replace CP House, internal control equipment, & power switch machine 6) CP Honby MP 38.6 - Replace CP House, internal control equipment, & power switch machine 7) HBD / DED MP 7.7 - Replace wayside detector	3,250,000	3,250,000	-	-	-	-	-
13	2407	Rehab	Valley	Antelope Valley Line	76.4 - 76.5	Worn	High	Facilities	LANCASTER CREW BASE REPLACEMENT	The Lancaster Crew Base houses train operation crews that serve Los Angeles County. This project will lease parcel and purchase/install new modular building and portable weather resistant communication shelter for train operations and mechanical crews. This is a critical interim solution that bridges the gap until a new Lancaster terminal is in service. The current Antelope Valley Line Capital and Service Improvements Program does not specifically address the crew base in its Lancaster Improvement Project statement of work.	1,946,000	1,946,000	-	-	-	-	-
14	2398	Rehab	Ventura - LA County	Ventura County Line	441.24 - 462.39	Worn	High	Train Control	VENTURA (LA) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Ventura (LA) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems  COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB  SIGNALS: 1) CP Bernson MP 446.7 - Rehab Signal House and internal control equipment 2) DeSoto Avenue MP 446.73 - Rehab Crossing House and internal control equipment 3) CP Topange MP 444.4 - Purchase New House and control equipment only (no construction work)	1,390,000	1,390,000	-	-	-	-	-
<b>METRO PROJECT PROPOSAL REQUEST</b>											<b>17,766,000</b>	<b>17,766,000</b>	-	-	-	-	-
15	2359	Rehab	Orange	Orange Line	165.08 - 207.4	Worn	High	Track	ORANGE SUBDIVISION TRACK REHABILITATION	Orange Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work will include replacement of 15,000 ties, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards.	6,460,000	-	6,460,000	-	-	-	-
16	2384	Rehab	Orange	Orange Line	165.08 - 207.4	Worn	High	Structures	ORANGE SUBDIVISION STRUCTURES REHABILITATION	Orange Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Construction funding for Calafia culverts.	2,240,000	-	2,240,000	-	-	-	-

ROW#	PROJECT #	TYPE	SUBDIVISION	ROUTE LINE	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER			
17	2399	Rehab	Orange	Orange Line	165.08 - 207.4	Worn	High	Train Control	ORANGE SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Orange Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems  COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB  SIGNALS: 1) CP La Palma MP 167.3 - Rehab Signal House, internal control equipment, and replace power switch machines 2) CP College MP 169.8 - Rehab Signal House and internal control equipment 3) CP Maple MP 172.4 - Rehab Signal House , internal control equipment, and replace power switch machines 4) Rehab old NAS Crossing Data Recorder with new Micro-Aide Data recorder at five (5) crossing locations	3,000,000	-	3,000,000	-	-	-	-	-	-	
<b>OCTA PROJECT PROPOSAL REQUEST</b>											<b>11,700,000</b>	<b>-</b>	<b>11,700,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
18	2377	Rehab	San Jacinto (PVL)	Perris Valley Line	65 - 85.4	Worn	High	Structures	PERRIS VALLEY SUBDIVISION REHABILITATION - CONSTRUCTION PHASE SERVICES	Right-of-Way fencing/wall by UCR: Secure the open railroad right-of-way (RR ROW) with block walls and fencing to prevent trespassers and students from UCR using the RR ROW as a shortcut to and from UCR.  Construction Phase for Citrus Retaining Wall & Drainage; Box Springs Drainage  Design phase and partial Construction phase was funded in FY21 budget: Adopted last year, FY21, were Project 521910 for \$1.8M Design; Project 521920 for \$2.3M Construction phase services for the area between MP 70.7 and MP 70.9. The first 2 projects to be completed in this area will be at CP Citrus with the extension of an existing retaining wall and at MP 70.85 which will add 4-60" RCP across the tracks and perform track side grading and ditching between MP 70.83 and MP 70.9. Work has not yet started, pending FTA grant execution.  The FY22 request for \$1.58M will complete funding of the construction phase for remaining drainage and culvert projects for this area. This is an estimated cost for construction and could change upon completion of final design.	1,580,000	-	-	1,580,000	-	-	-	-	-	-
19	2400	Rehab	San Jacinto (PVL)	Perris Valley Line	65 - 85.4	Worn	High	Train Control	PERRIS VALLEY SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Perris Valley Sub Train Control Systems Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Positive Train Control (PTC) systems - Signal systems - Crossing systems - Communication systems - Centralized train control systems  COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB, RIVERSIDE STATION SIGNS  SIGNALS: 1) Replace unreliable and unsupported NAS Crossing Data Recorders with New Micro-Aide Data Recorders at 18 crossing locations 2) Replace unreliable and unsupported Exit Gate Management System (EGMS) at three (3) crossing locations	770,000	-	-	770,000	-	-	-	-		
<b>RCTC PROJECT PROPOSAL REQUEST</b>											<b>2,350,000</b>	<b>-</b>	<b>-</b>	<b>2,350,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	

Attachment: FY22 Proposed Budget (7689 : SCRRRA Preliminary Budget Request for Fiscal Year 2021/2022)



ROW#	PROJECT #	TYPE	SUBDIVISION	ROUTE LINE	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
20	2401	Rehab	Ventura - VC County	Ventura County Line	426.4 - 441.24	Worn	High	Train Control	VENTURA (VC) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION	Ventura (VC) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Signal systems - Crossing systems - Communication systems  COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB  SIGNALS: 1) E. Los Angeles Road MP 437.74 - Replace crossing house and internal control equipment. Rehab gate mechanisms. 2) Tapo Street MP 437.31 - Replace crossing house and internal control equipment. Rehab gate mechanisms.	1,200,000	-	-	-	-	1,200,000	-
21	2385	Rehab	Ventura - VC County	Ventura County Line	426.4 - 441.24	Worn	High	Structures	VENTURA (VC) SUBDIVISION STRUCTURES REHABILITATION - PARTIAL FUNDED VIA FRA GRANT	Ventura Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work involves the Arroyo Simi bridge - this request is for \$2.24M to meet the 50% match requirement for expenditures for the Arroyo Simi project.	4,625,000	-	-	-	-	2,312,500	2,312,500
<b>VCTC PROJECT PROPSAL REQUEST</b>											<b>5,825,000</b>	-	-	-	-	<b>3,512,500</b>	<b>2,312,500</b>
22	2358	Rehab	Ventura - LA County	Ventura County Line	441.24 - 462.39	Worn	High	Track	VENTURA (LA) SUBDIVISION TRACK REHABILITATION - FUNDED VIA FRA GRANT	Ventura (LA County) Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work involves Tunnel 26 Rehabilitation, tie replacement, ballast replacement, removing of mud, surfacing, and rehab of electrical systems. All trackwork will bring the existing conditions up to current Metrolink Standards.	3,000,000	-	-	-	-	-	3,000,000
23	2378	Rehab	Ventura - LA/VC	Ventura County Line	426.4 - 462.39	Worn	High	Track	VENTURA (LA/VC) LINE TRACK REHABILITATION - FUNDED VIA FRA GRANT	Ventura (LA/VC) Line Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Rail - Ties - Crossings - Special Trackwork - Ballast Specific work involves replacement of rail, ties, fasteners at various locations. Perform 2,000 ft of undercutting. Replacement of five (5) #20 turnouts. Rehabilitation or completely remove three (3) turnouts. Rehabilitate one (1) at-grade crossing. ROW grading. All trackwork will bring the existing track conditions up to current Metrolink Standards.	14,390,000	-	-	-	-	-	14,390,000
24	2383	Rehab	Ventura - LA/VC	Ventura County Line	426.4 - 462.39	Worn	High	Structures	VENTURA (LA/VC) LINE STRUCTURES REHABILITATION - FUNDED VIA FRA GRANT	Ventura (LA/VC) Line Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog: - Bridges - Culverts - Tunnels Specific work involves rehabilitation of eight (8) culverts on the Ventura Line.	6,400,000	-	-	-	-	-	6,400,000
<b>OTHER FUNDING PROJECT PROPSAL REQUEST</b>											<b>23,790,000</b>	-	-	-	-	-	<b>23,790,000</b>
<b>FY2022 PROPOSED REHABILITATION REQUEST</b>											<b>90,433,000</b>	<b>33,064,794</b>	<b>15,047,906</b>	<b>4,226,859</b>	<b>7,279,641</b>	<b>4,711,300</b>	<b>26,102,500</b>

Attachment: FY22 Proposed Budget (7689 : SCRRA Preliminary Budget Request for Fiscal Year 2021/2022)



# PROJECT PROPOSAL

FY 18.a

HOLMANS PROJECT# 2380.00

## PROJECT : SYSTEMWIDE TRACK REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Systemwide Track Rehabilitation addresses the following recurring requirements to sufficiently rehabilitate aging infrastructure and growing backlog:  
 - Rail Grinding: ongoing systemwide program  
 - Surfacing Program to restore track profiles and cross sections  
 - Infrastructure study & planning and data collection for condition assessments

Mile Posts: n/a

Division: All County: ALL Asset Type: Track

OBJECTIVES	RISKS CAUSING PROJECT DELAY
<ol style="list-style-type: none"> <li>(Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>(Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>(Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>(Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> </ol>	

JUSTIFICATION	RANKING // PROJECT READINESS
Track rehabilitation is identified by the Metrolink Rehabilitation Plan (MRP) and aligns with the combined track & signals maintenance RFP scope and implementation. Rail Grinding and surfacing addresses "rolling contact fatigue" (RCF) resulting in rail life savings. This work also addresses noise concerns and positively impacts ride quality.	<ol style="list-style-type: none"> <li>Condition of Asset..... Worn</li> <li>System Impact..... High</li> </ol>

RISK CREATED BY NON-IMPLEMENTATION	RANKING // PROJECT READINESS
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow orders with potential delays to passenger service.	
Current Age: 120 Year(s) Standard Lifespan: 0 Year(s)	

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$250,000	\$250,000
DESIGN	\$0			2023	\$437,500	\$437,500	\$437,500	\$437,500	\$1,750,000
ENVIRONMENTAL	\$0			2024	\$375,000	\$375,000	\$375,000	\$375,000	\$1,500,000
ROW ACQUISITION	\$0			2025	\$375,000	\$375,000	\$375,000	\$375,000	\$1,500,000
MATERIAL	\$0			2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$4,500,000			2027	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$325,000								
* PROCUREMENT STAFF	\$175,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$5,000,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: FY22 Proposed Budget (7689 : SCRRRA Preliminary Budget Request for Fiscal Year 2021/2022)



# PROJECT PROPOSAL

FY 18.a

HOLMANS PROJECT# 2403.00

## PROJECT : SYSTEMWIDE TRAIN CONTROL SYSTEMS REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Systemwide Train Control Systems Rehabilitation addresses PTC, Centralized Train Control systems and equipment to sufficiently rehabilitate aging infrastructure and growing backlog. See the justification section for discussion on aged assets and standard life.

Train Control Back Office:

- 1) DOC/MOC Backup Systems
- 2) Workstations/Laptops
- 3) CAD/BOS/MDM/IC3
- 4) Routers/Switches
- 5) On-Board Train Control Systems
- 6) Software/Hardware for Locomotives & Cab Cars

Mile Posts: n/a

Division: All County: ALL Asset Type: Train Control

<b>OBJECTIVES</b>	<b>RISKS CAUSING PROJECT DELAY</b>
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1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

<b>JUSTIFICATION</b>	<b>RANKING // PROJECT READINESS</b>
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Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes PTC and Centralized train control systems and equipment. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards. Some of the PTC hardware is already 10 years old and some of the design was 5 years earlier than that. The office element consists mainly of computers (servers, field laptops, etc.) that date back to 2011, 2012. Mission critical computers are usually rehabbed every 5 years. Our onboard and wayside cellular systems that were implemented back in 2012 were state of the art 3G systems that will be unsupported and completely sun-setted by the Telco companies at the end of last year.

1. Condition of Asset..... Worn
2. System Impact..... High

<b>RISK CREATED BY NON-IMPLEMENTATION</b>	
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If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 11 Year(s) Standard Lifespan: 5 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$250,000	\$250,000
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2023	\$437,500	\$437,500	\$437,500	\$437,500	\$1,750,000
MATERIAL	\$0								
CONSTRUCTION	\$4,500,000			2024	\$375,000	\$375,000	\$375,000	\$375,000	\$1,500,000
SPECIAL RAIL EQUIP									
FLAGGING				2025	\$375,000	\$375,000	\$375,000	\$375,000	\$1,500,000
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT				2026	\$0	\$0	\$0	\$0	\$0
* SCRRA STAFF	\$325,000								
* PROCUREMENT STAFF	\$175,000			2027	\$0	\$0	\$0	\$0	\$0
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$5,000,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 30%; 4th year = 30%



# PROJECT PROPOSAL

FY 18.a

HOLMANS PROJECT# 2404.00

## PROJECT : MAINTENANCE-OF-WAY (MOW) VEHICLES & EQUIPMENT - REPLACEMENT & OVERHAUL

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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MOW vehicles and equipment major overhaul and replacement via new acquisition or lease-to-purchase addresses the fleet of specialized & ops. vehicles, equipment and tools that support the timely repair and rehabilitation of the overall rail corridor right-of-way.  
 Replacement of MOW equipment and vehicles; Rehabilitation of MOW equipment.

- 1) Front loader
- 2) Freightliner 108SD
- 3) Various MOW equipment (light towers, air compressors, portable generators)
- 4) Dynamic Rail rider/Excavator
- 5) All terrain Fork Lift
- 6) HY rail SUV
- 7) Five (5) SUV's
- 8) Three (3) signal maintainers
- 9) Two (2) Brush trucks Ford F-350 4X4

Mile Posts: NA

Division: All County: ALL Asset Type: Non-Revenue Fleet

<b>OBJECTIVES</b>	<b>RISKS CAUSING PROJECT DELAY</b>
<ol style="list-style-type: none"> <li>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> </ol>	

<b>JUSTIFICATION</b>	<b>RANKING // PROJECT READINESS</b>
MOW vehicle and equipment replacement and overhaul identified by the Metrolink Rehabilitation Plan (MRP) includes specialized vehicles and equipment. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>

<b>RISK CREATED BY NON-IMPLEMENTATION</b>
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.
Current Age: 21 Year(s) Standard Lifespan: 10 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$132,500	\$132,500
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2023	\$231,875	\$231,875	\$231,875	\$231,875	\$927,500
MATERIAL	\$0								
CONSTRUCTION	\$2,385,000			2024	\$198,750	\$198,750	\$198,750	\$198,750	\$795,000
SPECIAL RAIL EQUIP									
FLAGGING				2025	\$198,750	\$198,750	\$198,750	\$198,750	\$795,000
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT				2026	\$0	\$0	\$0	\$0	\$0
* SCRRRA STAFF	\$175,000								
* PROCUREMENT STAFF	\$90,000			2027	\$0	\$0	\$0	\$0	\$0
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$2,650,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: FY22 Proposed Budget (7689 : SCRRRA Preliminary Budget Request for Fiscal Year 2021/2022)



# PROJECT PROPOSAL

FY 18.a

HOLMANS PROJECT# 2405.00

## PROJECT : FACILITIES REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Facilities rehabilitation addresses components and subcomponents that support the maintenance of rolling stock and offices for staff duties. Specific work to include:

- Build storage facility for new locomotive battery storage
- Phase 1: MOW health and welfare facilities installation, rehab and utility connections.
- Phase 1: Facilities equipment purchase and replacement
- Pilot a design to automate and install predictive failure notifications for facilities equipment to detect and repair failures before they become impact to rail operation

Mile Posts: NA Division: All County: ALL Asset Type: Facilities

<b>OBJECTIVES</b>	<b>RISKS CAUSING PROJECT DELAY</b>
<ol style="list-style-type: none"> <li>(Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>(Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>(Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>(Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> </ol>	

<b>JUSTIFICATION</b>	<b>RANKING // PROJECT READINESS</b>
Facilities rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes components and subcomponents in use at maintenance facilities, layover facilities, and the Pomona campus. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff, industry standards and regulations.	<ol style="list-style-type: none"> <li>Condition of Asset..... Worn</li> <li>System Impact..... High</li> </ol>

**RISK CREATED BY NON-IMPLEMENTATION**

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Ages of particular assets and components vary within each facility, with a range of conditions that include marginal and poor ratings.

Current Age: 31 Year(s) Standard Lifespan: 30 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$50,000	\$50,000
ENVIRONMENTAL	\$0			2023	\$87,500	\$87,500	\$87,500	\$87,500	\$350,000
ROW ACQUISITION	\$0			2024	\$75,000	\$75,000	\$75,000	\$75,000	\$300,000
MATERIAL	\$0			2025	\$75,000	\$75,000	\$75,000	\$75,000	\$300,000
CONSTRUCTION	\$900,000			2026	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP				2027	\$0	\$0	\$0	\$0	\$0
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRA STAFF	\$65,000								
* PROCUREMENT STAFF	\$35,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$1,000,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: FY22 Proposed Budget (7689 : SCRRA Preliminary Budget Request for Fiscal Year 2021/2022)



# PROJECT PROPOSAL

FY 18.a

HOLMANS PROJECT# 2406.00

## PROJECT : ROLLING STOCK REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Rolling Stock rehabilitation addresses the revenue fleet of railcars and cab cars.

Specific work for the FY22 Budget includes rehabilitation of the highest priority HVAC systems and other critical systems on rail car fleet.

Mile Posts: NA Division: All County: ALL Asset Type: Rolling Stock

<b>OBJECTIVES</b>	<b>RISKS CAUSING PROJECT DELAY</b>
<ol style="list-style-type: none"> <li>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> </ol>	

<b>JUSTIFICATION</b>	<b>RANKING // PROJECT READINESS</b>
Rolling Stock rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Locomotives, Rail Cars and Cab Cars. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards. The useful life for rolling stock is 30 years inclusive of a mid-life overhaul. Many rolling stock assets are past due for their mid-life overhaul.	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>

<b>RISK CREATED BY NON-IMPLEMENTATION</b>
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Ages of particular fleets, and components within fleets, vary within the rolling stock asset category, with a range of conditions that include marginal and poor ratings.
Current Age: 30 Year(s)    Standard Lifespan: 30 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$150,000	\$150,000
ENVIRONMENTAL	\$0			2023	\$262,500	\$262,500	\$262,500	\$262,500	\$1,050,000
ROW ACQUISITION	\$0			2024	\$225,000	\$225,000	\$225,000	\$225,000	\$900,000
MATERIAL	\$0			2025	\$225,000	\$225,000	\$225,000	\$225,000	\$900,000
CONSTRUCTION	\$2,700,000			2026	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP				2027	\$0	\$0	\$0	\$0	\$0
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$175,000								
* PROCUREMENT STAFF	\$125,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$3,000,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: FY22 Proposed Budget (7689 : SCRRRA Preliminary Budget Request for Fiscal Year 2021/2022)



# PROJECT PROPOSAL

FY 18.a

HOLMANS PROJECT# 2376.00

## PROJECT : SHORT WAY SUBDIVISION TRACK REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Short Way Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Rail
- Ties
- Crossings
- Special Trackwork
- Ballast

Specific work will include: rehabilitation of 553 ft of rail, in-kind, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards.

Mile Posts: 0.42 - 2.1 Division: SB Shortway County: SB Asset Type: Track

OBJECTIVES	RISKS CAUSING PROJECT DELAY
<ol style="list-style-type: none"> <li>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> </ol>	

JUSTIFICATION	RANKING // PROJECT READINESS
Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>

RISK CREATED BY NON-IMPLEMENTATION
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow orders with potential delays to passenger service.
Current Age: 121 Year(s) Standard Lifespan: 0 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$12,000	\$12,000
DESIGN	\$0			2023	\$21,000	\$21,000	\$21,000	\$21,000	\$84,000
ENVIRONMENTAL	\$0			2024	\$18,000	\$18,000	\$18,000	\$18,000	\$72,000
ROW ACQUISITION	\$0			2025	\$18,000	\$18,000	\$18,000	\$18,000	\$72,000
MATERIAL	\$0			2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$216,000			2027	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$18,000								
* PROCUREMENT STAFF	\$6,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$240,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: FY22 Proposed Budget (7689 : SCRRRA Preliminary Budget Request for Fiscal Year 2021/2022)



# PROJECT PROPOSAL

FY 18.a

HOLMANS PROJECT# 2357.00

## PROJECT : SAN GABRIEL SUBDIVISION TRACK REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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San Gabriel Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Rail
- Ties
- Crossings
- Special Trackwork
- Ballast

Specific work includes: replacement of 7,000 wood ties and rehabilitation of seven crossings, in-kind, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards.

Mile Posts: 1.08 - 56.52 Division: San Gabriel County: LA / SB Asset Type: Track

OBJECTIVES	RISKS CAUSING PROJECT DELAY
<ol style="list-style-type: none"> <li>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> </ol>	

JUSTIFICATION	RANKING // PROJECT READINESS
Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>

RISK CREATED BY NON-IMPLEMENTATION	CURRENT AGE / STANDARD LIFESPAN
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow orders with potential delays to passenger service.	Current Age: 121 Year(s) Standard Lifespan: 65 Year(s)

BUDGET				CASH FLOW					
AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL	
CONTRACT PACKAGING									
DESIGN			2022	\$0	\$0	\$0	\$267,500	\$267,500	
ENVIRONMENTAL			2023	\$468,125	\$468,125	\$468,125	\$468,125	\$1,872,500	
ROW ACQUISITION			2024	\$401,250	\$401,250	\$401,250	\$401,250	\$1,605,000	
MATERIAL			2025	\$401,250	\$401,250	\$401,250	\$401,250	\$1,605,000	
CONSTRUCTION	\$4,815,000		2026	\$0	\$0	\$0	\$0	\$0	
SPECIAL RAIL EQUIP			2027	\$0	\$0	\$0	\$0	\$0	
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$350,000								
* PROCUREMENT STAFF	\$185,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$5,350,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: FY22 Proposed Budget (7689 : SCRRRA Preliminary Budget Request for Fiscal Year 2021/2022)







# PROJECT PROPOSAL

FY 18.a

HOLMANS PROJECT# 2397.00

## PROJECT : SAN GABRIEL SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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San Gabriel Sub Train Control Systems Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Positive Train Control (PTC) systems
- Signal systems
- Crossing systems
- Communication systems
- Centralized train control systems

COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB

**SIGNALS:**

- 1) Amar Road MP 16.43
- 2) Hamburger Lane MP 16.90
- 3) Merced Avenue MP 18.03
- 4) Macdevitt Street MP18.36
- 5) Vincent Avenue MP 20.90
- 6) Lark Ellen Avenue MP 21.40
- 7) Azusa Avenue MP 21.91
- 8) Hollenbeck Avenue MP 22.41

Mile Posts: 1.08 - 56.52

Division: San Gabriel County: LA / SB Asset Type: Train Control

<b>OBJECTIVES</b>	<b>RISKS CAUSING PROJECT DELAY</b>
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1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

<b>JUSTIFICATION</b>	<b>RANKING // PROJECT READINESS</b>
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Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Signal systems, Crossing systems, Communications systems. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.

1. Condition of Asset..... Worn
2. System Impact..... High

<b>RISK CREATED BY NON-IMPLEMENTATION</b>	
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If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 31 Year(s) Standard Lifespan: 20 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$200,000	\$200,000
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2023	\$350,000	\$350,000	\$350,000	\$350,000	\$1,400,000
MATERIAL	\$0								
CONSTRUCTION	\$3,600,000			2024	\$300,000	\$300,000	\$300,000	\$300,000	\$1,200,000
SPECIAL RAIL EQUIP									
FLAGGING				2025	\$300,000	\$300,000	\$300,000	\$300,000	\$1,200,000
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT				2026	\$0	\$0	\$0	\$0	\$0
* SCRRRA STAFF	\$315,000								
* PROCUREMENT STAFF	\$85,000								

Attachment: FY22 Proposed Budget (7689 : SCRRRA Preliminary Budget Request for Fiscal Year 2021/2022)

* CONSULTANT	\$0
CONTINGENCY	\$0
TOTAL	\$4,000,000

2027	\$0	\$0	\$0	\$0
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18.a

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



# PROJECT PROPOSAL

FY 18.a

HOLMANS PROJECT# 2356.00

## PROJECT : VALLEY SUBDIVISION TRACK REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Valley Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Rail
- Ties
- Crossings
- Special Trackwork
- Ballast

Specific work will include: replacement of 35,000 ft of rail; removal and replacement of four crossings; rehabilitation of two turnouts. All trackwork will bring the existing track conditions up to current Metrolink Standards.

Mile Posts: 3.67 - 76.63 Division: Valley County: LA Asset Type: Track

OBJECTIVES	RISKS CAUSING PROJECT DELAY
<ol style="list-style-type: none"> <li>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> </ol>	

JUSTIFICATION	RANKING // PROJECT READINESS
Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>

RISK CREATED BY NON-IMPLEMENTATION
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow orders with potential delays to passenger service.
Current Age: 121 Year(s) Standard Lifespan: 65 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$400,000	\$400,000
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2023	\$700,000	\$700,000	\$700,000	\$700,000	\$2,800,000
MATERIAL	\$0								
CONSTRUCTION	\$7,200,000			2024	\$600,000	\$600,000	\$600,000	\$600,000	\$2,400,000
SPECIAL RAIL EQUIP									
FLAGGING				2025	\$600,000	\$600,000	\$600,000	\$600,000	\$2,400,000
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT				2026	\$0	\$0	\$0	\$0	\$0
* SCRRRA STAFF	\$350,000								
* PROCUREMENT STAFF	\$450,000			2027	\$0	\$0	\$0	\$0	\$0
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$8,000,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: FY22 Proposed Budget (7689 : SCRRRA Preliminary Budget Request for Fiscal Year 2021/2022)



# PROJECT PROPOSAL

FY 18.a

HOLMANS PROJECT# 2381.00

## PROJECT : VALLEY SUBDIVISION STRUCTURES REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Valley Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:  
 - Bridges  
 - Culverts  
 - Tunnels  
 Scope of work for these project will include design, environmental permitting, load rating updates in accordance with FRA regulations, r/w grading near the limits of structures. Construction funds will be requested in subsequent FY's.  
 Mile Posts: 3.67 - 76.63 Division: Valley County: LA Asset Type: Structures

<b>OBJECTIVES</b>	<b>RISKS CAUSING PROJECT DELAY</b>
<ol style="list-style-type: none"> <li>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> </ol>	

<b>JUSTIFICATION</b>	<b>RANKING // PROJECT READINESS</b>
Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRA staff and industry standards.	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>

<b>RISK CREATED BY NON-IMPLEMENTATION</b>	
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.	
Current Age: 121 Year(s)    Standard Lifespan: 100 Year(s)	

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$159,000	\$159,000
DESIGN	\$0			2023	\$278,250	\$278,250	\$278,250	\$278,250	\$1,113,000
ENVIRONMENTAL	\$0			2024	\$238,500	\$238,500	\$238,500	\$238,500	\$954,000
ROW ACQUISITION	\$0			2025	\$238,500	\$238,500	\$238,500	\$238,500	\$954,000
MATERIAL	\$0			2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$2,862,000			2027	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRA STAFF	\$175,000								
* PROCUREMENT STAFF	\$143,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$3,180,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: FY22 Proposed Budget (7689 : SCRRA Preliminary Budget Request for Fiscal Year 2021/2022)



# PROJECT PROPOSAL

FY 18.a

HOLMANS PROJECT# 2396.00

## PROJECT : VALLEY SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Valley Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Signal systems
- Crossing systems
- Communication systems

COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB

SIGNALS:

- 1) Head Out Signal MP 5.4 (Terry Lumber Spur) - Replace EC4 Unit with New EC5 Controller
- 2) Rainbow Glen Drive MP 36.33 - Replace crossing house and internalk control equipment
- 3) CP Portal MP 28.0 - Replace CP House, internal control equipment, and power switch machine
- 4) CP Hood MP 30.20 - Replace CP House, internal control equipment, and power switch machine
- 5) CP Canyon MP 33.4 - Replace CP House, internal control equipment, and power switch machine
- 6) CP Honby MP 38.6 - Replace CP House, internal control equipment, and power switch machine
- 7) HBD / DED MP 7.7 - Replace wayside detector

Mile Posts: 3.67 - 76.63 Division: Valley County: LA Asset Type: Train Control

<b>OBJECTIVES</b>	<b>RISKS CAUSING PROJECT DELAY</b>
<ol style="list-style-type: none"> <li>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> </ol>	

<b>JUSTIFICATION</b>	<b>RANKING // PROJECT READINESS</b>
Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Signal systems, Crossing systems, Communications systems. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>

<b>RISK CREATED BY NON-IMPLEMENTATION</b>
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.
Current Age: 31 Year(s)    Standard Lifespan: 20 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$162,500	\$162,500
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2023	\$284,375	\$284,375	\$284,375	\$284,375	\$1,137,500
MATERIAL	\$0								
CONSTRUCTION	\$2,925,000			2024	\$243,750	\$243,750	\$243,750	\$243,750	\$975,000
SPECIAL RAIL EQUIP									
FLAGGING				2025	\$243,750	\$243,750	\$243,750	\$243,750	\$975,000
BUS BRIDGES									
CLOSE OUT	\$0			2026	\$0	\$0	\$0	\$0	\$0
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$175,000								
* PROCUREMENT STAFF	\$150,000			2027	\$0	\$0	\$0	\$0	\$0
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$3,250,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 30%; 4th year = 30%

Attachment: FY22 Proposed Budget (7689 : SCRRRA Preliminary Budget Request for Fiscal Year 2021/2022)



# PROJECT PROPOSAL

FY 18.a

HOLMANS PROJECT# 2407.00

## PROJECT : LANCASTER CREW BASE REPLACEMENT

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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The Lancaster Crew Base houses train operation crews that serve Los Angeles County. This project will lease parcel and purchase/install new modular building and portable weather resistant communication shelter for train operations and mechanical crews. This is a critical interim solution that bridges the gap until a new Lancaster terminal is in service. The current Antelope Valley Line Capital and Service Improvements Program does not specifically address the crew base in its Lancaster Improvement Project statement of work.

Mile Posts: 76.4 - 76.5

Division: Valley County: LA Asset Type: Facilities

<b>OBJECTIVES</b>	<b>RISKS CAUSING PROJECT DELAY</b>
<ol style="list-style-type: none"> <li>(Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>(Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>(Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>(Goal 3: Invest in People and Assets) Reduce employee turnover</li> <li>(Goal 4: Retain and Grow Ridership) Increase system utilization</li> </ol>	

<b>JUSTIFICATION</b>	<b>RANKING // PROJECT READINESS</b>
<p>Building will be purchased. Budget includes furniture. IT equipment will be requested the year property will be ready for occupancy. Old rental trailer will be demolished. The small permanent office space can serve as a security office. This is an interim solution for next 7-15 years until such time as a new Lancaster terminal is developed.</p> <p>Project has been identified because the asset has fallen below a State of Good Repair and is in need of rehabilitation based on limits set by SCRRRA staff and industry standards. The existing Lancaster Crew Base currently has 18 crew members reporting daily. The facility is only large enough to comfortably seat 2 people.</p>	<ol style="list-style-type: none"> <li>Condition of Asset..... Worn</li> <li>System Impact..... High</li> </ol> <p>Acquisition of property or lease agreement can start immediately after funding is available.</p>
<b>RISK CREATED BY NON-IMPLEMENTATION</b>	
<p>If the project is not implemented in full, the remaining projects that are beyond the rehabilitation limits will be added to the backlog in future years. This situation has to be addressed before it escalates into a safety issue. We are required to provide reasonable accommodations for Conductors and Engineers to break and fill out paperwork.</p> <p>Current Age: 26 Year(s) Standard Lifespan: 30 Year(s)</p>	

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$3,000								
DESIGN	\$200,000			2022	\$0	\$0	\$0	\$97,300	\$97,300
ENVIRONMENTAL	\$0			2023	\$170,275	\$170,275	\$170,275	\$170,275	\$681,100
ROW ACQUISITION	\$0			2024	\$145,950	\$145,950	\$145,950	\$145,950	\$583,800
MATERIAL	\$0			2025	\$145,950	\$145,950	\$145,950	\$145,950	\$583,800
CONSTRUCTION	\$1,365,000			2026	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP				2027	\$0	\$0	\$0	\$0	\$0
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$1,000								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$112,000								
* PROCUREMENT STAFF	\$88,000								
* CONSULTANT	\$0								
CONTINGENCY	\$177,000								
<b>TOTAL</b>	<b>\$1,946,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: FY22 Proposed Budget (7689 : SCRRRA Preliminary Budget Request for Fiscal Year 2021/2022)



# PROJECT PROPOSAL

FY 18.a

HOLMANS PROJECT# 2398.00

## PROJECT : VENTURA (LA) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Ventura (LA) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Signal systems
- Crossing systems
- Communication systems

COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB

**SIGNALS:**

- 1) CP Bernson MP 446.7 - Rehab Signal House and internal control equipment
- 2) DeSoto Avenue MP 446.73 - Rehab Crossing House and internal control equipment
- 3) CP Topange MP 444.4 - Purchase New House and control equipment only (no construction work)

Mile Posts: 441.24 - 462.39

Division: Ventura - LA County County: LA Asset Type: Train Control

<b>OBJECTIVES</b>	<b>RISKS CAUSING PROJECT DELAY</b>
<ol style="list-style-type: none"> <li>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> </ol>	

<b>JUSTIFICATION</b>	<b>RANKING // PROJECT READINESS</b>
Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Signal systems, Crossing systems, Communications systems. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>

<b>RISK CREATED BY NON-IMPLEMENTATION</b>
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.
Current Age: 31 Year(s) Standard Lifespan: 20 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$69,500	\$69,500
DESIGN	\$0			2023	\$121,625	\$121,625	\$121,625	\$121,625	\$486,500
ENVIRONMENTAL	\$0			2024	\$104,250	\$104,250	\$104,250	\$104,250	\$417,000
ROW ACQUISITION	\$0			2025	\$104,250	\$104,250	\$104,250	\$104,250	\$417,000
MATERIAL	\$0			2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$1,251,000			2027	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$70,000								
* PROCUREMENT STAFF	\$69,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$1,390,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: FY22 Proposed Budget (7689 : SCRRRA Preliminary Budget Request for Fiscal Year 2021/2022)





# PROJECT PROPOSAL

FY 18.a

HOLMANS PROJECT# 2359.00

## PROJECT : ORANGE SUBDIVISION TRACK REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Orange Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Rail
- Ties
- Crossings
- Special Trackwork
- Ballast

Specific work will include replacement of 15,000 ties, based on wear, age, condition and historical performance. All trackwork will bring the existing track conditions up to current Metrolink Standards.

Mile Posts: 165.08 - 207.4 Division: Orange County: OC Asset Type: Track

OBJECTIVES	RISKS CAUSING PROJECT DELAY
<ol style="list-style-type: none"> <li>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> </ol>	

JUSTIFICATION	RANKING // PROJECT READINESS
Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>

RISK CREATED BY NON-IMPLEMENTATION
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow orders with potential delays to passenger service.
Current Age: 121 Year(s)    Standard Lifespan: 0 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$323,000	\$323,000
DESIGN	\$0			2023	\$565,250	\$565,250	\$565,250	\$565,250	\$2,261,000
ENVIRONMENTAL	\$0			2024	\$484,500	\$484,500	\$484,500	\$484,500	\$1,938,000
ROW ACQUISITION	\$0			2025	\$484,500	\$484,500	\$484,500	\$484,500	\$1,938,000
MATERIAL	\$0			2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$5,814,000			2027	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$350,000								
* PROCUREMENT STAFF	\$296,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$6,460,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: FY22 Proposed Budget (7689 : SCRRRA Preliminary Budget Request for Fiscal Year 2021/2022)



# PROJECT PROPOSAL

FY 18.a

HOLMANS PROJECT# 2384.00

## PROJECT : ORANGE SUBDIVISION STRUCTURES REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Orange Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:  
 - Bridges  
 - Culverts  
 - Tunnels  
 Construction funding for Calafia culverts.  
 Mile Posts: 165.08 - 207.4  
 Division: Orange County: OC Asset Type: Structures

<b>OBJECTIVES</b>	<b>RISKS CAUSING PROJECT DELAY</b>
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents	

<b>JUSTIFICATION</b>	<b>RANKING // PROJECT READINESS</b>
Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.	1. Condition of Asset..... Worn 2. System Impact..... High

<b>RISK CREATED BY NON-IMPLEMENTATION</b>
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.
Current Age: 121 Year(s) Standard Lifespan: 100 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$112,000	\$112,000
ENVIRONMENTAL	\$0			2023	\$196,000	\$196,000	\$196,000	\$196,000	\$784,000
ROW ACQUISITION	\$0			2024	\$168,000	\$168,000	\$168,000	\$168,000	\$672,000
MATERIAL	\$0			2025	\$168,000	\$168,000	\$168,000	\$168,000	\$672,000
CONSTRUCTION	\$2,016,000			2026	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP				2027	\$0	\$0	\$0	\$0	\$0
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$175,000								
* PROCUREMENT STAFF	\$49,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$2,240,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: FY22 Proposed Budget (7689 : SCRRRA Preliminary Budget Request for Fiscal Year 2021/2022)



# PROJECT PROPOSAL

FY 18.a

HOLMANS PROJECT# 2399.00

## PROJECT : ORANGE SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Orange Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:  
 - Signal systems  
 - Crossing systems  
 - Communication systems

COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB

- SIGNALS:
- 1) CP La Palma MP 167.3 - Rehab Signal House, internal control equipment, and replace power switch machines
  - 2) CP College MP 169.8 - Rehab Signal House and internal control equipment
  - 3) CP Maple MP 172.4 - Rehab Signal House , internal control equipment, and replace power switch machines
  - 4) Rehab old NAS Crossing Data Recorder with new Micro-Aide Data recorder at five (5) crossing locations

Mile Posts: 165.08 - 207.4 Division: Orange County: OC Asset Type: Train Control

OBJECTIVES	RISKS CAUSING PROJECT DELAY
<ol style="list-style-type: none"> <li>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> </ol>	

JUSTIFICATION	RANKING // PROJECT READINESS
Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Signal systems, Crossing systems, Communications systems. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>

**RISK CREATED BY NON-IMPLEMENTATION**

If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 31 Year(s)    Standard Lifespan: 20 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$150,000	\$150,000
DESIGN	\$0			2023	\$262,500	\$262,500	\$262,500	\$262,500	\$1,050,000
ENVIRONMENTAL	\$0			2024	\$225,000	\$225,000	\$225,000	\$225,000	\$900,000
ROW ACQUISITION	\$0			2025	\$225,000	\$225,000	\$225,000	\$225,000	\$900,000
MATERIAL	\$0			2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$2,700,000			2027	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$175,000								
* PROCUREMENT STAFF	\$125,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$3,000,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: FY22 Proposed Budget (7689 : SCRRRA Preliminary Budget Request for Fiscal Year 2021/2022)



# PROJECT PROPOSAL

FY 18.a

HOLMANS PROJECT# 2377.00

## PROJECT : PERRIS VALLEY SUBDIVISION REHABILITATION - CONSTRUCTION PHASE SERVICES

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Right-of-Way fencing/wall by UCR: Secure the open railroad right-of-way (RR ROW) with block walls and fencing to prevent trespassers and students from UCR using the RR ROW as a shortcut to and from UCR.

Construction Phase for Citrus Retaining Wall & Drainage; Box Springs Drainage

Design phase and partial Construction phase was funded in FY21 budget:  
 Adopted last year, FY21, were Project 521910 for \$1.8M Design; Project 521920 for \$2.3M Construction phase services for the area between MP 70.7 and MP 70.9. The first 2 projects to be completed in this area will be at CP Citrus with the extension of an existing retaining wall and at MP 70.85 which will add 4-60" RCP across the tracks and perform track side grading and ditching between MP 70.83 and MP 70.9. Work has not yet started, pending FTA grant execution.

The FY22 request for \$1.58M will complete funding of the construction phase for remaining drainage and culvert projects for this area. This is an estimated cost for construction and could change upon completion of final design.

Mile Posts: 65 - 85.4

Division: San Jacinto (PVL) County: RV Asset Type: Structures

<b>OBJECTIVES</b>	<b>RISKS CAUSING PROJECT DELAY</b>
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1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

<b>JUSTIFICATION</b>	<b>RANKING // PROJECT READINESS</b>
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Due to drainage conditions in the surrounding area surrounding the Box Springs areas of the Perris Valley Line, the newly constructed Perris Valley line is experiencing flooding and erosion issues in specific areas. There is a wall and existing wall at Citrus Avenue that is currently experiencing undermining and the slope is eroding away from the wall which could become a safety issue in the future. The wall will be extended, and grading and drainage improvements will be made to repair the existing erosion and prevent future erosion. During FY19 SCRRRA conducted a Hydrology and Hydraulics analysis, and the study identified a need for approximately 15 new or larger culverts through the box springs area. This project will address one of the highest priority areas by installing 4-60" RCP culverts, and performing regrading.

1. Condition of Asset..... Worn
  2. System Impact..... High
- Design and partial Construction funded in FY21 budget.

<b>RISK CREATED BY NON-IMPLEMENTATION</b>	
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If project is not completed the drainage issues along the PVL will continue into the future and possibly cause issues that could result in the need for emergency maintenance and effect Metrolink service.

Current Age: 6 Year(s) Standard Lifespan: 50 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$79,000	\$79,000
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2023	\$138,250	\$138,250	\$138,250	\$138,250	\$553,000
MATERIAL	\$0								
CONSTRUCTION	\$1,422,000			2024	\$118,500	\$118,500	\$118,500	\$118,500	\$474,000
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES				2025	\$118,500	\$118,500	\$118,500	\$118,500	\$474,000
CLOSE OUT	\$0								
PROJECT MANAGEMENT				2026	\$0	\$0	\$0	\$0	\$0
* SCRRRA STAFF	\$105,000								

Attachment: FY22 Proposed Budget (7689 : SCRRRA Preliminary Budget Request for Fiscal Year 2021/2022)

* PROCUREMENT STAFF	\$53,000	2027	\$0	\$0	\$0	\$0	18.a
* CONSULTANT	\$0						
CONTINGENCY	\$0						
TOTAL	\$1,580,000						

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%



# PROJECT PROPOSAL

FY 18.a

HOLMANS PROJECT# 2400.00

## PROJECT : PERRIS VALLEY SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Perris Valley Sub Train Control Systems Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Positive Train Control (PTC) systems
- Signal systems
- Crossing systems
- Communication systems
- Centralized train control systems

COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB, RIVERSIDE STATION SIGNS

**SIGNALS:**

- 1) Replace unreliable and unsupported NAS Crossing Data Recorders with New Micro-Aide Data Recorders at 18 crossing locations
- 2) Replace unreliable and unsupported Exit Gate Management System (EGMS) at three (3) crossing locations

Mile Posts: 65 - 85.4

Division: San Jacinto (PVL) County: RV Asset Type: Train Control

OBJECTIVES	RISKS CAUSING PROJECT DELAY
<ol style="list-style-type: none"> <li>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> </ol>	

JUSTIFICATION	RANKING // PROJECT READINESS
<p>Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Signal systems, Crossing systems, Communications systems. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.</p>	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>

RISK CREATED BY NON-IMPLEMENTATION
<p>If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.</p> <p>Current Age: 31 Year(s) Standard Lifespan: 20 Year(s)</p>

BUDGET				CASH FLOW					
AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL	
CONTRACT PACKAGING									
DESIGN			2022	\$0	\$0	\$0	\$38,500	\$38,500	
ENVIRONMENTAL			2023	\$67,375	\$67,375	\$67,375	\$67,375	\$269,500	
ROW ACQUISITION			2024	\$57,750	\$57,750	\$57,750	\$57,750	\$231,000	
MATERIAL			2025	\$57,750	\$57,750	\$57,750	\$57,750	\$231,000	
CONSTRUCTION	\$693,000		2026	\$0	\$0	\$0	\$0	\$0	
SPECIAL RAIL EQUIP			2027	\$0	\$0	\$0	\$0	\$0	
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$63,000								
* PROCUREMENT STAFF	\$14,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$770,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: FY22 Proposed Budget (7689 : SCRRRA Preliminary Budget Request for Fiscal Year 2021/2022)



# PROJECT PROPOSAL

## PROJECT : VENTURA (VC) SUBDIVISION TRAIN CONTROL SYSTEMS REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
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Ventura (VC) Sub Train Control Systems Rehabilitation addresses major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Signal systems
- Crossing systems
- Communication systems

COMMUNICATIONS: WMS-UPGRADE, AC REHAB, BATTERY REHAB, FIBER - REHAB, RADIO REHAB - PTC/VHF/UHF, CIS REHAB

**SIGNALS:**

- 1) E. Los Angeles Road MP 437.74 - Replace crossing house and internal control equipment. Rehab gate mechanisms.
- 2) Tapo Street MP 437.31 - Replace crossing house and internal control equipment. Rehab gate mechanisms.

Mile Posts: 426.4 - 441.24

Division: Ventura - VC County County: VN Asset Type: Train Control

<b>OBJECTIVES</b>	<b>RISKS CAUSING PROJECT DELAY</b>
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1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair
2. (Goal 4: Retain and Grow Ridership) Improve service reliability
3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost
4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents

<b>JUSTIFICATION</b>	<b>RANKING // PROJECT READINESS</b>
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Train Control Systems rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Signal systems, Crossing systems, Communications systems. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.

1. Condition of Asset..... Worn
2. System Impact..... High

<b>RISK CREATED BY NON-IMPLEMENTATION</b>	
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If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.

Current Age: 31 Year(s) Standard Lifespan: 20 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$60,000	\$60,000
ENVIRONMENTAL	\$0			2023	\$105,000	\$105,000	\$105,000	\$105,000	\$420,000
ROW ACQUISITION	\$0			2024	\$90,000	\$90,000	\$90,000	\$90,000	\$360,000
MATERIAL	\$0			2025	\$90,000	\$90,000	\$90,000	\$90,000	\$360,000
CONSTRUCTION	\$1,008,000			2026	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP				2027	\$0	\$0	\$0	\$0	\$0
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$123,000								
* PROCUREMENT STAFF	\$69,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$1,200,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: FY22 Proposed Budget (7689 : SCRRRA Preliminary Budget Request for Fiscal Year 2021/2022)



# PROJECT PROPOSAL

FY 18.a

HOLMANS PROJECT# 2385.00

## PROJECT : VENTURA (VC) SUBDIVISION STRUCTURES REHABILITATION

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
--------------	----------------------------

Ventura Sub Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:  
 - Bridges  
 - Culverts  
 - Tunnels  
 Specific work involves the Arroyo Simi bridge - this request is for \$2.24M to meet the 50% match requirement for expenditures for the Arroyo Simi project.  
 Mile Posts: 426.4 - 441.24 Division: Ventura - VC County County: VN Asset Type: Structures

<b>OBJECTIVES</b>	<b>RISKS CAUSING PROJECT DELAY</b>
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents	

<b>JUSTIFICATION</b>	<b>RANKING // PROJECT READINESS</b>
Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.	1. Condition of Asset..... Worn 2. System Impact..... High

<b>RISK CREATED BY NON-IMPLEMENTATION</b>
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.
Current Age: 121 Year(s)    Standard Lifespan: 100 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$231,250	\$231,250
ENVIRONMENTAL	\$0			2023	\$404,688	\$404,688	\$404,688	\$404,686	\$1,618,750
ROW ACQUISITION	\$0			2024	\$346,875	\$346,875	\$346,875	\$346,875	\$1,387,500
MATERIAL	\$0			2025	\$346,875	\$346,875	\$346,875	\$346,875	\$1,387,500
CONSTRUCTION	\$4,163,000			2026	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP				2027	\$0	\$0	\$0	\$0	\$0
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$350,000								
* PROCUREMENT STAFF	\$112,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$4,625,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: FY22 Proposed Budget (7689 : SCRRRA Preliminary Budget Request for Fiscal Year 2021/2022)





# PROJECT PROPOSAL

FY 18.a

HOLMANS PROJECT# 2358.00

## PROJECT : VENTURA (LA) SUBDIVISION TRACK REHABILITATION - FUNDED VIA FRA GRANT

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
--------------	----------------------------

Ventura (LA County) Sub Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:  
 - Rail  
 - Ties  
 - Crossings  
 - Special Trackwork  
 - Ballast  
 Specific work involves Tunnel 26 Rehabilitation, tie replacement, ballast replacement, removing of mud, surfacing, and rehab of electrical systems. All trackwork will bring the existing conditions up to current Metrolink Standards.

Mile Posts: 441.24 - 462.39

Division: Ventura - LA County County: LA Asset Type: Track

<b>OBJECTIVES</b>	<b>RISKS CAUSING PROJECT DELAY</b>
<ol style="list-style-type: none"> <li>(Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>(Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>(Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>(Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> </ol>	

<b>JUSTIFICATION</b>	<b>RANKING // PROJECT READINESS</b>
Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.	<ol style="list-style-type: none"> <li>Condition of Asset..... Worn</li> <li>System Impact..... High</li> </ol>

<b>RISK CREATED BY NON-IMPLEMENTATION</b>	
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow orders with potential delays to passenger service.	
Current Age: 121 Year(s) Standard Lifespan: 0 Year(s)	

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$150,000	\$150,000
ENVIRONMENTAL	\$0			2023	\$262,500	\$262,500	\$262,500	\$262,500	\$1,050,000
ROW ACQUISITION	\$0			2024	\$225,000	\$225,000	\$225,000	\$225,000	\$900,000
MATERIAL	\$0			2025	\$225,000	\$225,000	\$225,000	\$225,000	\$900,000
CONSTRUCTION	\$2,702,000			2026	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP				2027	\$0	\$0	\$0	\$0	\$0
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$175,000								
* PROCUREMENT STAFF	\$123,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$3,000,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: FY22 Proposed Budget (7689 : SCRRRA Preliminary Budget Request for Fiscal Year 2021/2022)



# PROJECT PROPOSAL

FY 18.a

HOLMANS PROJECT# 2378.00

## PROJECT : VENTURA (LA/VC) LINE TRACK REHABILITATION - FUNDED VIA FRA GRANT

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
--------------	----------------------------

Ventura (LA/VC) Line Track Rehabilitation addresses five major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:

- Rail
- Ties
- Crossings
- Special Trackwork
- Ballast

Specific work involves replacement of rail, ties, fasteners at various locations. Perform 2,000 ft of undercutting. Replacement of five (5) #20 turnouts. Rehabilitation or completely remove three (3) turnouts. Rehabilitate one (1) at-grade crossing. ROW grading. All trackwork will bring the existing track conditions up to current Metrolink Standards.

Mile Posts: 426.4 - 462.39 Division: Ventura (LA & VC) County: LA / VC Asset Type: Track

<b>OBJECTIVES</b>	<b>RISKS CAUSING PROJECT DELAY</b>
<ol style="list-style-type: none"> <li>1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair</li> <li>2. (Goal 4: Retain and Grow Ridership) Improve service reliability</li> <li>3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost</li> <li>4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents</li> </ol>	

<b>JUSTIFICATION</b>	<b>RANKING // PROJECT READINESS</b>
Track rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes rail, ties, crossings, special trackwork and ballast. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.	<ol style="list-style-type: none"> <li>1. Condition of Asset..... Worn</li> <li>2. System Impact..... High</li> </ol>

<b>RISK CREATED BY NON-IMPLEMENTATION</b>
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years. Per FRA CFR 213 standards would require slow orders with potential delays to passenger service.
Current Age: 121 Year(s)    Standard Lifespan: 0 Year(s)

BUDGET				CASH FLOW					
AMOUNT	START	END		FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$719,500	\$719,500
ENVIRONMENTAL	\$0			2023	\$1,259,125	\$1,259,125	\$1,259,125	\$1,259,125	\$5,036,500
ROW ACQUISITION	\$0			2024	\$1,079,250	\$1,079,250	\$1,079,250	\$1,079,250	\$4,317,000
MATERIAL	\$0			2025	\$1,079,250	\$1,079,250	\$1,079,250	\$1,079,250	\$4,317,000
CONSTRUCTION	\$13,340,000			2026	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP				2027	\$0	\$0	\$0	\$0	\$0
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$700,000								
* PROCUREMENT STAFF	\$350,000								
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$14,390,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: FY22 Proposed Budget (7689 : SCRRRA Preliminary Budget Request for Fiscal Year 2021/2022)



# PROJECT PROPOSAL

FY 18.a

HOLMANS PROJECT# 2383.00

## PROJECT : VENTURA (LA/VC) LINE STRUCTURES REHABILITATION - FUNDED VIA FRA GRANT

<b>SCOPE</b>	<b>TYPE: REHAB   MRP  </b>
--------------	----------------------------

Ventura (LA/VC) Line Structures Rehabilitation addresses three major subcomponents to sufficiently rehabilitate aging infrastructure and growing backlog:  
 - Bridges  
 - Culverts  
 - Tunnels  
 Specific work involves rehabilitation of eight (8) culverts on the Ventura Line.  
 Mile Posts: 426.4 - 462.39  
 Division: Ventura (LA & VC) County: LA / VC Asset Type: Structures

<b>OBJECTIVES</b>	<b>RISKS CAUSING PROJECT DELAY</b>
1. (Goal 3: Invest in People and Assets) Maintain State of Good Repair 2. (Goal 4: Retain and Grow Ridership) Improve service reliability 3. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 4. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents	

<b>JUSTIFICATION</b>	<b>RANKING // PROJECT READINESS</b>
Structures rehabilitation identified by the Metrolink Rehabilitation Plan (MRP) includes Bridges, Culverts and Tunnels. The need has been identified because the assets have fallen below a State of Good Repair and are in need of rehabilitation based on limits set by SCRRRA staff and industry standards.	1. Condition of Asset..... Worn 2. System Impact..... High

<b>RISK CREATED BY NON-IMPLEMENTATION</b>
If the program is not implemented in full, the remaining work that is beyond the rehabilitation limits will be added to the backlog in future years.
Current Age: 121 Year(s) Standard Lifespan: 100 Year(s)

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0								
DESIGN	\$0			2022	\$0	\$0	\$0	\$320,000	\$320,000
ENVIRONMENTAL	\$0								
ROW ACQUISITION	\$0			2023	\$560,000	\$560,000	\$560,000	\$560,000	\$2,240,000
MATERIAL	\$0								
CONSTRUCTION	\$6,000,000			2024	\$480,000	\$480,000	\$480,000	\$480,000	\$1,920,000
SPECIAL RAIL EQUIP									
FLAGGING				2025	\$480,000	\$480,000	\$480,000	\$480,000	\$1,920,000
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT				2026	\$0	\$0	\$0	\$0	\$0
* SCRRRA STAFF	\$280,000								
* PROCUREMENT STAFF	\$120,000			2027	\$0	\$0	\$0	\$0	\$0
* CONSULTANT	\$0								
CONTINGENCY	\$0								
<b>TOTAL</b>	<b>\$6,400,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: FY22 Proposed Budget (7689 : SCRRRA Preliminary Budget Request for Fiscal Year 2021/2022)

## FY22 PROPOSED NEW CAPITAL BY MEMBER AGENCY & LINE

### By Member Agency

FY2022 PROPOSED NEW CAPITAL REQUEST	<u>TOTAL REQUEST</u>	<u>METRO</u>	<u>OCTA</u>	<u>RCTC</u>	<u>SBCTA</u>	<u>VCTC</u>	<u>OTHER<sup>1</sup></u>
	\$8,600,000	\$ 285,000	\$118,800	\$66,600	\$86,400	\$43,200	\$8,000,000

### By Line

FY2022 PROPOSED NEW CAPITAL REQUEST	<u>TOTAL REQUEST</u>	<u>Systemwide</u>	<u>San Bernardino</u>	<u>Ventura County</u>	<u>Antelope Valley</u>	<u>Riverside</u>	<u>Orange County</u>	<u>IEOC</u>	<u>91/PVL</u>
	\$8,600,000	\$600,000 <sup>2</sup>	\$0	\$8,000,000	\$0	\$0	\$0	\$0	\$0

<sup>1</sup> "Other" are Grants directly to Metrolink

<sup>2</sup> Applied for Carl Moyer Grant – Grant Award in Oct/Nov



# NEW CAPITAL PROJECT PROPOSALS FOR FY2022 BUDGET

02/26

ROW#	PROJECT #	TYPE	SUBDIVISION	ROUTE LINE	MILE POSTS	CONDITION	IMPACT	ASSET TYPE	PROJECT	SCOPE	TOTAL REQUEST	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER
1	2201	Capital	All	All	NA	NA	NA	Non-Revenue Fleet	SPECIALIZED MAINTENANCE EQUIPMENT - ELECTRIC CAR MOVER	The electrical car mover will replace use of locomotive at CMF when repositioning equipment around the yard. Benefits include less noise (electric engine is silent), zero emissions, and fuel conservation.	600,000	285,000	118,800	66,600	86,400	43,200	
2	2516	Capital	Ventura - LA County	Ventura County Line	NA	NA	NA	Grade Crossing	DEVONSHIRE STREET GRADE CROSSING - FUNDED VIA FRA GRANT	Funded through the FRA SGR Grant with matching funded provided through TIRCP, this FY22 capital project required zero member agencies contribution.	8,000,000	-	-	-	-	-	8,000,000
<b>FY2022 PROPOSED NEW CAPITAL REQUEST</b>											<b>8,600,000</b>	<b>285,000</b>	<b>118,800</b>	<b>66,600</b>	<b>86,400</b>	<b>43,200</b>	<b>8,000,000</b>

Attachment: FY22 Proposed Budget (7689) : SCRRRA Preliminary Budget Request for Fiscal Year 2021/2022



# PROJECT PROPOSAL

FY 18.a

HOLMANS PROJECT# 2201.00

## PROJECT : SPECIALIZED MAINTENANCE EQUIPMENT - ELECTRIC CAR MOVER

<b>SCOPE</b>	<b>TYPE: CAPITAL   NON-MRP  </b>
--------------	----------------------------------

The electrical car mover will replace use of locomotive at CMF when repositioning equipment around the yard. Benefits include less noise (electric engine is silent), zero emissions, and fuel conservation.

Mile Posts: NA

Division: All County: ALL Asset Type: Non-Revenue Fleet

<b>OBJECTIVES</b>	<b>RISKS CAUSING PROJECT DELAY</b>
1. (Goal 2: Maintain Fiscal Sustainability) Reduce operating cost 2. (Goal 6: Improve Communications to Customers and Stakeholders) Improve communication and partnership with stakeholders	

<b>JUSTIFICATION</b>	<b>RANKING // PROJECT READINESS</b>
Capital purchase of MOW specialized support equipment to support the railroad. Benefits will address issues at CMF to provide less noise (electric engine is silent), zero emissions, and fuel conservation.	1. System Reliability..... High 2. Ridership Increase..... Low 3. Capacity Improvements..... Low 4. Safety & Security..... Low 5. Environmental..... High

<b>RISK CREATED BY NON-IMPLEMENTATION</b>	
Risks include maintaining a status quo with regard to the current state of emissions and noise production in the CMF location.	
Current Age: New Standard Lifespan: 20 Year(s)	

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$30,000	\$30,000
DESIGN	\$0			2023	\$52,500	\$52,500	\$52,500	\$52,500	\$210,000
ENVIRONMENTAL	\$0			2024	\$45,000	\$45,000	\$45,000	\$45,000	\$180,000
ROW ACQUISITION	\$0			2025	\$45,000	\$45,000	\$45,000	\$45,000	\$180,000
MATERIAL	\$0			2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$540,000			2027	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$20,000								
* PROCUREMENT STAFF	\$11,000								
* CONSULTANT	\$0								
CONTINGENCY	\$29,000								
<b>TOTAL</b>	<b>\$600,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: FY22 Proposed Budget (7689 : SCRRRA Preliminary Budget Request for Fiscal Year 2021/2022)



# PROJECT PROPOSAL

FY 18.a

HOLMANS PROJECT# 2516.00

## PROJECT : DEVONSHIRE STREET GRADE CROSSING - FUNDED VIA FRA GRANT

<b>SCOPE</b>	<b>TYPE: CAPITAL   NON-MRP  </b>
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Funded through the FRA SGR Grant with matching funds provided through TIRCP, this FY22 capital project required zero member agencies contribution. The project will provide for new safety upgrades to the Devonshire Street at-grade crossing.

Mile Posts: 441.24 - 462.39 Division: Ventura - LA County County: LA Asset Type: Grade Crossing

OBJECTIVES	RISKS CAUSING PROJECT DELAY
1. (Goal 4: Retain and Grow Ridership) Improve service reliability 2. (Goal 1: Ensure a Safe Operating Environment) Reduce train accidents 3. (Goal 4: Retain and Grow Ridership) Improve service reliability	

JUSTIFICATION	RANKING // PROJECT READINESS
To improve the safety of vehicles and passengers and to ensure operating safety and efficiencies.	1. System Reliability..... Moderate 2. Ridership Increase..... Moderate 3. Capacity Improvements..... Moderate 4. Safety & Security..... Moderate 5. Environmental..... Low

RISK CREATED BY NON-IMPLEMENTATION	RANKING // PROJECT READINESS
This project if funded by the Federal Railroad Administration under their 2020 Federal-State Partnership for State of Good Repair (Partnership Program) Grant Program. Failing to implement this project would risk losing the funds and risk the safety of the crossing. Current Age: New Standard Lifespan: 20 Year(s)	

BUDGET				CASH FLOW					
	AMOUNT	START	END	FY	Q1	Q2	Q3	Q4	TOTAL
CONTRACT PACKAGING	\$0			2022	\$0	\$0	\$0	\$400,000	\$400,000
DESIGN	\$0			2023	\$700,000	\$700,000	\$700,000	\$700,000	\$2,800,000
ENVIRONMENTAL	\$0			2024	\$600,000	\$600,000	\$600,000	\$600,000	\$2,400,000
ROW ACQUISITION	\$0			2025	\$600,000	\$600,000	\$600,000	\$600,000	\$2,400,000
MATERIAL	\$0			2026	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	\$7,200,000			2027	\$0	\$0	\$0	\$0	\$0
SPECIAL RAIL EQUIP									
FLAGGING									
BUS BRIDGES									
CLOSE OUT	\$0								
PROJECT MANAGEMENT									
* SCRRRA STAFF	\$350,000								
* PROCUREMENT STAFF	\$69,000								
* CONSULTANT	\$0								
CONTINGENCY	\$381,000								
<b>TOTAL</b>	<b>\$8,000,000</b>								

Cash Flow is constructed based on overall % of project completion as determined by project management office. 1st year = 5%; 2nd year = 35%; 3rd year = 30%; 4th year = 30%

Attachment: FY22 Proposed Budget (7689 : SCRRRA Preliminary Budget Request for Fiscal Year 2021/2022)

## FY22 PROPOSED CAPITAL PROGRAM CASHFLOW

### Rehabilitation

Cash Basis							
	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
<b>FY22 Rehabilitation</b>	<b>\$33.1M</b>	<b>\$15.0M</b>	<b>\$4.2M</b>	<b>\$7.3M</b>	<b>\$4.7M</b>	<b>\$26.1M</b>	<b>\$90.4M</b>
	<b>CASH OUTLAY</b>						
2021-22	\$1.7M	\$0.8M	\$0.2M	\$0.4M	\$0.2M	\$1.3M	\$4.5M
2022-23	\$11.6M	\$5.3M	\$1.5M	\$2.5M	\$1.6M	\$9.1M	\$31.7M
2023-24	\$9.9M	\$4.5M	\$1.3M	\$2.2M	\$1.4M	\$7.8M	\$27.1M
2024-25	\$9.9M	\$4.5M	\$1.3M	\$2.2M	\$1.4M	\$7.8M	\$27.1M
<b>Totals</b>	<b>\$33.1M</b>	<b>\$15.0M</b>	<b>\$4.2M</b>	<b>\$7.3M</b>	<b>\$4.7M</b>	<b>\$26.1M</b>	<b>\$90.4M</b>

### New Capital

Cash Basis							
	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
<b>FY22 New Capital</b>	<b>\$0.3M</b>	<b>\$0.1M</b>	<b>\$0.1M</b>	<b>\$0.1M</b>	<b>\$0.0M</b>	<b>\$8.0M</b>	<b>\$8.6M</b>
	<b>CASH OUTLAY</b>						
2021-22	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.4M	\$0.4M
2022-23	\$0.1M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$2.8M	\$3.0M
2023-24	\$0.1M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$2.4M	\$2.6M
2024-25	\$0.1M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$2.4M	\$2.6M
<b>Totals</b>	<b>\$0.3M</b>	<b>\$0.1M</b>	<b>\$0.1M</b>	<b>\$0.1M</b>	<b>\$0.0M</b>	<b>\$8.0M</b>	<b>\$8.6M</b>



# Proposed FY22 Budget Review with SBCTA

May 13, 2021



## Safety Is Foundational At Metrolink

### Safety First

Safety has always been a priority for Metrolink, but in March 2020—in the face of the COVID-19 pandemic—we had to expand what that meant. Riders told us exactly what was important for them to feel safe on board our trains, and we have delivered.



Hospital-grade disinfectants



Antimicrobial air filters in train ventilation system



Clean Care Crew clean interiors throughout the day



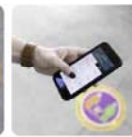
Face mask requirements



Hand sanitizing stations on each rail car

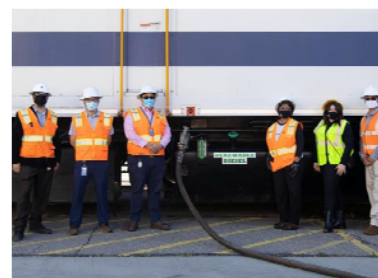
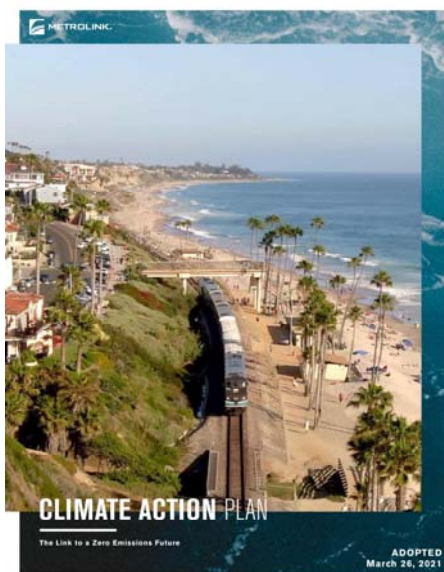


Physical distancing reminders



Contactless payment

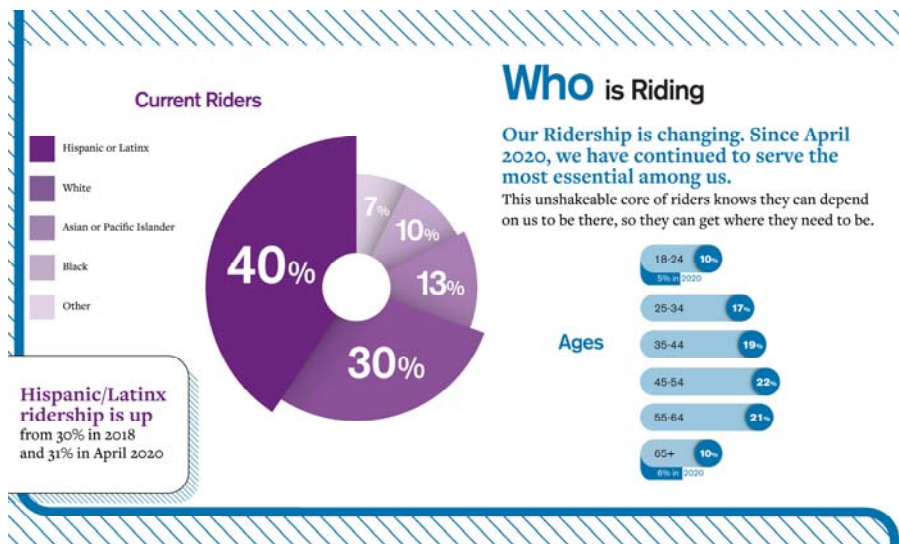
## Sustainability - Climate Action Plan



3

METROLINK.

## Metrolink Riders

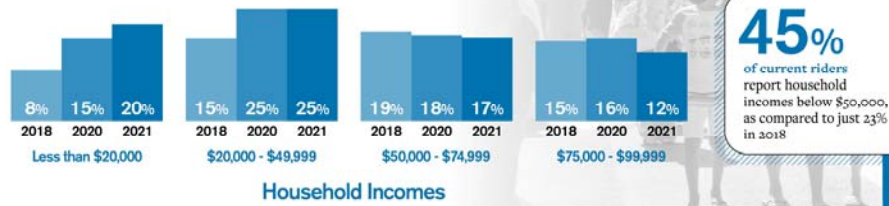


4

METROLINK.

### Metrolink Riders

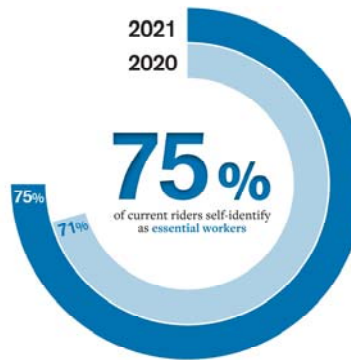
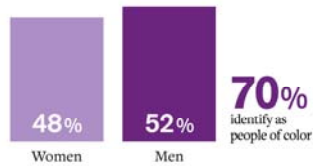
**As riders' needs have changed, we continue to listen and adapt.**  
 Over the past year, we introduced flexible ticketing options like the 5-Day Flex Pass and Kids Ride Free programs to address the range of incomes and needs of so many of our riders.



### Metrolink – An Essential Service

#### An Essential Service

Metrolink is an essential part of the mobility of Southern California. While many have decreased their ridership due to the pandemic, essential workers relied on us to get them where they were needed most.



## Ready To Welcome Back Riders

An **Optimistic** Outlook

**85%**  
of lapsed riders are likely to ride again

2021  
2020

**81%**

**METROLINK.**

**Metrolink has never stopped connecting Southern California to a brighter future.**  
Since the beginning of the pandemic our riders' outlook has remained positive, and our most recent poll shows even more riders plan to return. And we'll be ready for you.

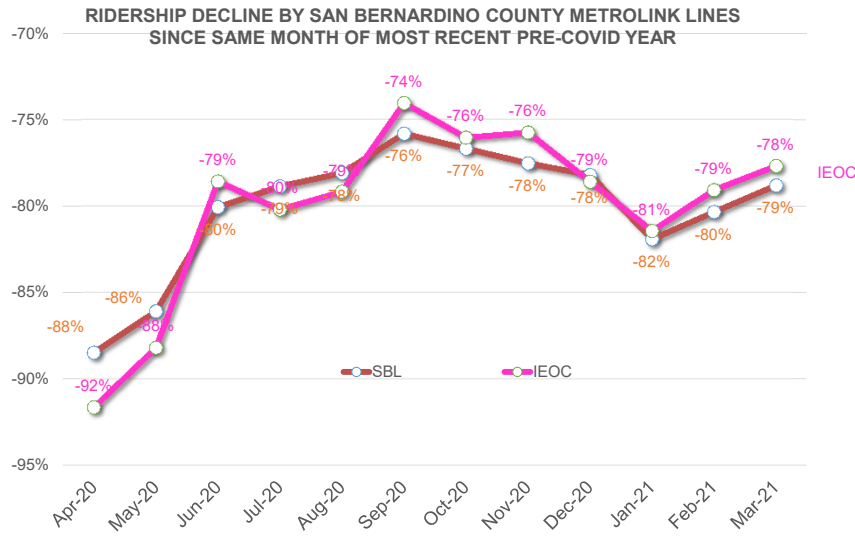
In addition to making our trains cleaner and safer than ever, we honored our commitment to the environment, introducing 39 new Tier Four locomotives to our fleet, and implemented our first ever climate action plan to guide us to a zero emissions future.

**We can't wait to see you on the train.**

7

**METROLINK.**

## Metrolink Ridership



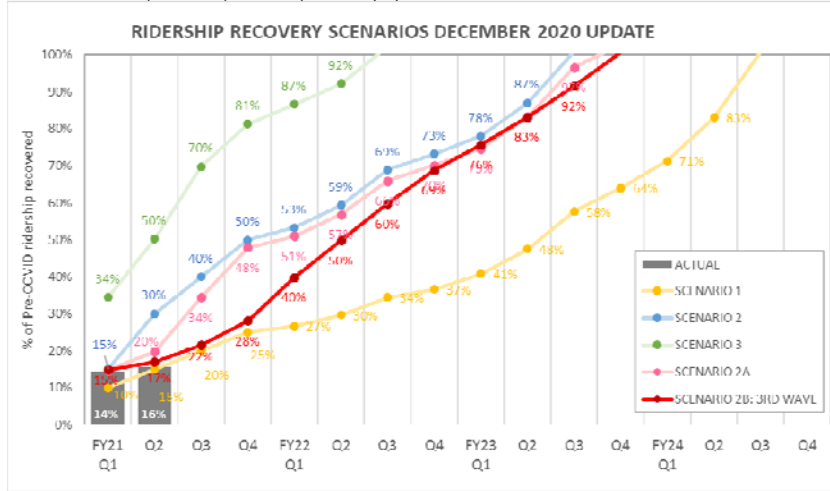
8

**METROLINK.**

## Ridership Recovery Forecast Scenarios

### Planning Scenarios:

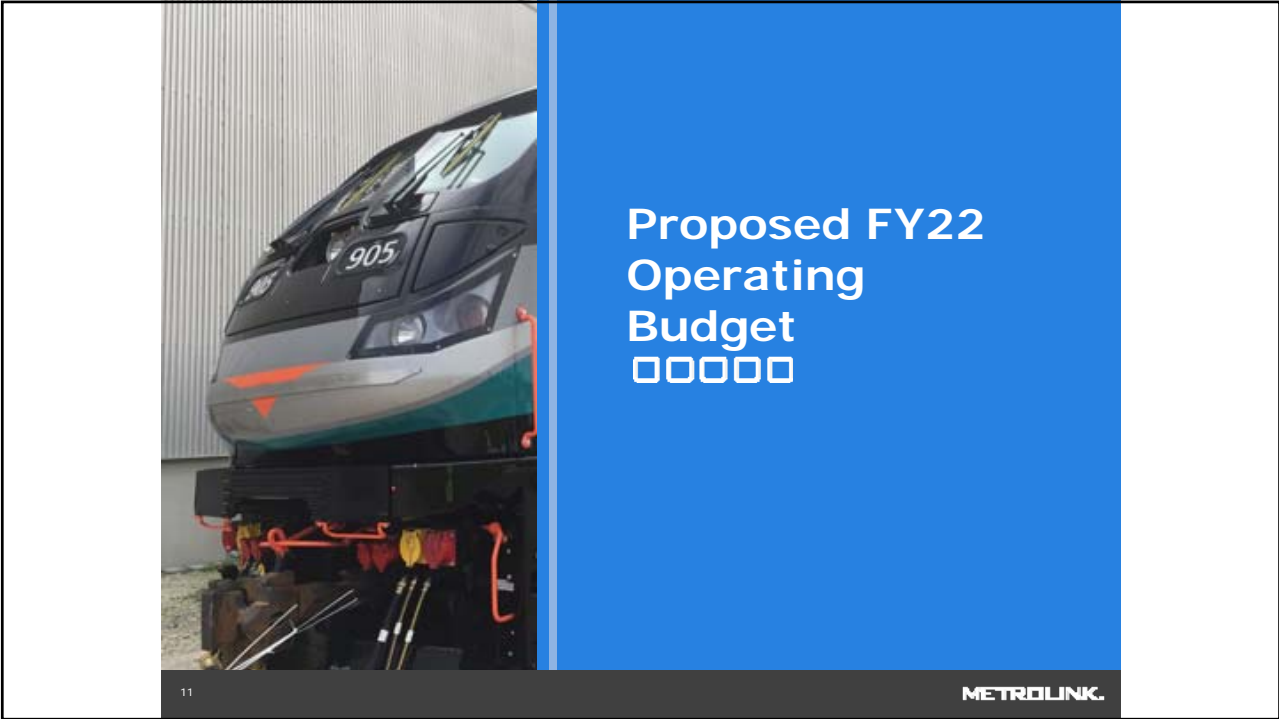
- 1 - Muted Recovery (Worst Case): Major economic downturn. Ridership recovery prolonged until FY24 Q3
- 2 - Recession (Medium Case): Medical crisis triggers recession. Ridership recovery by FY23 Q3
- 2A - Surge (Adjusted Medium Case): Surge in infections delays ridership recovery to FY23 Q4.
- 2B – 3<sup>rd</sup> Wave (Adjusted Medium 2A Case): Surge in infections delays ridership recovery to FY23 Q4.**
- 3 - No Recession (Best Case): Ridership recovery by FY22 Q3



## Budget Goals

- Focus on the five point Board approved Recovery Plan Framework to restore service and improve operations
- Manage Member Agency subsidy through cost containment





## FY22 Operating Budget Assumptions

- **Economic**
  - The UCLA Anderson Forecast in December assumes "that a large number of people will have received one of the vaccines by summer, ushering in the beginning of a return to normalcy." California joblessness will drop from 8.9% in the last quarter of 2020 to 6.9% in 2021, 5.2% in 2022 and 4.4% in 2023, according to the forecast.
- **Service**
  - Maintain 30% Service Reduction – any change based on ridership recovery
- **Revenue**
  - Ridership Recovery Forecast Scenario 2B
- **Expense**
  - 3% Merit Pool for FY22
  - No COLA for FY22
  - Contractor Increases Only as Mandated by Agreements
  - 1 New FTE headcount (Manager II - Cybersecurity)
- **Funding**
  - Continued Dependency on use of COVID Relief Funds
- **Reporting**
  - Monthly
  - Formal Mid-Year Budget review
- **Arrow Service**
  - Will be presented as part of the Mid-Year Budget Adjustment

### Proposed FY22 Operating Budget – Summary of Subsidy **by Member Agency**

(000's)	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Total Operating Revenue - FY22	29,220	15,604	5,045	7,253	2,238	\$ 59,359
Total Expense FY22	127,593	54,757	26,519	29,770	14,394	\$ 253,034
Loss - Subsidy - FY22	(98,379)	(39,153)	(21,475)	(22,518)	(12,150)	(193,674)
<i>These contributions reflect- calculated loss- not fixed Subsidy used in FY21</i>						
Total Operating Revenue - FY21	22,185	10,861	3,453	5,205	1,797	\$ 43,500
Total Expense FY21	132,107	56,793	27,233	30,272	14,102	\$ 260,508
Loss - Subsidy - FY21	(109,922)	(45,933)	(23,780)	(25,067)	(12,305)	(217,008)
<b>Year over Year Variance</b>						
Operating Revenue	7,035 31.7%	4,744 43.7%	1,591 46.1%	2,047 39.3%	441 24.6%	15,859 36.5%
Expense	(4,514) -3.4%	(2,037) -3.6%	(714) -2.6%	(502) -1.7%	292 2.1%	(7,474) -2.9%
Loss - Subsidy	(11,543) -10.5%	(6,780) -14.8%	(2,305) -9.7%	(2,549) -10.2%	(155) -1.3%	(23,333) -10.8%

Arrow Service in separate budget

### FY22 Subsidy and COVID Relief Funds

	METRO	OCTA	RCTC	SBCTA	VCTC	TOTAL
Loss - Subsidy - FY22	\$(98,379,438)	\$(39,152,549)	\$(21,474,584)	\$(22,517,758)	\$(12,150,085)	\$(193,674,413)
COVID Relief Funds Allocated	\$ 56,510,776	\$ 64,633,169	\$ 33,618,973	\$ 40,246,215	\$ 32,053,845	\$ 227,062,978
Estimated COVID Relief Funds Available	\$ 16,902,666	\$ 44,565,465	\$ 10,044,652	\$ 30,294,721	\$ 29,266,144	\$ 131,073,648
COVID Relief = CARES						

## Restoration of Service

### Guiding Principle: Train Load Factor

- Continuous Monitoring of Daily Train Load Factor & Stay-at-Home Orders
- Internal Team Meets Bi-Weekly to Review Load Factors (Ad-Hoc Meetings will be convened if large spikes in ridership occur.)
- A Continuous Load Factor **Greater Than 25%-30% Over a 2-Day Period** May Trigger Restoration of Service to that Corresponding Train
  - Team Reviews Schedule of Operation, Equipment Cycles, & Restoration of Crew Base
  - Short-Term: Review if Alternating Equipment can be provided In-Lieu of Adding Full Train Set (i.e. Add One Car to a 5-Car Train)
  - Long-Term: Trains to be Added in Pairs to Protect Equipment/Crew Rotations of Current Schedule, if needed
- Any financial impacts to restoration of service will be addressed during the Mid-Year Budget Review.



Proposed FY22  
Capital Budget  
□□□□□



## FY22 Capital Program

- **Proposed FY21 Budget: \$99.0M**
  - Rehabilitation = 90.433M
  - New Capital = \$8.600M
- **Current Backlog estimated at \$500M**

## Proposed Capital Program Requests Cash Flow - Rehabilitation

Cash Basis	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
FY22 Rehabilitation	\$33.1M	\$15.0M	\$4.2M	\$7.3M	\$4.7M	\$26.1M	\$90.4M
CASH OUTLAY							
2021-22	\$1.7M	\$0.8M	\$0.2M	\$0.4M	\$0.2M	\$1.3M	\$4.5M
2022-23	\$11.6M	\$5.3M	\$1.5M	\$2.5M	\$1.6M	\$9.1M	\$31.7M
2023-24	\$9.9M	\$4.5M	\$1.3M	\$2.2M	\$1.4M	\$7.8M	\$27.1M
2024-25	\$9.9M	\$4.5M	\$1.3M	\$2.2M	\$1.4M	\$7.8M	\$27.1M
<b>Totals</b>	<b>\$33.1M</b>	<b>\$15.0M</b>	<b>\$4.2M</b>	<b>\$7.3M</b>	<b>\$4.7M</b>	<b>\$26.1M</b>	<b>\$90.4M</b>

## Preliminary Capital Program Requests Cash Flow – New Capital

Cash Basis	METRO	OCTA	RCTC	SBCTA	VCTC	OTHER	TOTAL
<b>FY22 New Capital</b>	\$0.3M	\$0.1M	\$0.1M	\$0.1M	\$0.0M	\$8.0M	\$8.6M
<b>CASH OUTLAY</b>							
2021-22	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$0.4M	\$0.4M
2022-23	\$0.1M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$2.8M	\$3.0M
2023-24	\$0.1M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$2.4M	\$2.6M
2024-25	\$0.1M	\$0.0M	\$0.0M	\$0.0M	\$0.0M	\$2.4M	\$2.6M
<b>Totals</b>	\$0.3M	\$0.1M	\$0.1M	\$0.1M	\$0.0M	\$8.0M	\$8.6M

## FY22 Operating & Capital Proposed Subsidy by **Member Agency**

	Metro	OCTA	RCTC	SBCTA	VCTC	Other	Total
(000s)							
<b>FY22 Proposed Budget Requested Member Agency Subsidy</b>	\$ 98,379	<b>\$39,153</b>	\$21,475	\$22,518	\$ 12,150	-	\$ 193,674
<b>FY22 Capital Program Funding Required</b>	\$ 33,350	<b>\$15,167</b>	\$ 4,293	\$ 7,366	\$ 4,755	\$ 34,103	\$ 99,033
<b>Total FY22 Request *</b>	\$ 131,729	<b>\$54,319</b>	\$25,768	\$29,884	\$ 16,905	\$ 34,103	\$ 292,707

## *Minute Action*

AGENDA ITEM: 19

**Date:** *June 2, 2021*

**Subject:**

West Valley Connector Phase I Funding Plan Update and Ontario Loop Funding Allocation Swap

**Recommendation:**

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

- A. Approve an updated funding plan for the West Valley Connector Phase I project to reflect \$166,750,000 in total competitive grant awards to date.
- B. De-allocate \$9,982,621 of Congestion Mitigation and Air Quality funds for Contract No. 21-1002452 with HNTB Notice to Proceed 1 for Project Management/Construction Management services on the Ontario International Airport (ONT) Loop Project and replace with \$9,982,621 of Valley State Transit Assistance-Population share funds.
- C. Designate Valley State Transit Assistance-Population share funds in the amount of \$8,117,379 to fund the balance of the Board allocation to the ONT Loop Project that was still pending a specific fund source designation, resulting in project allocations of \$950,000 Rail Assets and \$18,100,000 of Valley State Transit Assistance-Population share funds for the \$19,050,000 total project allocation to date.
- D. Approve a budget amendment for Fiscal Year 2020/2021 for Task No. 0315 – Transit Capital to substitute \$5,100,000 of Federal Congestion Mitigation and Air Quality funds with State Transit Assistance Fund-Rail in the amount of \$5,100,000, for a zero net increase to the fiscal year budget.

**Background:**

The West Valley Connector (WVC), Phase I Project, is a 19-mile, 100% zero-emission Bus Rapid Transit (BRT) system, with approximately 3.5 miles as center-running, dedicated bus-only lanes, transit signal priority, and 21 stations through the Cities of Pomona, Montclair, Ontario, and Rancho Cucamonga, and connecting the Downtown Pomona Metrolink Station on the Riverside Line, the Ontario International Airport (ONT), Ontario Mills, the Rancho Cucamonga Metrolink Station on the San Bernardino Line, and Victoria Gardens. It is the second BRT route in San Bernardino County, after the sbX Green Line was implemented in 2014 in San Bernardino and Loma Linda, and the first stage of the San Bernardino County Zero-emission Bus Initiative. The project upgrades a portion of existing Route 61, the highest ridership route on the Omnitrans system, to 10 minute peak commute and 15 minute off-peak, providing a high level of service to the community.

In June 2019, the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) approved the 2019 Update to the 10-Year Delivery Plan, which identified the total cost of the WVC Phase I Project as \$286.966 million, including an unfunded need of \$157.313 million. That plan, although still not 100% funded, relied heavily on the use of Measure I (MSI) BRT funding, and the delivery plan schedule estimated a MSI BRT bonding need of \$53.4 million with bonding debt service repayments totaling \$82.8 million, or nearly \$30 million in bond interest, to deliver the capital project. Since then, SBCTA and Omnitrans as co-applicants, have been successful in securing \$166.75 million in competitive grant awards for

*Entity: San Bernardino County Transportation Authority*

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the project; \$86.75 million from the Federal Transit Administration (FTA) Small Starts program, \$65 million from the Solutions for Congested Corridors Program (SCCP) under Senate Bill 1 (SB1), and \$15 million from the Transit and Intercity Rail Capital Program (TIRCP). It should be noted that while Baseline Agreements have already been approved for SCCP and TIRCP, a full funding grant agreement (FFGA) is still pending for the FTA Small Starts funds, and is not anticipated to be in place until April 2022, pending revalidation of the federal environmental document and completing FTA's Small Starts funding approval process. However, the FTA allows agencies to continue moving ahead on projects under pre-award authority and eventually reimburse for the Small Starts share of all costs incurred since the project was approved to enter the Project Development (PD) phase of the Small Starts program on February 15, 2018.

The design plans for the WVC Phase I Project mainline procurement are 90% complete, the right-of-way phase is underway, construction is estimated to start in late 2022, and revenue service is currently anticipated in 2025. SBCTA seeks Board approval of an updated WVC Phase I funding plan, including the recognition of \$86.75 million of FTA Small Starts program funding allocation for the project.

Table 1 below illustrates the anticipated funding plan prior to the award of FTA Small Starts program funds, the current staff recommended funding plan, and the funds recommended to be released back to the unallocated/available fund balances available for programming. The total project cost estimate is currently being reviewed by FTA as part of the FTA's risk assessment process. SBCTA staff will present an updated funding plan for Board approval as staff analyzes funding source requirements and needs during the 2021 Update to the 10-Year Delivery Plan, which may include additional grant awards, such as an Affordable Housing Sustainable Communities (AHSC) grant that SBCTA is jointly submitting with the City of Pomona and Cesar Chavez Foundation in June 2021.

**Table 1 - Proposed WVC Funding Plan (Capital Only) and De-Allocations  
(1,000s)**

<b>Fund Source</b>	<b>Anticipated Funding Plan prior to Small Starts</b>	<b>Current Recommended Funding Plan</b>	<b>Recommended Returns for Available Programming</b>
FTA Small Starts	\$0	\$86,750	
TIRCP	\$15,000	\$15,000	
SCCP	\$65,000	\$65,000	
Measure I BRT <sup>1</sup>	\$80,448	\$39,471	(\$40,977)
State Transportation Improvement Program (STIP)	\$39,745	\$39,745	
Omnitrans <sup>2</sup>	\$31,700	\$31,700	
City of Ontario	\$9,300	\$9,300	
Federal Congestion Mitigation and Air Quality (CMAQ)	\$16,623	\$0	(\$16,623)
Low Carbon Transit Operations Program (LCTOP)	\$4,150	\$0	(\$4,150)
State Transit Assistance (STA) Population	\$25,000	\$0	(\$25,000)
<b>Total</b>	<b>\$286,966</b>	<b>\$286,966</b>	<b>(\$86,750)</b>

<sup>1</sup>Reducing MSI BRT eliminates the need to bond, saving nearly \$30 million in bonding debt service fees.

<sup>2</sup>Per SBCTA and Omnitrans cooperative agreement Nov. 2017. Includes \$3.5 million spent by Omnitrans on project delivery prior to SBCTA becoming lead agency. An update to the agreement is currently underway.

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As a separate transit project, SBCTA intends to construct the Ontario International Airport (ONT) Loop Project, a sub-surface tunnel to serve as a direct connection to the ONT from the Rancho Cucamonga Metrolink station on the San Bernardino Line, utilizing zero-emission vehicles, with the technological potential to be autonomous. As previously presented, the ONT Loop Project will be implemented using multiple phases managed via an estimated five (5) separate Notices to Proceed (NTP). The SBCTA Board previously allocated Congestion Mitigation and Air Quality (CMAQ) funds administered by the FTA, in addition to local Rail Asset Funds, to progress through the preliminary engineering and environmental approval, which includes the cost of continued legal services and the associated Project Management/Construction Management (PCM) services needed to support implementation.

SBCTA has the authority as the designated recipient to allocate FTA funds. However, it does not have the ability to receive funds directly from the FTA. Omnitrans is the direct FTA grantee for the San Bernardino Valley. As a result, SBCTA and Omnitrans have developed a direct recipient/sub-recipient working relationship to deliver projects which utilize FTA funds.

The ONT Loop Project is innovative and uses new technology, and therefore, there was initially confusion as to which federal authority would hold the funding and approval authority for the project, FTA or Federal Highways Administration (FHWA). SBCTA began discussions with the FTA, FHWA and Omnitrans, and it was decided this was primarily a transit project, and the FTA would be the approving authority. In early discussions, the FTA recommended SBCTA use local funds through completion of the environmental document rather than federal funds. Ultimately, it was agreed CMAQ funds could be used for pre-environmental activities. However, use of the funds requires SBCTA to submit for a transfer of funds from California Department of Transportation (Caltrans) to the FTA, and that process can take months.

To date, the SBCTA Board has allocated \$19,050,000 million towards the ONT Loop Project: \$950,000 of Rail Assets, \$9,982,621 of CMAQ and the balance of \$8,117,379 was an undesignated allocation with specific fund sources to be recommended upon contract awards. The total ONT Loop Project is estimated to cost approximately \$85 million, and SBCTA staff is pursuing grant funds for the Project. SBCTA staff seeks Board approval to replace allocations of CMAQ plus the remaining undesignated allocations totaling \$18,100,000 with Valley State Transit Assistance-Population Share funds. Approval of this recommendation not only shows SBCTA's willingness to work with the FTA and consider their feedback, but it allows SBCTA to access reimbursement for expenses more quickly by using local funds. It is anticipated CMAQ funds will still be requested for subsequent phases of the ONT Loop Project, pending environmental approval.

***Financial Impact:***

This item is not consistent with the Fiscal Year 2020/2021 Budget. Approval of this item will authorize a budget amendment as indicated in Recommendation D.

***Reviewed By:***

This item was reviewed and unanimously recommended for approval by the Transit Committee on May 13, 2021.

***Responsible Staff:***

Michele Fogerson, Chief of Fund Administration

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Approved  
Board of Directors  
Date: June 2, 2021  
Witnessed By:

San Bernardino County Transportation Authority

## *Minute Action*

AGENDA ITEM: 20

**Date:** *June 2, 2021*

**Subject:**

Allocation of ARP Act Funds to Transit Operators

**Recommendation:**

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

A. Approve allocations totaling \$62,160,646 of Federal Transit Administration (FTA) Section 5307 funds made available under the American Rescue Plan Act of 2021 (ARP) to Omnitrans, Southern California Regional Rail Authority (SCRRA), and Victor Valley Transit Authority (VVTA) as the transit operators within urbanized areas of San Bernardino County, as recommended in Attachment A, Option 1.

B. Direct staff to work with Omnitrans, SCRRA and VVTA to program allocations to maximize ARP funding for eligible expenses, including but not limited to costs to prevent, prepare for, and respond to COVID-19; to replace reduced revenues from passenger fares and sales tax revenues; and to ensure other discretionary funding allocations continue to meet the transit agencies' long-term operating needs.

**Background:**

In response to the COVID-19 pandemic, three stimulus packages have been signed into law, the Coronavirus Aid, Relief, and Economic Security (CARES) Act, the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) and the American Rescue Plan Act of 2021 (ARP). CARES was signed on March 27, 2020 and the Board of Directors (Board) approved allocations in May 2020. CRRSAA was signed on December 27, 2020, but San Bernardino County (SB County) did not receive an allocation of CRRSAA Section 5307 funds because of a 75% cap on funding apportionments relative to 2018 Operating Expenses as reported in the National Transit Database (2018 NTD OE) when combined with funds previously received under the CARES Act. ARP legislation set the Section 5307 apportionment cap at 132% of 2018 NTD OE when combined with CARES and CRRSAA apportionments.

In SB County, Omnitrans and SCRRA are eligible to receive Section 5307 funds from two Urbanized Areas (UZAs), the Los Angeles-Long Beach-Anaheim UZA (LA UZA) and the Riverside-San Bernardino UZA (SB UZA), and the Victor Valley Transit Authority (VVTA) receives funds apportioned to the Victorville-Hesperia UZA (VV UZA). The Southern California Association of Governments (SCAG) is delegated sub-allocation authority from the Federal Transit Administration (FTA) for SB County UZAs. SCAG chose to project the legislative intent of the 132% cap at the UZA level down to the county level, and limited counties within the UZAs to 132% of the county's total combined transit operators' 2018 NTD OE.

Table 1 summarizes the ARP Section 5307 funds allocated to SB County by UZA.

*Entity: San Bernardino County Transportation Authority*

**Table 1 – Total ARP Section 5307 Funding**

<b>UZA</b>	<b>ARP Section 5307</b>
LA UZA	\$13,444,053
SB UZA	\$44,144,159
VV UZA	\$4,572,434
<b>Total ARP Section 5307</b>	<b>\$62,160,646</b>

Table 2 shows all Section 5307 stimulus funding allocated to SB County under CARES, CRRSAA and ARP, and the combined total as a percentage compared to the 2018 NTD OE. It should be noted that legislation does not require de-allocation of prior allocations that exceeded 75% through CRRSAA, or 132% prior to ARP, so SB County received slightly less than 132% in the SB UZA because Orange County and Riverside County previously exceeded the 75% cap under CRRSAA, and Orange County exceeded the 132% cap prior to ARP.

**Table 2 – Total Section 5307 Stimulus Allocations and Percentage of 2018 NTD OE**

<b>REFERENCE DATA</b>	<b>TOTAL</b>	<b>LA UZA</b>	<b>SB UZA</b>	<b>VV UZA</b>
Grand Total of 2018 NTD OE	\$137,142,447	\$36,902,117	\$78,021,627	\$22,218,703
75% of 2018 NTD OE	\$102,856,835	\$27,676,588	\$58,516,220	\$16,664,027
132% of 2018 NTD OE	\$181,028,030	\$48,710,794	\$102,988,548	\$29,328,688
<b>CARES Act Allocations</b>	<b>\$118,269,287</b>	<b>\$35,266,741</b>	<b>\$ 58,246,292</b>	<b>\$24,756,254</b>
Percent of 2018 NTD OE	86.24%	95.57%	74.65%	111.42%
<b>ARP Allocations</b>	<b>\$62,160,646</b>	<b>\$13,444,053</b>	<b>\$44,144,159</b>	<b>\$4,572,434</b>
<b>CARES + CRRSAA<sup>1</sup> + ARP</b>	<b>\$180,429,933</b>	<b>\$48,710,794</b>	<b>\$102,390,451</b>	<b>\$29,328,688</b>
Percent of 2018 NTD OE	131.56%	132.00%	131.23%	132.00%

<sup>1</sup> Because CARES Act allocations exceeded 75%, CRRSAA allocations were \$0

VVTA is the only operator within the VV UZA and, therefore, the only eligible recipient of the ARP funds. As shown in Table 2 and Attachment A, VVTA's total combined stimulus Section 5307 apportionments for CARES plus CRRSAA plus ARP is \$29,328,688.

Attachment A shows the details of the total stimulus funding apportioned to SB County by SCAG by UZA, including the options for allocation of ARP funds. Omnitrans and SCRRA are eligible operators to receive Section 5307 funds in the LA and SB UZAs. Tables 3 and 4 summarize all Section 5307 stimulus funding allocated to SB County under CARES, CRRSAA and ARP. Table 3 represents the SB UZA, and Table 4 includes the same data for the LA UZA. The two allocation options identified by staff for both UZAs are as follows:

- Option 1 – Allocate Section 5307 ARP funds to each operator at the same combined percent share of funds received based on their 2018 NTD OE, without de-allocating previously allocated amounts over 132%. This essentially spreads the Section 5307



funding relative to the cost of providing services, which is most in line with the intent of CRRSAA and ARP, and is the option recommended by staff.

- Option 2 – Allocate Section 5307 ARP funds to the operators by the same percentages used under CARES, which were provided in the same ratio as the non-stimulus FTA Fiscal Year (FY) 2019/2020 Section 5307 apportionments. The drawback to this option is that it does not follow the legislative intent to limit stimulus funding to 132% of 2018 NTD OE, and the operators end up with varying levels of support when compared to operating expenses, between 101% and 224% of 2018 NTD OE.

**Table 3 – Total Section 5307 Stimulus Allocations SB UZA**

REFERENCE DATA SB UZA	TOTAL	OMNITRANS	SCRRRA
Grand Total of 2018 NTD OE	\$78,021,627	\$58,911,777	\$19,109,850
75% of 2018 NTD OE	\$58,516,220	\$44,183,833	\$14,332,388
132% of 2018 NTD OE	\$102,988,548	\$77,763,546	\$25,225,002
<b>CARES ALLOCATIONS SB UZA<sup>1</sup></b>	<b>\$58,246,292</b>	<b>\$33,877,291</b>	<b>\$24,369,001</b>

<sup>1</sup> CARES based on 2020 FTA Allocations by UZA

ARP ALLOCATIONS SB UZA	TOTAL	OMNITRANS	SCRRRA
<b>Option 1: Staff Recommended FTA/SCAG Methodology - Percent of 2018 OE</b>	<b>\$44,144,159</b>	<b>\$43,434,650</b>	<b>\$709,509</b>
TOTAL CARES + CRRSAA + ARP	\$102,390,451	\$77,311,941	\$25,078,510
UZA % Share of 2018 NTD OE for CARES + CRRSAA + ARP	131.23%	131.23%	131.23%
<b>Option 2: CARES Overall Percentages</b>	<b>\$44,144,159</b>	<b>\$25,675,189</b>	<b>\$18,468,970</b>
TOTAL CARES + CRRSAA + ARP	\$102,390,451	\$59,552,480	\$42,837,971
UZA % Share of 2018 NTD OE for CARES + CRRSAA + ARP	131.23%	101.09%	224.17%

**Table 4 – Total Section 5307 Stimulus Allocations LA UZA**

REFERENCE DATA LA UZA	TOTAL	OMNITRANS	SCRRRA
Grand Total of 2018 NTD OE	\$36,902,117	\$26,406,629	\$10,495,488
75% of 2018 NTD OE	\$27,676,588	\$19,804,972	\$7,871,616
132% of 2018 NTD OE	\$48,710,794	\$34,856,750	\$13,854,044
<b>CARES ALLOCATIONS LA UZA<sup>1</sup></b>	<b>\$35,266,741</b>	<b>\$19,389,528</b>	<b>\$15,877,213</b>

<sup>1</sup> CARES based on 2020 FTA Allocations by UZA

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ARP ALLOCATIONS LA UZA	TOTAL	OMNITRANS	SCRRA
<b>Option 1: Staff Recommended FTA/SCAG Methodology - Percent of 2018 OE</b>	<b>\$13,444,053</b>	<b>\$13,444,053</b>	<b>\$0</b>
TOTAL CARES + CRRSAA + ARP	\$48,710,794	\$32,833,581	\$15,877,213
UZA % Share of 2018 NTD OE for CARES + CRRSAA + ARP	132.00%	124.34%	151.28%
<b>Option 2: CARES Overall Percentages</b>	<b>\$13,444,053</b>	<b>\$7,391,492</b>	<b>\$6,052,561</b>
TOTAL CARES + CRRSAA + ARP	\$48,710,794	\$26,781,020	\$21,929,774
UZA % Share of 2018 NTD OE for CARES + CRRSAA + ARP	132.00%	101.42%	208.94%

Whereas non-stimulus annual FTA formula apportionments for Section 5307 funds in large UZAs require a 20% match and are not typically allowed to be used for operating expenses, the ARP funds are provided at a 100% federal share with no local match required. These funds can be used for all federally-eligible expenses, including operating, capital support, and other expenses generally eligible under Section 5307 to prevent, prepare for, and respond to COVID-19 or any federally-eligible operating expense to maintain transit services, including paying for administrative leave for transit personnel due to reduced operations. Costs incurred on or after January 20, 2020, are eligible for reimbursement.

It should be noted that San Bernardino County Transportation Authority (SBCTA) has discretionary authority to allocate funds that have been sub-allocated by SCAG to SB County within an UZA. As such, SBCTA may allocate SB County's share in any amount to any eligible operator within an UZA, up to the total SB County share for the UZA. Another notation is that not all of SCRRA's operating expenses are eligible for federal reimbursement. SB County CARES funds allocated to SCRRA total \$40.2 million, and the current estimated balance available at the end of FY 2020/2021 is \$30.1 million. While SCRRA may not be able to draw down stimulus funds as quickly as Omnitrans or VVTA, the stimulus funds are an important resource and are available until expended as long as they have been included in a grant that is approved by the FTA prior to September 30, 2024. It is anticipated that all transit operators, including SCRRA, will have all stimulus allocations through ARP included in an FTA-approved grant by June 30, 2022, and will continue to draw on the stimulus funds to meet SBCTA's share of their annual subsidies, or offset local funding, over the next several years. To that end, SBCTA staff will continue to work together with the transit operators to ensure funding sources are maximized and complement existing funding sources to fill transit operating needs. The FY 2021/2022 allocations will be presented to the Transit Committee in June 2021 and to the Board for approval in July 2021 with the latest information available at that time.

Although the COVID-19 pandemic appears to be drawing to a close, transit ridership throughout SB County, has yet to fully recover to pre-pandemic levels. At the SBCTA March Board meeting ridership data was presented for the first quarter of FY 2020/2021. The ridership information was the following: VVTA 166,100; Omnitrans 1,009,102; and SCRRA 134,836. These three agencies saw approximately 63.2%, 63.6% and 82.7% decrease from previous years, respectively. Public transit operators in SB County are closely monitoring ridership levels and adjusting service levels as needed to accommodate ridership needs. However, the loss of passenger fare revenue has been significant, and the diesel sales tax-generated State Transit Assistance (STA)

San Bernardino County Transportation Authority

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Fund revenue came in 13% lower in FY 2019/2020, and is estimated to be 27% less than pre-pandemic estimates in FY 2021/2022, per the State Controller's Office (SCO) estimates. Stimulus funding allocations are instrumental to backfill this reduced funding and to maintain essential transit services.

**Financial Impact:**

This item is consistent with the Fiscal Year 2020/2021 Budget.

**Reviewed By:**

This item was reviewed and unanimously recommended for approval by the Transit Committee on May 13, 2021.

**Responsible Staff:**

Michele Fogerson, Chief of Fund Administration

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Approved  
Board of Directors  
Date: June 2, 2021

Witnessed By:

ATTACHMENT A

**SAN BERNARDINO-  
RIVERSIDE UZA**

**LOS ANGELES - LONG BEACH -  
ANAHEIM UZA**

**VICTORVILLE-  
HESPERIA UZA<sup>4</sup>**

REFERENCE DATA
Grand Total of 2018 NTD OE
75% of 2018 NTD OE
132% of 2018 NTD OE

TOTAL	OMNITRANS	SCRRRA
\$78,021,627	\$58,911,777	\$19,109,850
\$58,516,220	\$44,183,833	\$14,332,388
\$102,988,548	\$77,763,546	\$25,225,002

TOTAL	OMNITRANS	SCRRRA
\$36,902,117	\$26,406,629	\$10,495,488
\$27,676,588	\$19,804,972	\$7,871,616
\$48,710,794	\$34,856,750	\$13,854,044

VVTA
\$22,218,703
\$16,664,027
\$29,328,688

CARES ALLOCATION
CARES 5307 Funds
Percent Share 5307 Funds
CARES 5337 Funds (FG/BRT SGR) <sup>1</sup>
Percent Share 5337 Funds
<b>Total Allocation</b>
Combined <sup>2</sup> Percent Share (by formula)
<b>CARES Percent of 2018 NTD OE</b>

TOTAL	OMNITRANS	SCRRRA
\$42,605,724	\$33,877,291	\$8,728,433
100.00%	79.51%	20.49%
\$15,640,568	\$0	\$15,640,568
100.00%	0.00%	100.00%
<b>\$58,246,292</b>	<b>\$33,877,291</b>	<b>\$24,369,001</b>
100.00%	58.16%	41.84%
<b>74.65%</b>	<b>57.51%</b>	<b>127.52%</b>

TOTAL	OMNITRANS	SCRRRA
\$25,091,683	\$19,389,528	\$5,702,155
100.00%	77.27%	22.73%
\$10,175,058	\$0	\$10,175,058
100.00%	0.00%	100.00%
<b>\$35,266,741</b>	<b>\$19,389,528</b>	<b>\$15,877,213</b>
100.00%	54.98%	45.02%
<b>95.57%</b>	<b>73.43%</b>	<b>151.28%</b>

VVTA
\$24,756,254
100.00%
\$0
0.00%
<b>\$24,756,254</b>
100.00%
<b>111.42%</b>

<sup>1</sup> 5337 Funds are for Fixed Guideways (FG) or Bus Rapid Transit (BRT) in operation over 7 Years  
<sup>4</sup> CARES 5307 + 5337

CRRSAA ALLOCATION
<b>Total Allocation</b>

TOTAL	OMNITRANS	SCRRRA
\$0	\$0	\$0

TOTAL	OMNITRANS	SCRRRA
\$0	\$0	\$0

VVTA
\$0

**ARP ALLOCATION**

	TOTAL	OMNITRANS	SCRRRA	TOTAL	OMNITRANS	SCRRRA
<b>Option 1: Staff Recommended - ARP ALLOCATION-FTA/SCAG Methodology</b>						
ARP Allocation	\$ 44,144,159	\$ 43,434,650	\$ 709,509	\$ 13,444,053	\$ 15,467,222	\$ (2,023,169)
Redistribution for overages	NA			\$0	-\$2,023,169	\$2,023,169
<b>Total ARP Allocation</b>	<b>\$ 44,144,159</b>	<b>\$ 43,434,650</b>	<b>\$ 709,509</b>	<b>\$ 13,444,053</b>	<b>\$ 13,444,053</b>	<b>\$ -</b>
Percent Share	100.00%	98.39%	1.61%	100.00%	100.00%	0.00%
ARP Percent of 2018 NTD OE	56.58%	73.73%	3.71%	36.43%	50.91%	0.00%
<b>Total Combined CARES+CRRSAA+ARP</b>	<b>\$ 102,390,451</b>	<b>\$ 77,311,941</b>	<b>\$ 25,078,510</b>	<b>\$ 48,710,794</b>	<b>\$ 32,833,581</b>	<b>\$ 15,877,213</b>
Combined <sup>3</sup> Percent of 2018 NTD OE	131.23%	131.23%	131.23%	132.00%	124.34%	151.28%

VVTA
\$ 4,572,434
\$0
<b>\$ 4,572,434</b>
100.00%
20.58%
<b>\$ 29,328,688</b>
132.00%

OR

<b>Option 2: ARP ALLOCATION - USING CARES %s</b>						
<b>Total Allocation</b>	<b>\$ 44,144,159</b>	<b>\$ 25,675,189</b>	<b>\$ 18,468,970</b>	<b>\$ 13,444,053</b>	<b>\$ 7,391,492</b>	<b>\$ 6,052,561</b>
Percent Share CARES Total	100.00%	58.16%	41.84%	100.00%	54.98%	45.02%
ARP Percent of 2018 NTD OE	56.58%	43.58%	96.65%	36.43%	27.99%	57.67%
<b>Total Combined CARES+CRRSAA+ARP</b>	<b>\$ 102,390,451</b>	<b>\$ 59,552,480</b>	<b>\$ 42,837,971</b>	<b>\$ 48,710,794</b>	<b>\$ 26,781,020</b>	<b>\$ 21,929,774</b>
Combined <sup>3</sup> Percent of 2018 NTD OE	131.23%	101.09%	224.17%	132.00%	101.42%	208.94%

<sup>4</sup> VVTA is the only eligible operator in the VV UZA

<sup>3</sup> CARES + CRRSAA + ARP

## *Minute Action*

AGENDA ITEM: 21

**Date:** *June 2, 2021*

**Subject:**

Colorado River Bridge Funding Agreement

**Recommendation:**

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

A. Approve a policy exception to allow for reimbursement of previous Arizona Department of Transportation invoices totaling \$19,385 and paid by the City of Needles (City) for the environmental and design phases of the Colorado River Bridge Project (Project).

B. Allocate \$98,470 of Measure I Colorado River Subarea Major Local Highway Projects Program (MSI CR-MLHPP) funds to the City for the Project, which includes funding for reimbursement of prior expenses totaling \$19,385.

C. Approve Agreement 21-1002610 with the City for reimbursement of \$98,470 in MSI CR-MLHPP funds for the Project.

**Background:**

Crossing the Colorado River Bridge to connect from the Interstate 40 (I-40) in the City of Needles to US 95 in Arizona is a highly traveled route that serves as an alternate road to Needles Highway for travelers heading north from Needles, California to Bullhead City, Arizona and Laughlin, Nevada.

The Colorado River Bridge Project (Project) will rehabilitate the bridge over the Colorado River at a total estimated cost of \$1.775 million. The lead agency for the Project is the Arizona Department of Transportation and the California Department of Transportation is providing Highway Bridge Program funding. The City has requested Measure I Colorado River Major Local Highway Projects Program (MSI CR-MLHPP) funds for their match of 11.47% in the amount of \$98,470. The request also includes a policy exception to provide reimbursement to them of the amounts paid to date for the match for the environmental and design phases.

The project is in the design phase, and it is currently anticipated that construction will start in October 2021, and take approximately seven months to construct, with a completion date in the Summer of 2022.

**Financial Impact:**

This item is consistent with the Fiscal Year 2020/2021 Budget.

**Reviewed By:**

This item was reviewed and unanimously recommended for approval by the Mountain/Desert Policy Committee on May 21, 2021. SBCTA General Counsel and Risk Management have reviewed this item and the draft agreement.

**Responsible Staff:**

Michele Fogerson, Chief of Fund Administration

*Entity: San Bernardino County Transportation Authority*

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Approved  
Board of Directors  
Date: June 2, 2021

Witnessed By:

San Bernardino County Transportation Authority

**Contract Summary Sheet**

21.a

**General Contract Information**

Contract No: 21-1002610 Amendment No.: \_\_\_\_\_  
 Contract Class: Payable Department: Fund Administration  
 Vendor No.: 01507 Vendor Name: City of Needles  
 Description: Colorado River Bridge Project Funding Agreement  
 List Any Related Contract Nos.: \_\_\_\_\_

**Dollar Amount**

Original Contract	\$	98,470.00	Original Contingency	\$	-
Prior Amendments	\$	-	Prior Amendments	\$	-
Current Amendment	\$	-	Current Amendment	\$	-
<b>Total/Revised Contract Value</b>	<b>\$</b>	<b>98,470.00</b>	<b>Total Contingency Value</b>	<b>\$</b>	<b>-</b>
<b>Total Dollar Authority (Contract Value and Contingency)</b>				<b>\$</b>	<b>98,470.00</b>

**Contract Authorization**

Board of Directors Date: 06/02/2021 Board Item # 7723

**Contract Management (Internal Purposes Only)**

Other Contracts \_\_\_\_\_ Sole Source? N/A No Budget Adjustment \_\_\_\_\_

Local \_\_\_\_\_ Funding Allocation \_\_\_\_\_

**Accounts Payable**

Estimated Start Date: 06/02/2021 Expiration Date: 12/31/2023 Revised Expiration Date: \_\_\_\_\_  
 NHS: N/A QMP/QAP: N/A Prevailing Wage: N/A

Total Contract Funding: Total Contingency:

Fund	Prog	Task	Sub-Task	Object	Revenue	PA Level	Revenue Code Name	\$	\$
GL	4430	50	0550	0516	54840		41100000	98,470.00	-
GL							MSI Col River MLHP	98,470.00	-
GL								-	-
GL								-	-
GL								-	-
GL								-	-
GL								-	-
GL								-	-
GL								-	-
GL								-	-

Michele Fogerson

Andrea Zureick

Project Manager (Print Name)

Task Manager (Print Name)

Additional Notes: PA Code: 0516.014.243.54840

Attachment: CSS - Revised - 08-31-2020 1-21pm - Blank (7723 : Colorado River Bridge Funding Agreement)

**PROJECT FUNDING AGREEMENT NO. 21-1002610**

**FOR**

**COLORADO RIVER BRIDGE PROJECT**

**(CITY OF NEEDLES)**

THIS Project Funding Agreement (“Agreement”) is made and entered into by and between the San Bernardino County Transportation Authority (“SBCTA”) and the City of Needles (“CITY”). SBCTA and CITY are each a “Party” or collectively “Parties.”

RECITALS

- A. The Measure I 2010-2040 Expenditure Plan and the Colorado River Subarea transportation planning partners have identified projects eligible for funding from Measure I 2010-2040 Colorado River Subarea Major Local Highway Projects Program (“MLHP”) funds; and
- B. The Colorado River Bridge Project (“PROJECT”) is one of the projects identified as eligible for such funding and is described more fully in Attachment A; and
- C. CITY has requested an allocation of \$98,470 in Colorado River Subarea MLHP funds for all phases of the PROJECT, for which the Arizona Department of Transportation is the lead agency and the CITY is a funding partner; and
- D. This Agreement is intended to delineate the duties and funding responsibilities of the Parties for the PROJECT; and
- E. This Agreement is to be carried out in accordance with the policies in the Measure I 2010-2040 Strategic Plan as adopted by SBCTA; and

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

SECTION I

SBCTA AGREES:

1. To allocate and reimburse CITY up to a maximum of \$98,470 for those eligible PROJECT expenses that are incurred by CITY for the PROJECT as set forth in Attachment B to this Agreement. SBCTA shall have no further responsibilities to provide any funding for the PROJECT exceeding this amount unless a written amendment to this Agreement is signed by both Parties.
2. To reimburse CITY within 30 days after CITY submits an electronic copy of signed invoices in the proper form covering those actual allowable PROJECT expenditures



- that were incurred by CITY up to the maximum amount identified in Section I, Paragraph 1 of this Agreement, consistent with the invoicing requirements of the Measure I 2010-2040 Strategic Plan, including providing backup information. Invoices may be submitted to SBCTA as frequently as monthly.
3. When conducting an audit of the costs claimed under the provisions of this Agreement, to rely to the maximum extent possible on any prior audit of CITY performed pursuant to the provisions of State and Federal laws. In the absence of such an audit, work of other auditors will be relied upon to the extent that work is acceptable to SBCTA when planning and conducting additional audits.
  4. To assign a project liaison for the purpose of attending Project Development Team (PDT) meetings.

## SECTION II

### CITY AGREES:

1. To coordinate with the lead agency for this PROJECT to ensure that they will diligently undertake and complete in a timely manner the Scope of Work for the PROJECT as shown in Attachment A.
2. To be responsible for expending that portion of allocated MLHP funds on eligible PROJECT expenses in an amount not to exceed \$98,470, unless this Agreement is amended and approved increasing PROJECT costs. Reimbursement by SBCTA shall be in accordance with Section I, Paragraph 2. Additionally, expenses relative to time spent on the PROJECT by CITY staff are considered eligible PROJECT expenses and may be charged to the PROJECT, subject to SBCTA, State, and Federal guidelines.
3. To abide by all applicable SBCTA, CITY, State and Federal laws, regulations, policies and procedures pertaining to the PROJECT.
4. To prepare and submit to SBCTA an electronic copy of signed invoices for reimbursement of eligible PROJECT expenses. Invoices may be submitted to SBCTA as frequently as monthly.
5. To maintain all source documents, books and records connected with its performance under this Agreement for a minimum of five (5) years from the date of the Final Report of Expenditures submittal to SBCTA or until audit resolution is achieved, whichever is later, and to make all such supporting information available for inspection and audit by representatives of SBCTA during normal business hours at CITY Hall. Copies will be made and furnished by CITY upon written request by SBCTA.
6. To establish and maintain an accounting system conforming to Generally Accepted Accounting Principles (GAAP) to support CITY's requests for reimbursement, payment vouchers, or invoices which segregate and accumulate costs of PROJECT work

elements and produce monthly reports which clearly identify reimbursable costs, matching fund costs, indirect cost allocation, and other allowable expenditures by CITY.

7. To prepare a Final Report of Expenditures, including a final invoice reporting the actual eligible PROJECT costs expended for those activities described in the work activities, and to submit that Final Report of Expenditures and final invoice no later than one hundred twenty (120) days following the completion of those expenditures. An original and two copies of the Final Report of Expenditures shall be submitted to SBCTA and must state that these PROJECT funds were used in conformance with this Agreement and for those PROJECT-specific work activities described.
8. To cooperate in having a PROJECT-specific audit completed by SBCTA, at SBCTA's option and expense, upon completion of the PROJECT. The audit must state that all funds expended on the PROJECT were used in conformance with this Agreement.
9. To repay to SBCTA any reimbursement for Measure I costs that are determined by subsequent audit to be unallowable within one hundred twenty (120) days of CITY's receipt of notice of audit findings, which time shall include an opportunity for CITY to respond to and/or resolve the findings. Should the findings not be otherwise resolved and CITY fail to reimburse moneys due SBCTA within one hundred twenty (120) days of audit findings, or within such other period as may be agreed between both Parties, SBCTA reserves the right to withhold future payments due CITY from any source under SBCTA's control.
10. To include SBCTA in Project Development Team (PDT) meetings if and when such meetings are held and in related communications on PROJECT progress, to provide at least quarterly schedule updates to SBCTA, and to consult with SBCTA on critical issues relative to the PROJECT.
11. As an eligible PROJECT expense, to post signs at the boundaries of the PROJECT noting that PROJECT is funded with Measure I funds. Signs shall bear the logos of SBCTA and CITY.

### SECTION III

#### IT IS MUTUALLY AGREED:

1. To abide by all applicable Federal, State and Local laws and regulations pertaining to the PROJECT, including Policy 40017 in the Measure I 2010-2040 Strategic Plan, as amended, as of the Effective Date of this Agreement.
2. The final PROJECT cost may ultimately exceed current estimates of PROJECT cost. Any additional eligible costs resulting from unforeseen conditions over the estimated total of the PROJECT cost shall be borne by CITY unless prior authorization

- has been approved by the SBCTA Board of Directors pursuant to Section III, Paragraph 3 of this Agreement.
3. In the event CITY determines PROJECT work may exceed the not to exceed amount identified in Section I, Paragraph 1, CITY shall inform SBCTA of this determination and thereafter the Parties shall work together in an attempt to agree upon an amendment to the PROJECT amounts identified in this Agreement. In no event, however, shall SBCTA be responsible for PROJECT costs in excess of the PROJECT amounts identified herein absent a written amendment to this Agreement that is approved by the Parties.
  4. Eligible PROJECT reimbursements shall include only those costs incurred by CITY for PROJECT-specific work activities that are described in this Agreement and shall not include escalation or interest.
  5. Neither SBCTA nor any officer or employee thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by CITY under or in connection with any work, authority or jurisdiction delegated to CITY under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, CITY shall fully defend, indemnify and save harmless SBCTA, its officers and employees from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by CITY under or in connection with any work, authority or jurisdiction delegated to CITY under this Agreement. CITY's indemnification obligation applies to SBCTA's "active" as well as "passive" negligence but does not apply to SBCTA's "sole negligence" or "willful misconduct" within the meaning of Civil Code Section 2782.
  6. Neither CITY nor any officer or employee thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by SBCTA under or in connection with any work, authority or jurisdiction delegated to SBCTA under this Agreement. It is understood and agreed that, pursuant to Government Code Section 895.4, SBCTA shall fully defend, indemnify and save harmless CITY, its officers and employees from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by SBCTA under or in connection with any work, authority or jurisdiction delegated to SBCTA under this Agreement. SBCTA's indemnification obligation applies to CITY's "active" as well as "passive" negligence but does not apply to CITY's "sole negligence" or "willful misconduct" within the meaning of Civil Code Section 2782.
  7. In the event CITY and/or SBCTA is found to be comparatively at fault for any claim, action, loss or damage which results from their respective obligations under this Agreement, CITY and/or SBCTA shall indemnify the other to the extent of its comparative fault.

8. This Agreement will be considered terminated upon reimbursement of all eligible costs by SBCTA or December 31, 2023, whichever is sooner, provided that the provisions of Paragraphs 5, 6, 7, 8, and 9 of Section II, and Paragraphs 5, 6 and 7 of Section III, shall survive the termination of this Agreement. The Agreement may also be terminated by SBCTA, in its sole discretion, in the event the PROJECT work described in Attachment A has not been initiated within twelve (12) months of the Effective Date of this Agreement.
9. SBCTA may terminate this Agreement if CITY fails to perform according to the terms of this Agreement and if this failure jeopardizes the delivery of the PROJECT according to the terms herein.
10. The Recitals to this Agreement are true and correct and are incorporated into this Agreement.
11. Attachment A, Description of Project and Milestones, and Attachment B, Summary of Estimated Costs, are attached to and incorporated into this Agreement.
12. The Agreement may be signed in counterparts, each of which shall constitute an original.
13. This Agreement is effective and shall be dated on the date executed by SBCTA.

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

IN WITNESS WHEREOF, the Parties have executed this Agreement by their authorized signatories below.

**SAN BERNARDINO COUNTY  
TRANSPORTATION AUTHORITY**

**CITY OF NEEDLES**

By: \_\_\_\_\_  
Frank J. Navarro, President  
Board of Directors

By: \_\_\_\_\_  
Rick Daniels  
City Manager

Date: \_\_\_\_\_

Date: \_\_\_\_\_

APPROVED AS TO FORM:

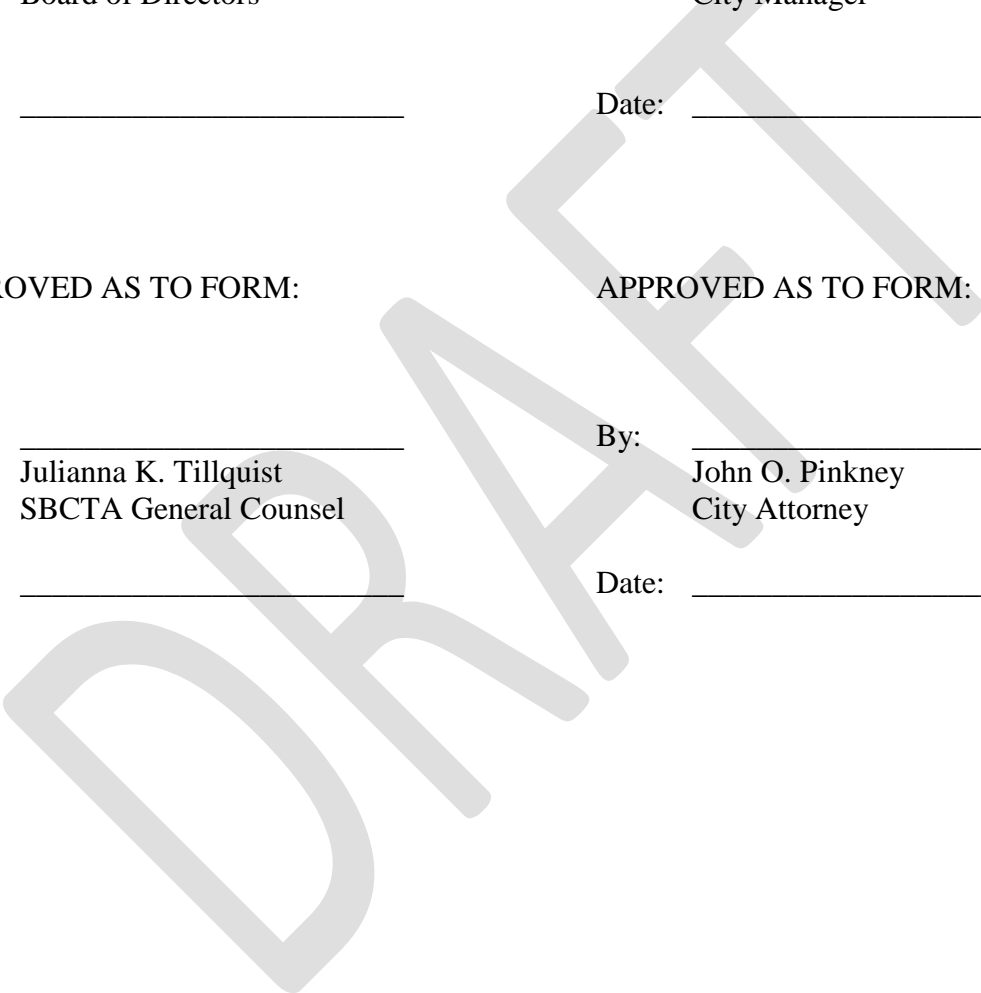
APPROVED AS TO FORM:

By: \_\_\_\_\_  
Julianna K. Tillquist  
SBCTA General Counsel

By: \_\_\_\_\_  
John O. Pinkney  
City Attorney

Date: \_\_\_\_\_

Date: \_\_\_\_\_



Attachment: 21-1002610 (7723 : Colorado River Bridge Funding Agreement)

## Attachment A

### COLORADO RIVER BRIDGE PROJECT Description of Project and Milestones

Project Title		
Colorado River Bridge (CA) North K Street / Harbor Ave (AZ)		
Location, Project Limits, Description, Scope of Work, Legislative Description		
Colorado River Bridge (CA) North K Street / Harbor Ave (AZ) River Street (California) east to E. Dike Road (Arizona)		
Component	Implementing Agency	Reimbursements
PA&ED	Arizona DOT	
PS&E	Arizona DOT	
Right of Way	Arizona DOT	
Construction	Arizona DOT	
Legislative Districts		
Assembly:		Senate:
Congressional:		
Purpose and Need		
Project Benefits		
Project Milestone		Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase		07/01/2020
Circulate Draft Environmental Document	<b>Document Type</b>	
Draft Project Report		
End Environmental Phase (PA&ED Milestone)		07/28/2021
Begin Design (PS&E) Phase		07/01/2020
End Design Phase (Ready to List for Advertisement Milestone)		07/28/2021
Begin Right of Way Phase		07/01/2020
End Right of Way Phase (Right of Way Certification Milestone)		02/24/2021
Begin Construction Phase (Contract Award Milestone)		11/22/2021
End Construction Phase (Construction Contract Acceptance Milestone)		06/08/2022
Begin Closeout Phase		
End Closeout Phase (Closeout Report)		12/31/2022

**ATTACHMENT B**  
**COLORADO RIVER BRIDGE PROJECT**

**Summary of Estimated Costs**

<b>Phase</b>	<b>Total Cost</b>	<b>SBCTA Share<sup>(1)</sup></b>	<b>Caltrans HBP Share</b>	<b>Arizona DOT Share</b>
PA&ED	\$293,000	\$16,804	\$129,696	\$146,500
PS&E	\$45,000	\$2,581	\$19,919	\$22,500
ROW	\$0	\$0	\$0	\$0
CON	\$1,437,444	\$79,085	\$637,859	\$720,500
<b>TOTAL</b>	<b>\$1,775,444</b>	<b>\$98,470</b>	<b>\$787,474</b>	<b>\$889,500</b>

<sup>(1)</sup> SBCTA's Share can be from sources under control of SBCTA including but not limited to Measure I Major/Local Highways 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 the phases.

## *Minute Action*

AGENDA ITEM: 22

***Date:*** June 2, 2021

***Subject:***

Victor Valley Subarea Regional/Interregional Projects Prioritization

***Recommendation:***

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

Approve the Victor Valley Subarea Regional/Interregional Projects List and prioritization of projects in Attachment A, and direct staff to work with jurisdictions to begin to incorporate the highest priorities into the 2021 Update to the 10-Year Delivery Plan.

***Background:***

The voter-approved Measure I 2010-2040 Expenditure Plan for the Mountain/Desert Subareas identifies many projects on regional/interregional, State, Interstate, and United States (US) highways throughout the Mountain/Desert region as projects to be funded from the Measure I Major Local Highways Program (MLHP) and State and Federal funding sources. At its April 3, 2019 meeting, the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) approved Agenda Item 18 – Mountain/Desert Regional/Interregional Projects Set-Aside Funding, which directed SBCTA staff to work with California Department of Transportation (Caltrans) and local jurisdictions on identifying needs and developing funding set-asides for regional/interregional highway improvements in the Mountain/Desert Subareas. All participants have been asked to provide input.

It was determined that a series of meetings for each Subarea would take place for the purpose of coordinating project planning and programming among jurisdictions, identifying regional transportation infrastructure needs, and developing a list of regional/interregional projects, including those on State, Interstate, and US highway routes, along with the funding amount required and availability of funding to be set aside. The prioritized list for the Rural Subareas was approved by the Board in April 2021. This item concerns the prioritization for the Victor Valley Subarea.

A number of meetings have taken place in the past year where staff from each local jurisdiction has been provided an opportunity to nominate regional projects. Caltrans has also shared information about their current and planned projects and the agencies have been able to communicate to Caltrans issues on the State highways within their jurisdictions. Some specific recommendations and projects discussed included:

- Regional/Interregional highway project needs.
- Project prioritization – the need to develop and utilize ranking criteria. Attachment A to this item contains a list of prioritized regional/interregional projects, as identified by the Victor Valley Subarea staff and SBCTA staff.
- Funding flow – Identifying all current available Local, State and Federal funding sources. Attachment B to this item contains a list of these funding sources with a brief description of use and whether they are formula or competitive funds. It also reflects which agencies are eligible recipients for particular funds. It is important to note that in the Victor Valley Subarea, Measure I MLHP funds and State and Federal funds that are not assigned to regional/interregional projects are shared equally between jurisdictions within the Subarea by policy. While some State and Federal funds have been allocated to projects

*Entity: San Bernardino County Transportation Authority*



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on the local network to ensure that they are able to be delivered on schedule, it is assumed that State and Federal funds will be largely responsible for funding the regional/interregional projects.

- Future State Route 247 (SR) 247, Interstate 15 (I)-15 Bypass Project – Caltrans staff indicated that an update to the I-15 Corridor Plan (Plan) has recently been initiated with work on the Plan beginning in late 2019. As part of that update, Caltrans will analyze alternative bypass options. Staff of the three subareas through which SR 247 lies – North Desert, Victor Valley, and Morongo Basin – have agreed that Measure I Project Development/Traffic Management Systems (PD/TMS) funds from each subarea would be appropriate to fund an initial feasibility study that would examine possible improvements and costs for a future project. Because this project is undefined, it was not included in the prioritization at this time.
- SR 18/SR 138 Corridor Study – As an interim project for near-term improvement to east-west flows between the Antelope and Victor Valleys until funding for the High Desert Corridor is available, SBCTA has approved funding for a Project Study Report in collaboration with Los Angeles County Metropolitan Transportation Authority and Caltrans. Because this project is undefined, it was not included in the prioritization at this time.
- US 395 Widening – it was agreed that widening additional segments of US 395 remains a priority for the Victor Valley Subarea.
- I-15/Joshua Interchange – it was agreed that improvements along Joshua could be prioritized as a regional project, but only in the context of the development of a Brightline Station near the Joshua interchange.

Attachment A lists the prioritized project lists for the Victor Valley Subarea. Items marked as “N/A” were reviewed but not ranked by members of the Subarea at this time. After all meetings have taken place, the final product will be a cooperatively developed list of regional/interregional projects with programmed funding to be included in SBCTA’s 2021 Update to the 10-Year Delivery Plan for the highest priorities.

As stated earlier, in the Victor Valley Subarea, Measure I MLHP funds and State and Federal funds that are not assigned to regional/interregional projects are shared equally between jurisdictions within the Subarea by policy. In other words, funding directed to regional/interregional projects reduce the funds available to split between the local jurisdictions. Staff will work with jurisdictions within the Subarea to develop funding plans that balance initiation of these highest priorities while continuing to address jurisdictional priorities on the local network. This list will be reviewed and revised as needed every two years in conjunction with the update to the 10-Year Delivery Plan.

***Financial Impact:***

This item has no financial impact on the Fiscal Year 2020/2021 Budget.

***Reviewed By:***

This item was reviewed and unanimously recommended for approval by the Mountain/Desert Policy Committee on May 21, 2021.

***Responsible Staff:***

Andrea Zureick, Director of Fund Administration

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Approved  
Board of Directors  
Date: June 2, 2021  
Witnessed By:

San Bernardino County Transportation Authority

## ATTACHMENT A - VICTOR VALLEY SUBAREA REGIONAL/INTERREGIONAL PROJECT PRIORITIZATION

<b>RANK</b>	<b>REGIONAL/INTERREGIONAL PROJECT</b>	<b>COMMENTS</b>
1	US 395 Phase 3 widen 2 to 4 lanes (I-15 to Palmdale Rd.)	Environmental completed. Possibility for near-term coordination with a CT SHOPP project; good candidate for TCEP.
2	I-15 @ Joshua Street Interchange Widening - Widen roadway and bridge from US 395 to Mariposa from 2 to 4 lanes to accommodate the proposed Brightline West High Speed Rail Station/parking structure in Hesperia.	Would be in conjunction with Brightline's plans to widen bridge for bus lane and likely implemented by Brightline. Therefore, contingent on need for rail station.
3	US 395 Phase 2 widen 2 to 4 lanes (Chamberlaine Way to Desert Flower)	Environmental complete.
4	I-15 Victor Valley Express Lanes Widening - Add 1 HOT lane each direction from US 395 to D Street.	No project work to date. Probably not feasible if Brightline is in the median. If Brightline built only to Apple Valley, consider extending lanes to Stoddard Wells.
5	SR 138 Segment 4 widen 2 to 4 lanes (Lone Pine Canyon Rd to I-15)	Design is complete, just needs funding.
6	Rock Springs Road Bridge over Mojave River - widen 2 to 4 lanes	Bridge replacement is in Highway Bridge Program - funding would be for cost to widen bridge and approaches.
7	US 395 Phase Future widen 2 to 4 lanes (Desert Flower to North Desert Subarea)	CT was working on environmental but was deprioritized at HQ and no longer in progress.
8	SR 138 Segment 1 widen 2 to 4 lanes (SR 18 to Phelan)	Majority of this project is in LA County and not likely to be prioritized by them. Caltrans is planning a safety project to add a median lane in San Bernardino County.
9	SR 247/SR18 Intersection Realignment at SR 18 and Crystal Creek Rd (Lucerne Valley)	Problem first identified for truck traffic NB on Crystal Creek. Four-way stop has been installed at intersection. Additional roadway R/W (local road and highway) will be required to accommodate further improvements such as signalization and/or intersection realignment. A greater amount of R/W will be required to accommodate a single, realigned roadway at the existing intersection location. Less R/W will be required for an offset intersection; however, intersection spacing standards are applicable.
10	SR 138 Realignment from Summit Valley Road to SR 173	No project work to date.
11	SR 138 Widening from I-15 to Summit Valley Road	No project work to date.
N/A	SR 18 from LA County line to US 395 widen 2 to 4 lanes Feasibility Study (rank later)	High Desert Corridor alternative. Feasibility study underway with LA Metro with possible ranking later after scope is better defined.
N/A	SR 247 (Lucerne Valley-Yucca Valley) Feasibility Study (rank later)	Possible passing lanes, left and right turn pockets, intersection improvements through a portion of Victor Valley Subarea. Feasibility study is proposed now with possible ranking later after scope is defined.
N/A	High Desert Corridor - Roadway Victor Valley to Palmdale	Roadway was not included in NEPA environmental action but was included in CEQA NOD. Roadway was taken out of RTP/SCS - no longer a project. Rail portion is continuing with LA Metro as lead.

Note: Items marked as "N/A" were reviewed but not ranked by members of the Subarea at this time.

**ATTACHMENT B  
MOUNTAIN/DESERT SUBAREAS TRANSPORTATION FUNDING SOURCES  
for REGIONAL/INTERREGIONAL HIGHWAY PROJECTS**

CITY/COUNTY	SBCTA	CALTRANS
<b>LOCAL FUNDS</b>		
<b>Development Impact Fees (DIF) Contribution</b>	<b>Measure I Major Local Highway (MLH)</b>	
<i>Required for access to SBCTA Public Funds on most projects.</i>	For major streets and highways serving as primary routes of travel within subarea. Combined with State and Federal sources below for <i>Public Share</i> contribution.	
<b>Local Funds</b>	<b>Measure I Project Development - Traffic Management Systems (PDTMS)</b>	
Can be used for project phases <i>without Public Share contribution</i> or to fill gaps in funding.	For corridor studies and project study reports.	
<b>STATE FUNDS</b>		
<b>Local Partnership Program (LPP)</b>	<b>Local Partnership Program (LPP)</b>	<b>State Highway Operation &amp; Protection Program (SHOPP)</b>
<i>DIF Share</i> for projects that improve aging infrastructure, road conditions, active transportation, and have health and safety benefits. <i>Competitive grant.</i>	<i>Public Share</i> for projects that improve aging infrastructure, road conditions, active transportation, and have health and safety benefits. <i>Formula funds and competitive grant.</i>	For repair and preservation of existing infrastructure, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System. <i>Not for capacity increasing projects.</i>
	<b>Solutions for Congested Corridors Program (SCCP)</b>	<b>Solutions for Congested Corridors Program (SCCP)</b>
	<i>Public Share</i> for high-occupancy vehicle lanes, managed lanes, auxiliary lanes, truck climbing lanes, and other <i>non-general purpose lane</i> highway improvements. <i>Competitive grant.</i>	For high-occupancy vehicle lanes, managed lanes, auxiliary lanes, truck climbing lanes, and other <i>non-general purpose lane</i> highway improvements. <i>Competitive grant.</i>
<b>Trade Corridor Enhancement Program (TCEP)</b>	<b>Trade Corridor Enhancement Program (TCEP)</b>	<b>Trade Corridor Enhancement Program (TCEP)</b>
For improvements on corridors with high volume of freight movement. <i>Competitive grant (60% target).</i>	<i>Public Share</i> for improvements on corridors with high volume of freight movement. <i>Competitive grant (60% target).</i>	For improvements on corridors with high volume of freight movement. <i>Competitive grant (60% target).</i>
	<b>State Transportation Improvement Program - Regional (STIP-RIP)</b>	<b>State Transportation Improvement Program - Interregional (STIP-IIP)</b>
	<i>Public Share</i> for capital improvement transportation projects on and off the State Highway System. <i>Formula funds.</i>	For improvements to state highways, intercity passenger rail, interregional movement of people, vehicles, and goods <i>based on statewide priorities.</i>

Attachment: Attachment B - MD Regional Project Funding Sources (7722 : Victor Valley Subareas Regional Projects Prioritization)

**ATTACHMENT B  
MOUNTAIN/DESERT SUBAREAS TRANSPORTATION FUNDING SOURCES  
for REGIONAL/INTERREGIONAL HIGHWAY PROJECTS**

CITY/COUNTY	SBCTA	CALTRANS
<b>FEDERAL FUNDS</b>		
	<p align="center"><b>Surface Transportation Program (STP)</b></p> <p><i>Public Share</i> - Most flexible federal funding for highway and bridge projects. <i>Formula Funds.</i></p>	
	<p align="center"><b>Congestion Mitigation and Air Quality (CMAQ)</b></p> <p><i>Public Share</i> for transportation projects and other efforts that contribute air quality improvements and provide congestion relief. <i>Formula funds.</i></p>	
<p align="center"><b>Highway Bridge Program (HBP)</b></p> <p>For projects to replace or rehabilitate bridges in the National Bridge Inventory.</p>	<p align="center"><b>Highway Bridge Program (HBP)</b></p> <p>For projects to replace or rehabilitate bridges in the National Bridge Inventory.</p>	
<p align="center"><b>Infrastructure for Rebuilding America (INFRA)</b></p> <p>For nationally and regionally significant freight and highway projects. <i>Competitive grant.</i></p>	<p align="center"><b>Infrastructure for Rebuilding America (INFRA)</b></p> <p><i>Public Share</i> for nationally and regionally significant freight and highway projects. <i>Competitive grant.</i></p>	<p align="center"><b>Infrastructure for Rebuilding America (INFRA)</b></p> <p>For nationally and regionally significant freight and highway projects. <i>Competitive grant.</i></p>
<p align="center"><b>Better Utilizing Investments to Leverage Development (BUILD)</b></p> <p>For highway and bridge projects with national significance. (Prior TIGER grant) <i>Competitive grant.</i></p>	<p align="center"><b>Better Utilizing Investments to Leverage Development (BUILD)</b></p> <p><i>Public Share</i> for highway and bridge projects with national significance. (Prior TIGER grant) <i>Competitive grant.</i></p>	<p align="center"><b>Better Utilizing Investments to Leverage Development (BUILD)</b></p> <p>For highway and bridge projects with national significance. (Prior TIGER grant) <i>Competitive grant.</i></p>

Attachment: Attachment B - MD Regional Project Funding Sources (7722 : Victor Valley Subareas Regional Projects Prioritization)

## *Minute Action*

AGENDA ITEM: 23

***Date:*** June 2, 2021

***Subject:***

Amendment 1 to the Bear Valley Road Overhead at BNSF Railroad Project Funding Agreement with the City of Victorville

***Recommendation:***

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

A. Deallocate \$1,633,758 of Federal Surface Transportation Program funds on the Bear Valley Road Overhead at BNSF Railroad Project in the City of Victorville (City) and replace with \$1,633,758 of Federal Highway Infrastructure Program funds.

B. Allocate up to \$598,231 of additional Federal Highway Infrastructure Program funds for a new total of \$2,231,989.

C. Approve Amendment No. 1 to Project Funding Agreement 19-1002212 with the City for the Construction Phase of the Bear Valley Road Overhead at BNSF Railroad Project in the City.

***Background:***

The Bear Valley Road Overhead at BNSF Railroad Project (Project) includes the widening of an existing bridge, No. 54C0547. There are two segments of the project; the first segment will widen a six lane bridge to seven lanes by adding a median turn lane and the second segment will seismically retrofit the bridge. The second segment has been funded by the Highway Bridge Program (HBP) and the City of Victorville (City) in the amount of \$6,257,892, although the HBP has excluded a portion of road approaches at Bear Valley Road/Industrial Road and Bear Valley Road/Ridgecrest Road. These approaches need operational improvements to meet current American Association of State Highway and Transportation Officials (AASHTO) and the City super arterial geometric standards for lane and shoulder widths.

On July 10, 2019, the San Bernardino County Transportation Authority (SBCTA) Board of Directors approved Funding Agreement No. 19-1002212 with the City for the Construction Phase of the Project in addition to approving an allocation of Federal Surface Transportation Program (STP) funds in the amount of \$1,633,758 to cover the 51% public share of non-participating costs. Since the approval of Funding Agreement No. 19-1002212 in July 2019, construction and construction management cost estimates provided by the City indicate an overall estimated increase to the Construction Phase of \$2,383,146. The public share of non-participating costs has increased by \$598,231 to \$2,231,989.

Amendment No. 1 to Funding Agreement No. 19-1002212 would adjust the total cost of the Construction Phase and the Development Share and Public Share amounts. Amendment No. 1 would also adjust the current fund source for the Public Share amount from STP funds to Highway Infrastructure Program (HIP) funds. Staff recommends the use of HIP funds in order to prevent the loss of Fiscal Year 2018/2019 funds, which must be obligated by September 30, 2022.

*Entity: San Bernardino County Transportation Authority*

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The City plans to advertise for construction bids in May 2021 and award the construction contract in the summer of 2021.

***Financial Impact:***

This item is consistent with the Fiscal Year 2020/2021 Budget.

***Reviewed By:***

This item was reviewed and unanimously recommended for approval by the Mountain/Desert Policy Committee on May 21, 2021. SBCTA General Counsel and Risk Management have reviewed this item and the draft amendment.

***Responsible Staff:***

Vanessa Schoenewald, Management Analyst III

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Approved  
Board of Directors  
Date: June 2, 2021

Witnessed By:

**Contract Summary Sheet**

23.a

**General Contract Information**

Contract No: 19-1002212 Amendment No.: 1  
 Contract Class: Payable Department: Fund Administration  
 Vendor No.: 02324 Vendor Name: City of Victorville  
 Description: Bear Valley Road Bridge over BNSF Railway Project Funding Agreement  
 List Any Related Contract Nos.: \_\_\_\_\_

**Dollar Amount**

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

**Contract Authorization**

Board of Directors Date: 06/02/2021 Board Item # 7720

**Contract Management (Internal Purposes Only)**

Other Contracts \_\_\_\_\_ Sole Source? N/A No Budget Adjustment \_\_\_\_\_  
 Local \_\_\_\_\_ Funding Allocation \_\_\_\_\_

**Accounts Payable**

Estimated Start Date: 06/02/2021 Expiration Date: 12/31/2022 Revised Expiration Date: \_\_\_\_\_  
 NHS: N/A QMP/QAP: N/A Prevailing Wage: N/A

Total Contract Funding: \_\_\_\_\_ Total Contingency: \_\_\_\_\_

Fund	Prog	Task	Sub-Task	Object	Revenue	PA Level	Revenue Code Name	\$	\$
GL								-	-
GL								-	-
GL								-	-
GL								-	-
GL								-	-
GL								-	-
GL								-	-
GL								-	-
GL								-	-
GL								-	-

Vanessa Schoenewald

Andrea Zureick

Project Manager (Print Name)

Task Manager (Print Name)

Additional Notes: Project Accounting Code 0516.022.239.54840 Public Share is currently assumed to be paid with federal STP/HIP that would not pass through SBCTA budget; however, it is possible some Victor Valley MLHP could be used in the future.

Attachment: CSS 19-1002212-01 (7720 : Amendment 1 to the Bear Valley Road Overhead at BNSF Railroad Project)



**AMENDMENT NO. 1 TO PROJECT FUNDING AGREEMENT NO. 19-1002212**

**FOR**

**BEAR VALLEY ROAD OVERHEAD AT BNSF RAILROAD PROJECT**

**(CITY OF VICTORVILLE)**

THIS AMENDMENT NO. 1 (“AMENDMENT NO. 1”) to Project Funding Agreement No. 19-1002212 (“AGREEMENT”) is made and entered into by and between the San Bernardino County Transportation Authority (“SBCTA”) and the City of Victorville (“CITY”). SBCTA and CITY are each a “Party” or collectively “Parties.”

RECITALS

A. The Measure I 2010-2040 Expenditure Plan and the Victor Valley Subarea transportation planning partners have identified projects eligible for Public Share funding from the Measure I 2010-2040 Victor Valley Subarea Major Local Highway Projects Program (“MLHP”); and

B. SBCTA prepared the Development Mitigation Nexus Study, referenced herein as the Nexus Study, originally approved in October 2005 and regularly updated, most recently on July 11, 2018, that, in accordance with the Measure I 2010-2040 Expenditure Plan, identified for projects located in CITY, the SBCTA Public Share as 51% and the CITY Development Share as 49%; and

C. The Measure I 2010-2040 Strategic Plan Policy 40013, Victor Valley Major Local Highways Program, includes as Public Share funds: Measure I Major Local Highways, State Transportation Improvement Program, Surface Transportation Program, Congestion Mitigation and Air Quality, State Local Partnership Program, and Local Partnership Program funds; and

D. The Parties entered into AGREEMENT on or about July 25, 2019, to allocate \$1,633,758 in Public Share funds to the Bear Valley Road Bridge over BNSF Railway Project (“PROJECT”); and

F. CITY has now requested an increase in funding for PROJECT totaling \$2,231,989, inclusive of prior allocations.

NOW, THEREFORE, SBCTA and CITY agree to amend the AGREEMENT as follows:

1. Paragraph 1 of Section I is deleted in its entirety and replaced with the following:

“1. To allocate up to a maximum of \$2,231,989 in Public Share funds for the actual cost of the PROJECT, or up to 51% of the eligible PROJECT cost, whichever is less. An estimate of costs for the PROJECT and Public Share fund sources is provided in Attachment B. SBCTA shall

have no further responsibilities to provide any funding for PROJECT exceeding this amount without a written amendment to this Agreement signed by both Parties.”

2. Paragraph 1 of Section II is deleted in its entirety and replaced with the following:

“2. To be responsible for expending that portion of allocated Public Share funds on eligible PROJECT expenses in an amount not to exceed \$2,231,989, or up to 51% of eligible PROJECT costs, whichever is less, unless this Agreement is amended and approved increasing PROJECT costs. Reimbursement by SBCTA shall be in accordance with Section I, Paragraph 2. Additionally, expenses relative to time spent on the PROJECT by CITY staff are considered eligible PROJECT expenses and may be charged to the PROJECT, subject to SBCTA, State, and Federal guidelines.”

3. Attachment B is replaced in its entirety with the Revised Summary of Estimated Costs attached to this AMENDMENT NO. 1 as Attachment B.
4. Except as amended by this AMENDMENT NO. 1, all other terms and conditions of the AGREEMENT shall remain in full force and effect and are incorporated herein by this reference.

---SIGNATURES ON FOLLOWING PAGE---

IN WITNESS WHEREOF, the Parties have executed this AMENDMENT NO. 1 by their authorized signatories below.

**SAN BERNARDINO COUNTY  
TRANSPORTATION AUTHORITY**

**CITY OF VICTORVILLE**

By: \_\_\_\_\_  
Frank J. Navarro, President  
Board of Directors

By: \_\_\_\_\_  
Debra Jones  
Mayor

Date: \_\_\_\_\_

Date: \_\_\_\_\_

APPROVED AS TO FORM AND  
PROCEDURE:

APPROVED AS TO FORM AND  
PROCEDURE:

By: \_\_\_\_\_  
Julianna K. Tillquist  
General Counsel

By: \_\_\_\_\_  
Andre de Bortnowsky  
City Attorney

Date: \_\_\_\_\_

## ATTACHMENT B

### BEAR VALLEY ROAD OVERHEAD AT BNSF RAILROAD PROJECT Revised Summary of Estimated Costs

	Total Project Cost	HBP Participating Amount	Project Balance	Development Share (City – 49%)	Public Share <sup>1</sup> (SBCTA – 51%) (Federal HIP)
Construction Contract	\$8,291,285	\$5,542,885	\$2,748,400	\$1,346,716	\$1,401,684
Contingencies (10%)	\$414,564	\$0	\$414,564	\$203,136	\$211,428
Management (12%)	\$1,775,099	\$715,007	\$1,060,092	\$519,445	\$540,647
Support (3%)	\$153,393	\$0	\$153,393	\$75,162	\$78,230
<b>Construction Total</b>	<b>\$10,634,341</b>	<b>\$6,257,892</b>	<b>\$4,376,449</b>	<b>\$2,144,460</b>	<b>\$2,231,989</b>

(1) 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 shall provide City written notice of any change in source of funds.

## ***Minute Action***

AGENDA ITEM: 24

***Date:*** June 2, 2021

***Subject:***

Amendment No. 1 to the Advance Expenditure Agreement with City of Big Bear Lake for Moonridge Road Project

***Recommendation:***

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

- A. Allocate an additional \$1,700,000 in Measure I Mountains Subarea Major Local Highway Projects Program Funds to the City of Big Bear Lake for the Moonridge Road Improvement Project.
- B. Approve Amendment No. 1 to the Advance Expenditure Agreement No. 19-1002192 with the City of Big Bear Lake for future reimbursement of \$3,200,000 in Measure I Mountains Subarea Major Local Highway Projects Program Funds for the Moonridge Road Improvement Project.

***Background:***

The City of Big Bear Lake (City) has requested an additional \$1,700,000 for the Advance Expenditure Agreement, for a total of \$3,200,000, for the construction phase of the Moonridge Road Improvement Project (Project). Moonridge Road is a primary arterial in the City that connects Big Bear Boulevard with the Big Bear Mountain Resort and golf course, residential areas within Big Bear Lake, and United States (US) Forest Service public lands.

The Project is a reconstruction of Moonridge Road from Elm Street to Club View Drive. The Project is part of the larger Rathbun Corridor Plan, which provides a slate of improvements that include dedicated, protected pedestrian and bicycle facilities, center raised median, angled and parallel parking, public trash sites, roundabouts, a cycle track bicycle area separated from traffic, and landscaping. The Project is currently in the engineering design phase (60% complete). Construction is scheduled to begin in Fiscal Year 2020/2021 and be completed by Fiscal Year 2021/2022.

Because of commitments to other projects in the Mountains Subarea, there is not sufficient cash flow in the program to reimburse the City as project costs are incurred. Reimbursement is expected by Fiscal Year 2030/2031, but actual reimbursement will occur based on actual revenue collected and other Subarea funding commitments. The Advance Expenditure Agreement will allow the City to incur costs for future reimbursement.

***Financial Impact:***

This item is consistent with the Fiscal Year 2020/2021 Budget.

***Reviewed By:***

This item was reviewed and unanimously recommended for approval by the Mountain/Desert Policy Committee on May 21, 2021. SBCTA General Counsel and Risk Management have reviewed this item and the draft amendment.

***Responsible Staff:***

Andrea Zureick, Director of Fund Administration

*Entity: San Bernardino County Transportation Authority*

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Approved  
Board of Directors  
Date: June 2, 2021  
Witnessed By:

San Bernardino County Transportation Authority

**Contract Summary Sheet**

**General Contract Information**

Contract No: 19-1002192 Amendment No.: 1  
 Contract Class: Payable Department: Fund Administration  
 Vendor No.: 00236 Vendor Name: City of Big Bear Lake  
 Description: Moonridge Road Project Advance Expenditure Agreement

**Dollar Amount**

Original Contract	\$	1,500,000.00	Original Contingency	\$	-
Prior Amendments	\$	-	Prior Amendments	\$	-
Current Amendment	\$	1,700,000.00	Current Amendment	\$	-
<b>Total/Revised Contract Value</b>	<b>\$</b>	<b>3,200,000.00</b>	<b>Total Contingency Value</b>	<b>\$</b>	<b>-</b>
<b>Total Dollar Authority (Contract Value and Contingency)</b>				<b>\$</b>	<b>3,200,000.00</b>

**Contract Authorization**

Board of Directors          Date: 06/02/2021 Board          Item # 7721

**Contract Management (Internal Purposes Only)**

Other Contracts          Sole Source? N/A No Budget Adjustment         

Local          Funding Allocation         

**Accounts Payable**

Estimated Start Date: 07/16/2019 Expiration Date: 12/31/2039 Revised Expiration Date:           
 NHS: N/A QMP/QAP: N/A Prevailing Wage: N/A

Total Contract Funding:      Total Contingency:

Fund	Prog	Task	Sub-Task	Object	Revenue	PA Level	Revenue Code Name	\$	\$
GL: 4630	50	0550	0516	54840	41100000		MSI Mtn MLHP	3,200,000.00	-
GL:								3,200,000.00	-
GL:								-	-
GL:								-	-
GL:								-	-
GL:								-	-
GL:								-	-
GL:								-	-
GL:								-	-
GL:								-	-

Ellen Pollema

Andrea Zureick

Project Manager (Print Name)

Task Manager (Print Name)

Additional Notes: Project Accounting String: 4630.004.235.54840.

Attachment: CSS 19-1002192-01 (7721 : Amendment to Advance Expenditure Agreement with City of Big Bear Lake for Moonridge Road

**AMENDMENT NO. 1 TO  
ADVANCE EXPENDITURE AGREEMENT NO. 19-1002192  
FOR  
MOONRIDGE ROAD IMPROVEMENT PROJECT  
(CITY OF BIG BEAR LAKE)**

This Amendment No. 1 (“AMENDMENT NO. 1”) to the Advance Expenditure Agreement (“AGREEMENT” or “AEA”) is made and entered into by and between the City of Big Bear Lake (“CITY”) and the San Bernardino County Transportation Authority (“SBCTA”). SBCTA and CITY are each a “Party” and collectively “Parties”.

RECITALS

- A. The Measure I 2010-2040 (“Measure I”) Expenditure Plan and the Mountains Subarea transportation planning partners have identified projects eligible for partial funding from Measure I Mountains Subarea Major Local Highway Projects Program (MLHP) funds;
- B. The Moonridge Road Improvement Project in the City of Big Bear Lake (“PROJECT”) is one of the projects identified as eligible for such funding;
- C. The Parties entered into AGREEMENT on or about July 16, 2019, to allocate \$1,500,000 in Measure I Mountains Subarea MLHP funds for expenditures incurred after July 11, 2019, for PROJECT; and
- D. CITY has now requested an increase in funding for PROJECT totaling \$3,200,000, inclusive of prior allocations;

NOW, THEREFORE, the Parties agree to amend the AGREEMENT as follows:

1. Paragraph 1 of Section I is deleted in its entirety and replaced with the following:
 

“1. To reimburse CITY for those eligible PROJECT expenses that are incurred by CITY for the PROJECT, as set forth in Attachment B.1 to this AGREEMENT and as governed by POLICY in the Measure I 2010-2040 Strategic Plan, in effect as of July 16, 2019.”
2. Paragraph 1 of Section II is deleted in its entirety and replaced with the following:
 

“1. That only eligible PROJECT expenses, as set forth in Attachment B.1 to this AGREEMENT, that conform to the SBCTA Measure I 2010-2040 Strategic Plan Policies will be eligible for Measure I reimbursement. CITY agrees that it will only



- request reimbursement for eligible PROJECT activities and that reimbursement will occur based on timelines governed by the POLICY.”
3. Paragraph 4 of Section II is deleted in its entirety and replaced with the following:  
“4. To provide a share of total eligible PROJECT expenses as defined in Attachment B.1.”
  4. Paragraph 4 of Section III is deleted in its entirety and replaced with the following:  
“4. CITY will use its own funds to implement the PROJECT in advance of the availability of \$3,200,000 of Measure I funds, with the understanding that SBCTA will reimburse CITY for SBCTA share of eligible PROJECT expenditures at a later date in accordance with the POLICY.”
  5. Attachment B to the AGREEMENT is replaced with Attachment B.1 (Revised Summary of Estimated Costs), attached hereto and incorporated into the AGREEMENT.
  6. The Recitals to this AMENDMENT NO. 1 are true and correct and are incorporated into this AMENDMENT.
  7. This AMENDMENT is effective on and shall be dated on the date executed by SBCTA.
  8. Except as otherwise specifically provided herein, all other provisions of the AGREEMENT shall remain in full force and effect.

---SIGNATURES ON FOLLOWING PAGE---

IN WITNESS WHEREOF, the Parties have executed this AMENDMENT NO. 1 below.

**SAN BERNARDINO COUNTY  
TRANSPORTATION AUTHORITY**

**CITY OF BIG BEAR LAKE**

By: \_\_\_\_\_  
Frank J. Navarro, President  
Board of Directors

By: \_\_\_\_\_  
Frank Rush  
City Manager

Date: \_\_\_\_\_

Date: \_\_\_\_\_

APPROVED AS TO FORM AND  
PROCEDURE:

APPROVED AS TO FORM AND  
PROCEDURE:

By: \_\_\_\_\_  
Julianna K. Tillquist  
General Counsel

By: \_\_\_\_\_  
Stephen P. Deitsch  
City Attorney

Date: \_\_\_\_\_

Date: \_\_\_\_\_

ATTEST:

By: \_\_\_\_\_  
Erica Stephenson  
City Clerk

Date: \_\_\_\_\_

## ATTACHMENT B.1

### MOONRIDGE ROAD IMPROVEMENT PROJECT

#### Revised Summary of Estimated Costs

Phase	Total Cost	SBCTA Funds	City Funds
Engineering (PA/ED & PS&E)	\$300,000	\$0	\$300,000
ROW	\$0	\$0	\$0
Construction	\$6,500,000	\$3,200,000	\$3,300,000
<b>TOTAL</b>	<b>\$6,800,000</b>	<b>\$3,200,000</b>	<b>\$3,300,000</b>

\*SBCTA'S Share can be from sources under control of SBCTA including but not limited to Measure I Major Local Highways Program (MLHP), State Transportation Improvement Program (STIP), Surface Transportation Program (STP), or other funds without necessitating an amendment of this AGREEMENT.

**Minute Action**

AGENDA ITEM: 25

**Date:** June 2, 2021

**Subject:**

Advanced Reimbursement for Ranchero Corridor Construction

**Recommendation:**

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

Approve an advanced reimbursement of \$2,418,582 in Measure I Victor Valley Subarea Major Local Highways Program funds to the City of Hesperia for the Ranchero Road Widening Project.

**Background:**

In June 2020 the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) approved Amendment No. 1 to Funding Agreement No. 17-1001692 for the Ranchero Road Widening Project with the City of Hesperia (City), increasing the total estimated project cost to \$49.6 million and increasing the Public Share on the project to \$24,185,821. Per Victor Valley Major Local Highways Program Measure I 2010-2040 Strategic Plan Policy 40013, VVMLH-12, an agency can request an advanced reimbursement of anticipated expenses in the construction phase of a project if the awarded construction contract exceeds \$10 million. Any advanced reimbursement requires Board approval. The amount eligible to be advanced is the lesser of 10% of the Public Share of the total project cost or three months estimated peak burn rate. In this case, the maximum advanced reimbursement amount would be \$2,418,582.

The Ranchero Road Widening Project will widen five miles of this east-west, regionally significant corridor from two to four lanes, reconstruct a new bridge over the California Aqueduct, and widen an at-grade railroad crossing for Union Pacific Railroad. It is being led by the City but is jointly funded by the City, County of San Bernardino, and SBCTA. The City plans to advertise the project in June and expects to award the construction contract in September. The project is expected to be complete in early 2023.

**Financial Impact:**

This item has no financial impact on the Fiscal Year 2020/2021 Budget.

**Reviewed By:**

This item was reviewed and unanimously recommended for approval by the Mountain/Desert Policy Committee on May 21, 2021.

**Responsible Staff:**

Andrea Zureick, Director of Fund Administration

Approved  
Board of Directors  
Date: June 2, 2021

Witnessed By:

Entity: San Bernardino County Transportation Authority

## *Minute Action*

AGENDA ITEM: 26

**Date:** *June 2, 2021*

**Subject:**

State Legislative Update

**Recommendation:**

Receive and file the May 2021 State Legislative Update.

**Background:**

San Bernardino County Transportation Authority (SBCTA) Legislative Affairs staff, along with representatives from state advocates California Advisors, LLC reported to the Legislative Policy Committee on May 12<sup>th</sup> regarding status of bills and the on-going committee process, the Gubernatorial recall election and the State's fiscal status.

1. Legislative Process:

Throughout March and April, State lawmakers have worked to develop their legislative priorities and hundreds of "spot bills" have been amended with substantive language.

The deadline to move legislation out of the first house policy committee for bills that are tagged fiscal was April 30<sup>th</sup>. As a result, the last two weeks of April consisted of lengthy hearings where most bills were heard for the first time.

2. Attorney General Confirmation:

On April 22<sup>nd</sup>, the Legislature confirmed Assembly member Rob Bonta (D-Oakland) as California's 34<sup>th</sup> Attorney General. The next day, he was officially sworn in by Governor Gavin Newsom. Attorney General Bonta filled the vacancy created when Xavier Becerra was appointed by President Biden as Secretary of the U.S. Department of Health and Human Services. Attorney General Bonta will hold the position until the 2022 election.

Bonta's confirmation triggered a vacancy in Assembly District 18 and Governor Newsom called for a special election on August 31, 2021, with the primary election held next month on June 29<sup>th</sup>.

3. Governor Newsom Recall Election:

The Secretary of State's office reported that enough valid signatures have been received to trigger a recall election on Governor Newsom. Specifically, the latest tally showed the recall proponents gathered 1,626,042 valid voter signatures. That surpasses the 1,495,709 signatures needed to qualify.

California voters have from April 26, 2021 to June 8, 2021 to petition county elections officials to remove their signature from the recall petition if they choose.

County elections officials will report status of rate of signatures being withdrawn and have 30 days to determine the estimated costs of the potential recall election.

The Joint Legislative Budget Committee will have 30 days to review and comment on those estimates before the lieutenant governor sets the date for the recall election.

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

## Board of Directors Agenda Item

June 2, 2021

Page 2

## 4. State Financial Outlook:

The state published its March 2021 finance bulletin and California continues to exceed its revenue expectations. General Fund revenues are now running \$16.6 billion above January's revenue forecast, with receipts for March exceeding the monthly projection by \$2.3 billion.

## 5. Upcoming legislative deadlines for the 2021 legislative session include:

- |          |   |
|----------|---|
| May 14   | Last day for policy committees to meet prior to June 7 <sup>th</sup> .  |
| May 21   | Last day for fiscal committees to hear and report to the floor, bills introduced in their house. Last day for fiscal committees to meet prior to June 7 <sup>th</sup> . |
| June 1-4 | Floor session only. No committee may meet for any purpose except Rules Committee and Conference Committees.   |
| June 4   | Last day for each house to pass bills introduced in that house.   |
| June 7   | Committee meetings may resume.  |

Attachment A contains a list of legislative bills that the San Bernardino County Transportation Authority / San Bernardino Associated Governments (SBCOG) have taken a position on.

Attachment B reflects bills of interest to SBCTA and SBCOG.

**Financial Impact:**

This item has no financial impact on the Fiscal Year 2020/2021 Budget.

**Reviewed By:**

This item was received by the Legislative Policy Committee on May 12, 2021.

**Responsible Staff:**

Louis Vidaure, Management Analyst II

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Approved  
Board of Directors  
Date: June 2, 2021

Witnessed By:

San Bernardino Council of Governments  
San Bernardino County Transportation Authority

**SAN BERNARDINO COUNTY**  
**TRANSPORTATION AUTHORITY (SBCTA) / COUNCIL OF GOVERNMENTS (SBCOG)**  
**LEGISLATIVE BILL POSITIONS - May 2021**

Legislation / Author	Description	Bill Status	Position	Date Position Adopted
AB 1260 (Chen)	Exempt from the requirements of the California Environmental Quality Act (CEQA) projects by a public transit agency to construct or maintain infrastructure to charge or refuel zero-emission trains.	Passed Assembly Committee on Natural Resources. Referred to the Assembly Committee on Appropriations. (4/28/21)	Support / Sponsor	03/10/2021
SB 9 (Atkins)	Would require a local government to ministerially approve a housing development containing two residential units in single-family residential zones. Would also require local governments to ministerially approve urban lot splits.	Referred to the Senate Committee on Appropriations. (4/22/21)	Oppose	03/10/2021
AB 1296 (Kamlager)	Would increase the number of members of the board of the South Coast Air Quality Management District to 15 members by adding 2 environmental justice appointees, one appointed by the Senate Committee on Rules and one appointed by the Speaker of the Assembly.	Referred to the Assembly Committee on Natural Resources. (3/04/21)	Oppose	03/10/2021
SB 266 (Newman)	Provide assistance acquiring and accepting land immediately adjacent to, and that expands, Chino Hills State Park, by transferring three properties into the state park system.	Referred to the Senate Appropriations Committee (4/22/21)	Support	04/14/2021
SB 623 (Newman)	Update SB 1268 to be consistent with the Legislature's intent to protect toll road users' information from being used inappropriately while also ensuring toll agencies can operate their business without litigation.	Referred to Senate Judiciary Committee, hearing cancelled by author. (04/27/21) Two-year bill.	Support	04/14/2021

Attachment: Bill position matrix 5-21 (7708 : State Legislative Update)

**SAN BERNARDINO COUNTY**  
**TRANSPORTATION AUTHORITY (SBCTA) / COUNCIL OF GOVERNMENTS (SBCOG)**  
**LEGISLATIVE BILL POSITIONS - May 2021**

Legislation / Author	Description	Bill Status	Position	Date Position Adopted
AB 703 (Rubio)	Remove the requirements of the Ralph M. Brown Act particular to teleconferencing and allow for teleconferencing subject to existing provisions regarding the posting of notice of an agenda and the ability of the public to observe the meeting and provide public comment.	Referred to the Assembly Committee on Local Government. (02/25/21)	Support	04/14/2021
AB 744 (Rodriguez)	Allow the California Department of Transportation to relinquish approximately eight miles of State Route 83 to the City of Ontario.	Referred to the Assembly Committee on Appropriations. (04/21/21)	Support	04/14/2021
SB 278 (Leyva)	Establish new procedures and requirements for employees covered by the California Public Employee Retirement System (CalPERS) in cases where their pensionable benefits are erroneously calculated and reported to CalPERS by their employer.	Referred to Senate Appropriations Committee. (04/21/21)	Work With Author	04/14/2021
SB 840 (Holden)	Require the county transportation commissions in the Counties of Los Angeles and San Bernardino to jointly develop, in consultation with certain governmental agencies, a funding and implementation program for regional transit services to include service to international airports within the multicounty region.	Referred to the Assembly Committee on Transportation. (03/11/21) Withdrawn by author, two-year bill.	Oppose	04/14/2021

Attachment: Bill position matrix 5-21 (7708 : State Legislative Update)



- [AB 5](#)** (**Fong R**) **Greenhouse Gas Reduction Fund: High-Speed Rail Authority: K-12 education: transfer.**  
**Current Text:** Amended: 3/17/2021 [html](#) [pdf](#)  
**Introduced:** 12/7/2020  
**Status:** 3/18/2021-Re-referred to Com. on TRANS.  
**Summary:** The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would suspend the appropriation to the High-Speed Rail Authority for the 2023-24 and 2024-25 fiscal years and would require the transfer of those amounts from moneys collected by the state board to the General Fund.
- [AB 43](#)** (**Friedman D**) **Traffic safety.**  
**Current Text:** Amended: 3/22/2021 [html](#) [pdf](#)  
**Introduced:** 12/7/2020  
**Status:** 4/20/2021-Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (April 19). Re-referred to Com. on APPR.  
**Summary:** Current law establishes various default speed limits for vehicles upon highways, as specified. Current law authorizes state and local authorities to adjust these default speed limits, as specified, based upon certain findings determined by an engineering and traffic survey. Current law defines an engineering and traffic survey and prescribes specified factors that must be included in the survey, including prevailing speeds and road conditions. This bill would require local authorities to consider other factors, including pedestrian and bicycle safety, that are allowed but not required to be considered under existing law. The bill would also allow local authorities to consider additional factors, including the current or immediately prior speed limit, as specified.
- [AB 261](#)** (**Seyarto R**) **Authorized emergency vehicles.**  
**Current Text:** Introduced: 1/15/2021 [html](#) [pdf](#)  
**Introduced:** 1/15/2021  
**Status:** 1/28/2021-Referred to Com. on TRANS.  
**Summary:** Would permit an authorized emergency vehicle to operate on an HOV lane if specified conditions are met, including, among others, that the vehicle is being driven while responding to, or returning from, an urgent or emergency call and the driver of the vehicle determines that the use of the HOV lane will likely improve the arrival time of the authorized emergency vehicle and its delivery of essential public safety services.
- [AB 339](#)** (**Lee D**) **Local government: open and public meetings.**  
**Current Text:** Amended: 4/15/2021 [html](#) [pdf](#)  
**Introduced:** 1/28/2021  
**Status:** 4/28/2021-VOTE: Do pass as amended and be re-referred to the Committee on [Appropriations] (PASS)  
**Summary:** The Ralph M. Brown Act, requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. Under existing law, a member of the legislative body who attends a meeting where action is taken in violation of this provision, with the intent to deprive the public of information that the member knows the public is entitled to, is guilty of a crime. This bill would require all meetings to include an opportunity for members of the public to attend via a telephonic option and an internet-based service option. The bill would require all meetings to include an in-person public comment opportunity, except in specified circumstances during a declared state or local emergency. The bill would require all meetings to provide the public with an opportunity to comment on proposed legislation in person and remotely via a telephonic and an internet-based service option, as provided, and would specify requirements for public comment registration.
- [AB 346](#)** (**Seyarto R**) **Privacy: breach.**  
**Current Text:** Introduced: 1/28/2021 [html](#) [pdf](#)  
**Introduced:** 1/28/2021  
**Status:** 4/8/2021-In committee: Set, first hearing. Hearing canceled at the request of author.  
**Summary:** The Information Practices Act of 1977 requires an agency, which includes a local agency, that owns or licenses computerized data that includes personal information, as defined, to disclose expeditiously and without unreasonable delay a breach in the security of the data to a resident of California whose unencrypted personal information was, or is reasonably believed to have been,

Attachment: SBCTA Bill Report 5-03-21 (7708 : State Legislative Update)

acquired by an unauthorized person, or whose encrypted personal information was, or is reasonably believed to have been, acquired by an unauthorized person, and the encryption key or security credential was, or is reasonably believed to have been, acquired by an unauthorized person, and the agency that owns or licenses the encrypted information has a reasonable belief that the encryption key or security credential could render that personal information readable or useable. Current law also requires an agency that maintains computerized data that includes personal information that the agency does not own to notify the owner or licensee of the information of any breach of the security of the data immediately following discovery, if the personal information was, or is reasonably believed to have been, acquired by an unauthorized person. This bill would make the above-described requirements applicable if the information is accessed by an unauthorized person.

**AB 361 (Rivas, Robert D) Open meetings: local agencies: teleconferences.**

**Current Text:** Amended: 4/6/2021 [html](#) [pdf](#)

**Introduced:** 2/1/2021

**Status:** 4/7/2021-Re-referred to Com. on L. GOV.

**Summary:** Would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting for the purpose of declaring or ratifying a local emergency, during a declared state of emergency or local emergency, as those terms are defined, when state or local health officials have imposed or recommended measures to promote social distancing, and during a declared local emergency provided the legislative body makes certain determinations by majority vote. The bill would require legislative bodies that hold teleconferenced meetings under these abbreviated teleconferencing procedures to give notice of the meeting and post agendas, as described, to allow members of the public to access the meeting and address the legislative body, to give notice of the means by which members of the public may access the meeting and offer public comment.

**AB 387 (Lee D) Social Housing Act of 2021.**

**Current Text:** Amended: 3/25/2021 [html](#) [pdf](#)

**Introduced:** 2/2/2021

**Status:** 3/26/2021-Re-referred to Com. on H. & C.D.

**Summary:** The Housing Authorities Law authorizes the establishment of a functioning housing authority within a city or county by enactment of a resolution by the city or county declaring that there is need of a functioning housing authority in the city or county. Current law authorizes a housing authority of a city or county to, among other things, prepare, carry out, acquire, lease, and operate housing projects and housing developments for persons of low income, as provided. This bill, the Social Housing Act of 2021, would establish, in the Business, Consumer Services, and Housing Agency, the California Social Housing Council to develop policy proposals that would promote the development of social housing, as defined, to hold public meetings throughout the state to educate participants on the history and purposes of social housing, and to solicit input on the policy proposals from stakeholders.

**AB 464 (Mullin D) Enhanced Infrastructure Financing Districts: allowable facilities and projects.**

**Current Text:** Amended: 3/25/2021 [html](#) [pdf](#)

**Introduced:** 2/8/2021

**Status:** 4/26/2021-In Senate. Read first time. To Com. on RLS. for assignment.

**Summary:** Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance that provide significant benefits to the district or the surrounding community, including, but not limited to, the acquisition, construction, or repair of industrial structures for private use. This bill would include, in the list of facilities and projects the district may fund, the acquisition, construction, or repair of commercial structures by the small business, as defined, occupant of such structures, if certain conditions are met, and facilities in which nonprofit community organizations provide health, youth, homeless, and social services.

**AB 473 (Chau D) California Public Records Act.**

**Current Text:** Introduced: 2/8/2021 [html](#) [pdf](#)

**Introduced:** 2/8/2021

**Status:** 4/21/2021-In committee: Set, first hearing. Referred to suspense file.

**Summary:** The California Public Records Act requires state and local agencies to make their records available for public inspection, unless an exemption from disclosure applies. This bill would recodify and reorganize the provisions of the act. The bill would include provisions to govern the effect of recodification and state that the bill is intended to be entirely nonsubstantive in effect. The bill would contain related legislative findings and declarations. The bill would become operative on January 1, 2023.

**AB 474 (Chau D) California Public Records Act: conforming revisions.**

**Current Text:** Introduced: 2/8/2021 [html](#) [pdf](#)

**Introduced:** 2/8/2021

**Status:** 4/21/2021-In committee: Set, first hearing. Referred to suspense file.

**Summary:** Would enact various conforming and technical changes related to another bill that recodifies and reorganizes the California Public Records Act. The bill would only become operative if the related bill recodifying the act is enacted and becomes operative on January 1, 2023. The bill would also specify that any other bill enacted by the Legislature during the 2021 calendar year that takes effect on or before January 1, 2022, and that affects a provision of this bill shall prevail over this act, except as specified.

**AB 482 (Ward D) Housing authorities: City of San Diego, County of San Bernardino, and County of Santa Clara: middle-income housing projects pilot program.**

**Current Text:** Amended: 3/17/2021 [html](#) [pdf](#)

**Introduced:** 2/8/2021

**Status:** 3/25/2021-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com on RLS. for assignment.

**Summary:** The Housing Authorities Law authorizes a housing authority of a city or county to, among other things, prepare, carry out, acquire, lease, and operate housing projects and housing developments for persons of low income, as provided. Current law, until January 1, 2022, authorizes a housing authority located in the City of San Diego, the County of San Bernardino, or the County of Santa Clara to implement a pilot program to develop and finance a middle-income housing project, as defined, if the project receives gap financing, as defined. Current law requires any gap financing to be approved by the housing authority's legislative body, as provided. Current law requires the housing authority to provide a report to the Legislature, as specified, on and before January 1, 2020, and on or before January 1, 2022. This bill would extend the authority of a housing authority located in the City of San Diego, the County of San Bernardino, or the County of Santa Clara to implement the above-described pilot program from January 1, 2022, to January 1, 2026.

**AB 550 (Chiu D) Vehicles: Speed Safety System Pilot Program.**

**Current Text:** Amended: 4/22/2021 [html](#) [pdf](#)

**Introduced:** 2/10/2021

**Status:** 4/29/2021-Read second time and amended.

**Summary:** Would authorize, until January 1, 2027, the Cities of Los Angeles, Oakland, San Jose, one city in southern California, and the City and County of San Francisco to establish the Speed Safety System Pilot Program for speed limit enforcement in certain areas, if the system meets specified requirements, including that the presence of a fixed or mobile system is clearly identified. The bill would require the participating cities or city and county to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program, and would require the city or city and county to engage in a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations and where the systems would be utilized.

**AB 564 (Gonzalez, Lorena D) Biodiversity Protection and Restoration Act.**

**Current Text:** Introduced: 2/11/2021 [html](#) [pdf](#)

**Introduced:** 2/11/2021

**Status:** 4/14/2021-In committee: Set, first hearing. Hearing canceled at the request of author.

**Summary:** Would establish the Biodiversity Protection and Restoration Act and would provide that it is the policy of the state that all state agencies, boards, and commissions shall utilize their authorities in furtherance of the biodiversity conservation purposes and goals of certain executive orders. The bill would require all state agencies, boards, and commissions to consider and prioritize the protection of biodiversity in carrying out their statutory mandates. The bill would require strategies related to the goal of the state to conserve at least 30% of California's land and coastal waters by 2030 to be made available to the public and provided to certain legislative committees by no later than June 30, 2022.

**AB 571 (Mayes I) Planning and zoning: density bonuses: affordable housing.**

**Current Text:** Amended: 3/24/2021 [html](#) [pdf](#)

**Introduced:** 2/11/2021

**Status:** 4/29/2021-From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (April 28).

**Summary:** The Density Bonus Law requires a city or county to provide a developer that proposes a housing development in the city or county with a density bonus and other incentives or concessions for the production of lower income housing units, or for the donation of land within the development, if the developer agrees to, among other things, construct a specified percentage of units for very low income, low-income, or moderate-income households or qualifying residents, including lower income students. Current law requires the amount of a density bonus and the number of incentives or concessions a qualifying developer receives to be pursuant to a certain formula based on the total number of units in the housing development, as specified. This bill would prohibit affordable housing impact fees, including inclusionary zoning fees, in-lieu fees, and public benefit fees, from being imposed on a housing development's affordable units.

**AB 604 (Daly D) Road Maintenance and Rehabilitation Account: apportionment of funds: accrued interest**

**Current Text:** Introduced: 2/11/2021 [html](#) [pdf](#)

**Introduced:** 2/11/2021

**Status:** 4/21/2021-In committee: Set, first hearing. Referred to suspense file.

**Summary:** Would continuously appropriate interest earnings derived from revenues deposited in the Road Maintenance and Rehabilitation Account to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program.

**[AB 605](#) (Villapudua D) Department of Housing and Community Development: program administration: bonus points: housing element.**

**Current Text:** Amended: 3/11/2021 [html](#) [pdf](#)

**Introduced:** 2/12/2021

**Status:** 3/15/2021-Re-referred to Com. on H. & C.D.

**Summary:** The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for its physical development, and the development of certain lands outside its boundaries, that includes, among other mandatory elements, a housing element. Current law requires that the housing element include, among other things, an inventory of land suitable and available for residential development that identifies 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 for all income levels, as specified. This bill would require the Department of Housing and Community Development to develop and implement a bonus point system for competitive grant and loan program: that are administered by the department and that facilitate the development of housing.

**[AB 617](#) (Davies R) Planning and zoning: regional housing needs: exchange of allocation.**

**Current Text:** Introduced: 2/12/2021 [html](#) [pdf](#)

**Introduced:** 2/12/2021

**Status:** 2/25/2021-Referred to Coms. on H. & C.D. and L. GOV.

**Summary:** Would authorize a city or county, by agreement, to transfer all or a portion of its allocation of regional housing need to another city or county. The bill would allow the transferring city to pay the transferee city or county an amount determined by that agreement, as well as a surcharge to offset the impacts and associated costs of the additional housing on the transferee city. The bill would also require the transferring city or county and the transferee city or county to report to the council of governments and the department specified information about the transfer, as provided.

**[AB 634](#) (Carrillo D) Density Bonus Law.**

**Current Text:** Amended: 4/20/2021 [html](#) [pdf](#)

**Introduced:** 2/12/2021

**Status:** 4/21/2021-Re-referred to Com. on L. GOV.

**Summary:** The Density Bonus Law, requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct specified percentages of units for lower income, very low income, or senior citizen housing, among other things, and meets other requirements. Current law prescribes an application process for a city or county to follow in this regard. Current law specifies that, if permitted by local ordinance, that law is not to be construed to prohibit a city, county, or city and county from granting a density bonus greater than what is described in these provisions for a development that meets specified requirements or from granting a proportionately lower density bonus than what is required for developments that do not meet these requirements. This bill would also provide that, if permitted by local ordinance, the Density Bonus Law is not to be construed to prohibit a city, county, or city and county from requiring an affordability period that is longer than 55 years for any units that qualified the applicant for the award for the density bonus developed in compliance with a local ordinance that requires, as a condition of development of residential units, that a development include a certain percentage of units that are affordable to, and occupied by low-income, lower income, very low income, or extremely low income households and that will be financed without low-income housing tax credits.

**[AB 637](#) (Lackey R) Enabling Youth to Access Workforce Training Grant Program.**

**Current Text:** Introduced: 2/12/2021 [html](#) [pdf](#)

**Introduced:** 2/12/2021

**Status:** 4/21/2021-In committee: Set, first hearing. Referred to suspense file.

**Summary:** Would create the Enabling Youth to Access Workforce Training Grant Program. Upon appropriation by the Legislature, the bill would require the California Workforce Development Board to create the program, which would fund supportive services, as specified, that are necessary for homeless youth and current or former foster youth to enable their participation in the workforce development program, as defined. Under the bill, grants would be awarded on a competitive basis. The bill would require the board to conduct outreach activities and to provide technical assistance to eligible applicants to ensure that grants are awarded to qualified applicants providing a broad spectrum of supportive services.

**[AB 703](#) (Rubio, Blanca D) Open meetings: local agencies: teleconferences.**

**Current Text:** Amended: 4/29/2021 [html](#) [pdf](#)

**Introduced:** 2/16/2021

**Status:** 4/29/2021-From committee chair, with author's amendments: Amend, and re-refer to Com. on L. GOV. Read second time and amended.

**Summary:** Current law, by Executive Order N-29-20, suspends the Ralph M. Brown Act's requirements for teleconferencing during the COVID-19 pandemic, provided that notice requirements are met, the ability of the public to observe and comment is preserved, as specified, and that a local agency permitting teleconferencing have a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities, as specified. This bill would remove the notice requirements particular to teleconferencing and would revise the requirements of the act to allow for teleconferencing subject to existing provisions regarding the posting of notice of an agenda, provided that the public is allowed to observe the meeting and address the legislative body directly both in person and remotely via a call-in option or internet-based service option, and that a quorum of members participate in person from a singular physical location clearly identified on the agenda that is open to the public and situated within the jurisdiction.

**[AB 712](#) (Calderon D) Local Agency Public Construction Act: change orders: County of Los Angeles.**

**Current Text:** Amended: 4/27/2021 [html](#) [pdf](#)

**Introduced:** 2/16/2021

**Status:** 4/28/2021-Re-referred to Com. on L. GOV.

**Summary:** The Local Agency Public Construction Act regulates contracting by local agencies, including counties and special districts. The act, for a county, imposes a \$5,000 cap when the total amount of the original contract does not exceed \$50,000. For any original contract that exceeds \$50,000, but does not exceed \$250,000, the cap is 10% of the amount of the original contract. For contracts whose original cost exceeds \$250,000, the cap is \$25,000 plus 5% of the amount of the original contract cost in excess of \$250,000, and prohibits a change or alteration cost from exceeding \$210,000. This bill would require that the existing caps be adjusted annually to reflect the percentage change in the California Consumer Price Index. The bill would authorize the County of Los Angeles to add a new change order cap of \$400,000 for contracts whose original cost exceeds \$25,000,000 and of \$750,000 for contracts whose original cost exceeds \$50,000,000, both of which would be adjusted annually to reflect the percentage change in the California Consumer Price Index.

**[AB 713](#) (Garcia, Cristina D) State Air Resources Board: greenhouse gas emissions scoping plan: comprehensive health analysis.**

**Current Text:** Amended: 4/12/2021 [html](#) [pdf](#)

**Introduced:** 2/16/2021

**Status:** 4/29/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 0.) (April 28). Re-referred to Com. on APPR.

**Summary:** The State Air Resources Board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions and to update the scoping plan at least once every 5 years. This bill would require the state board to conduct a comprehensive health analysis in conjunction with the development of each update of the scoping plan that includes a framework to provide an overview of the breadth of health impacts and health benefits that may accrue from the actions in the scoping plan and the pathways through which various policy actions may result in health impacts or health benefits, as specified.

**[AB 721](#) (Bloom D) Covenants and restrictions: affordable housing.**

**Current Text:** Amended: 4/28/2021 [html](#) [pdf](#)

**Introduced:** 2/16/2021

**Status:** 4/29/2021-Re-referred to Com. on APPR.

**Summary:** Would make any recorded covenants, conditions, restrictions, or limits on the use of private or publicly owned land contained in any deed, contract, security instrument, or other instrument affecting the transfer or sale that restricts the number, size, or location of the residences that may be built on the property, or that restricts the number of persons or families who may reside on the property, unenforceable against the owner of an affordable housing development, as defined.

**[AB 744](#) (Rodriguez D) State highways: State Route 83: reduction.**

**Current Text:** Amended: 4/5/2021 [html](#) [pdf](#)

**Introduced:** 2/16/2021

**Status:** 4/21/2021-In committee: Set, first hearing. Referred to suspense file.

**Summary:** Would authorize the California Transportation Commission to relinquish to the City of Ontario all or a portion of State Route 83 within the city's jurisdiction and prescribe conditions that apply upon relinquishment.

**[AB 773](#) (Nazarian D) Street closures and designations.**

**Current Text:** Introduced: 2/16/2021 [html](#) [pdf](#)

**Introduced:** 2/16/2021

**Status:** 2/25/2021- Referred to Com. on L. GOV.

**Summary:** Would authorize a local authority to adopt a rule or regulation to close a portion of a street under its jurisdiction to through vehicular traffic if it determines closure is necessary for the safety and protection of persons who are to use that portion of the street during the closure. The bill would also authorize a local authority to adopt a rule or regulation to designate a local street within its jurisdiction as a slow street.

**[AB 786](#)**

**(Cervantes D) California Transportation Commission: executive director.**

**Current Text:** Introduced: 2/16/2021 [html](#) [pdf](#)

**Introduced:** 2/16/2021

**Status:** 2/25/2021- Referred to Com. on TRANS.

**Summary:** Current law establishes within the Transportation Agency the California Transportation Commission. Current law requires the commission to appoint an executive director for the commission who serves at the pleasure of the commission. This bill would instead require the executive director of the commission to be appointed by the Governor, subject to confirmation by the Senate, and subject to removal at the discretion of the Governor.

**[AB 811](#)**

**(Rivas, Luz D) Los Angeles County Metropolitan Transportation Authority: contracting.**

**Current Text:** Amended: 4/6/2021 [html](#) [pdf](#)

**Introduced:** 2/16/2021

**Status:** 4/27/2021- From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (April 26). Re-referred to Com. on APPR.

**Summary:** Current law authorizes the Los Angeles County Metropolitan Transportation Authority to enter into contracts with private entities that combine into a single contract all or some of the planning, design, permitting, development, joint development, construction, construction management acquisition, leasing, installation, and warranty of some or all components of transit systems and certain facilities. Current law authorizes the authority to award a contract under these provisions after a finding, by a 2/3 vote of the members of the authority, that awarding the contract will achieve for the authority, among other things, certain private sector efficiencies in the integration of design, project work, and components. This bill would eliminate the requirement to make the above-described finding by a 2/3 vote of the members of the authority in order to award contracts under these provisions and would instead apply this requirement to contracts that include operation and maintenance elements.

**[AB 819](#)**

**(Levine D) California Environmental Quality Act: notices and documents: electronic filing and posting.**

**Current Text:** Amended: 4/5/2021 [html](#) [pdf](#)

**Introduced:** 2/16/2021

**Status:** 4/26/2021- In Senate. Read first time. To Com. on RLS. for assignment.

**Summary:** CEQA requires, if an environmental impact report is required, the lead agency to mail a notice of determination to each responsible agency, the Office of Planning and Research, and public agencies with jurisdiction over natural resources affected by the project. CEQA requires the lead agency to provide notice to the public and to organizations and individuals who have requested notices that the lead agency is preparing an environmental impact report, negative declaration, or specified determination. CEQA requires notices for an environmental impact report to be posted in the office of the county clerk of each county in which the project is located. This bill would instead require the lead agency to mail or email those notices, and to post them on the lead agency's internet website. The bill would also require notices of an environmental impact report to be posted on the internet website of the county clerk of each county in which the project is located. ebsite.

**[AB 821](#)**

**(Cooper D) Sexually violent predators: placement outside county of domicile: notice and hearing**

**Current Text:** Amended: 3/18/2021 [html](#) [pdf](#)

**Introduced:** 2/16/2021

**Status:** 4/27/2021- In committee: Set, first hearing. Hearing canceled at the request of author.

**Summary:** Current law requires a sexually violent predator who is conditionally released to be placed in the county that was the person's county of domicile prior to the person's incarceration, unless extraordinary circumstances exist requiring placement outside the county, as specified. This bill would require advance notice, as specified, if a sexually violent predator is to be released to a county other than their county of domicile. The bill would require the local jurisdiction to give public notice of the intended release and allow for public comment, as specified. The bill would require the court to hold an evidentiary hearing to determine if extraordinary circumstances exist.

**[AB 823](#)**

**(Gray D) High-Speed Rail Authority: trains powered by fossil fuel combustion engines.**

**Current Text:** Introduced: 2/16/2021 [html](#) [pdf](#)

**Introduced:** 2/16/2021

**Status:** 2/25/2021- Referred to Com. on TRANS.

**Summary:** Would prohibit the High-Speed Rail Authority from directly or indirectly using local, federal, or any other public or private funding to purchase, lease, operate, or maintain a passenger or freight train powered by a diesel engine or other type of fossil fuel combustion engine, and from enabling such a train to operate on authority-owned rail infrastructure designed for speeds in excess of 125 miles per hour, except as specified.

**[AB 833](#)**

**(Quirk-Silva D) State government: grants: administrative costs.**

**Current Text:** Introduced: 2/17/2021 [html](#) [pdf](#)

**Introduced:** 2/17/2021

**Status:** 2/25/2021-Referred to Com. on A. & A.R.

**Summary:** Would require any state grants to a local government to include a maximum allocation of funds that may be expended for administrative costs, as defined, and would prohibit a local government, as defined, from expending more than 5% of grant funds for administrative costs, except as provided. The bill would specify that it is not intended to affect federal funding.

**[AB 840](#)**

**(Holden D) County transportation commissions: regional transit service: airports.**

**Current Text:** Amended: 3/15/2021 [html](#) [pdf](#)

**Introduced:** 2/17/2021

**Status:** 3/16/2021-Re-referred to Com. on TRANS.

**Summary:** Would require the county transportation commissions in the Counties of Los Angeles and San Bernardino to jointly develop, in consultation with certain governmental agencies, a funding and implementation program for regional transit services to include service to international airports within the multicounty region, as provided. The bill would require the initial regional transit services draft program under these provisions to be completed on or before December 1, 2022. The bill would require the county transportation commissions in the Counties of Los Angeles and San Bernardino to hold a joint public hearing in each county in their jurisdiction on the draft program no earlier than 30 days after the draft has been completed.

**[AB 897](#)**

**(Mullin D) Office of Planning and Research: regional climate networks: climate adaptation action plans.**

**Current Text:** Amended: 4/19/2021 [html](#) [pdf](#)

**Introduced:** 2/17/2021

**Status:** 4/20/2021-Re-referred to Com. on APPR.

**Summary:** Current law requires, by July 1, 2017, and every 3 years thereafter, the Natural Resources Agency to update, as prescribed, the state's climate adaptation strategy, known as the Safeguarding California Plan. Current law establishes the Office of Planning and Research in state government in the Governor's office. Current law establishes the Integrated Climate Adaptation and Resiliency Program to be administered by the office to coordinate regional and local efforts with state climate adaptation strategies to adapt to the impacts of climate change, as prescribed. This bill would authorize eligible entities, as defined, to establish and participate in a regional climate network, as defined. The bill would require the office to encourage the inclusion of agencies with land use planning authority into regional climate networks. The bill would authorize a regional climate network to engage in activities to address climate change, as specified.

**[AB 950](#)**

**(Ward D) Department of Transportation: sales of excess real property: affordable housing, emergency shelters, and feeding programs.**

**Current Text:** Amended: 4/19/2021 [html](#) [pdf](#)

**Introduced:** 2/17/2021

**Status:** 4/29/2021-VOTE: Do pass and be re-referred to the Committee on [Appropriations] (PASS)

**Summary:** Would authorize the Department of Transportation to sell its excess real property to the city, county, or city and county where the real property is located if the city, county, or city and county agrees to use the real property for the sole purpose of implementing affordable housing, emergency shelters, or feeding programs, as specified. The bill would exempt these sales from the California Environmental Quality Act.

**[AB 955](#)**

**(Quirk D) Highways: encroachment permits: broadband facilities.**

**Current Text:** Amended: 4/6/2021 [html](#) [pdf](#)

**Introduced:** 2/17/2021

**Status:** 4/29/2021-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 13. Noes 0.) (April 28). Re-referred to Com. on APPR.

**Summary:** Would establish additional procedures for the Department of Transportation's review of an application for an encroachment permit for a broadband facility. Under the bill, these procedures would require the department, among other things, to notify an applicant in writing whether the application is complete within 30 days of receiving an application, to take certain actions if it deems an application incomplete, and to approve or deny an application that requires supplemental information within 30 days after receiving that information. If the department fails to notify the applicant that the application is incomplete or denied, as applicable, within those 30-day time periods, the bill would deem the department's failure to notify to constitute approval of the permit.

**[AB 976](#) (Rivas, Luz D) Resilient Economies and Community Health Pilot Program.****Current Text:** Introduced: 2/18/2021 [html](#) [pdf](#)**Introduced:** 2/18/2021**Status:** 4/14/2021-In committee: Set, first hearing. Referred to suspense file.**Summary:** Would establish the Resilient Economies and Community Health Pilot Program, which would be administered by the Strategic Growth Council from January 1, 2022, through December 31, 2026, a grant pilot program for eligible community-based organizations, as defined, to provide a comprehensive suite of coordinated incentives and services to disadvantaged communities, as defined at the resident household level to provide economic savings, reduce greenhouse gas emissions and air pollution, and improve resiliency to the impacts of climate change. The bill would require the council to evaluate the program and submit specified reports to the Legislature on the program no later than January 1, 2026. The bill would repeal these provisions as of January 1, 2027.**[AB 1035](#) (Salas D) Department of Transportation and local agencies: streets and highways: recycled materials.****Current Text:** Amended: 4/5/2021 [html](#) [pdf](#)**Introduced:** 2/18/2021**Status:** 4/13/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (April 12). Re-referred to Com. on APPR.**Summary:** Would require the Department of Transportation and a local agency that has jurisdiction over a street or highway, to the extent feasible and cost effective, to use advanced technologies and material recycling techniques that reduce the cost of maintaining and rehabilitating streets and highways and that exhibit reduced levels of greenhouse gas emissions through material choice and construction method. The bill would require, on and after January 1, 2025, a local agency that has jurisdiction over a street or highway, to the extent feasible, to apply standard specifications that allow for the use of recycled materials in streets and highways, as specified. By increasing the duties of local agencies, this bill would impose a state-mandated local program.**[AB 1037](#) (Grayson D) Infrastructure construction: digital construction management technologies.****Current Text:** Amended: 4/20/2021 [html](#) [pdf](#)**Introduced:** 2/18/2021**Status:** 4/29/2021-From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (April 27).**Summary:** Would require a civil infrastructure project, as defined, with a project cost greater than \$50,000,000 that receives any state funding and begins preconstruction activities after January 1, 2022, to deploy digital construction management technologies, as defined. The bill would require an awarding agency to require a bid or proposal for a civil infrastructure project contract to include a digital construction management plan that describes how the bidder would utilize digital construction management technology to significantly reduce project cost, improve project delivery times, or increase project quality, as specified. The bill would require a state agency that constructs or manages a civil infrastructure project to develop a comprehensive multiyear and multidiscipline plan to fully integrate and deploy digital construction management technologies across the agency by January 1, 2025, as specified.**[AB 1047](#) (Daly D) Road Repair and Accountability Act of 2017: reporting internet website.****Current Text:** Amended: 3/26/2021 [html](#) [pdf](#)**Introduced:** 2/18/2021**Status:** 4/28/2021-In committee: Set, first hearing. Referred to suspense file.**Summary:** Would require the Transportation Agency to improve the capability of the SB 1 internet website hosted by the agency to provide a comprehensive one-stop reporting interface available to the public. The bill would require the interface to provide timely fiscal information compiled from data provided by each administering agency regarding the development and implementation status of each transportation program or project funded, at least in part, by revenues from SB 1.**[AB 1049](#) (Davies R) Public Transportation Account: loan repayment.****Current Text:** Introduced: 2/18/2021 [html](#) [pdf](#)**Introduced:** 2/18/2021**Status:** 3/4/2021-Referred to Com. on TRANS.**Summary:** Current law requires the transfer of a specified portion of the sales tax on diesel fuel to the Public Transportation Account, a trust fund in the State Transportation Fund. Current law requires funds in the account to be allocated to various public transportation and transportation planning purposes, with specified revenues in the account to be allocated by the Controller to specified local transportation agencies for public transportation purposes, pursuant to the State Transit Assistance (STA) Program. Current law provides for each STA-eligible operator within the jurisdiction of the allocating local transportation agency to receive a proportional share of the revenue-based program funds based on the qualifying revenues of that operator, as defined. The Budget Act of 2013 and the Budget Act of 2014 require the Controller, upon the order of the Director of Finance, to transfer



specified amounts totaling up to \$55,515,000 as loans from the Public Transportation Account High-Speed Passenger Train Bond Fund. This bill would require \$54,000,000 from these loans to be repaid to the Public Transportation Account and would provide that these repaid funds are available, upon appropriation by the Legislature, to help offset the loss of revenues incurred by transit operator during the COVID-19 pandemic.

**[AB 1099](#) (Rivas, Robert D) Environmental equity: principles: bond and fund expenditures.**

**Current Text:** Amended: 3/25/2021 [html](#) [pdf](#)

**Introduced:** 2/18/2021

**Status:** 3/26/2021-Re-referred to Com. on NAT. RES.

**Summary:** The State General Obligation Bond Law contains procedures for use in authorizing the issuance, sale, and providing for the repayment of, state general obligation bonds. Current law establishes various funds in the State Treasury for purposes of providing financial incentives to eligible entities for specified purposes. This bill would require the administration of proceeds from the sales of bonds issued under a bond act that is enacted by the Legislature and is approved by the voters on or after January 1, 2022, pursuant to the State General Obligation Bond Law and that addresses environmental issues, and the administration of certain funds established on or after January 1, 2022, that provide financial assistance to eligible entities to incorporate certain principles of environmental equity.

**[AB 1116](#) (Friedman D) High-Speed Rail Authority: oversight: Legislative Analyst's Office.**

**Current Text:** Introduced: 2/18/2021 [html](#) [pdf](#)

**Introduced:** 2/18/2021

**Status:** 3/4/2021-Referred to Com. on TRANS.

**Summary:** Would require the Legislative Analyst's Office, for the purpose of reviewing the planning, financing, expenditures, and other elements of the statewide high-speed rail system, to review any materials submitted to the authority and documents the authority requests from contractors, consultants, or external parties, as specified, and to provide recommendations to the policy and budget committees of the Legislature regarding the statewide high-speed rail system and the development of shared mobility systems statewide. The bill would require the authority, and any entity contracting with the authority, to provide to the Legislative Analyst's Office any information that it requests and to permit representatives of the Legislative Analyst's Office to attend the authority's internal meetings. The bill would repeal these requirements on January 1, 2031.

**[AB 1147](#) (Friedman D) Regional transportation plan: Active Transportation Program.**

**Current Text:** Amended: 3/18/2021 [html](#) [pdf](#)

**Introduced:** 2/18/2021

**Status:** 4/14/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 3.) (April 14). Re-referred to Com. on APPR.

**Summary:** Current law requires the Strategic Growth Council, by January 31, 2022, to complete an overview of the California Transportation Plan and all sustainable communities strategies and alternative planning strategies, an assessment of how implementation of the California Transportation Plan, sustainable communities strategies, and alternative planning strategies will influence the configuration of the statewide integrated multimodal transportation system, and a review of the potential impacts and opportunities for coordination of specified funding programs. This bill would require the council to convene key state agencies, metropolitan planning agencies, and local governments to assist the council in completing the report.

**[AB 1154](#) (Patterson R) California Environmental Quality Act: exemption: egress route projects: fire safety.**

**Current Text:** Introduced: 2/18/2021 [html](#) [pdf](#)

**Introduced:** 2/18/2021

**Status:** 3/4/2021-Referred to Com. on NAT. RES.

**Summary:** Would, until January 1, 2029, exempt from CEQA egress route projects undertaken by a public agency that are specifically recommended by the State Board of Forestry and Fire Protection to improve the fire safety of an existing subdivision if certain conditions are met. The bill would require the lead agency to hold a noticed public meeting to hear and respond to public comments before determining that a project is exempt. The bill would require the lead agency, if it determines that a project is not subject to CEQA and approves or carries out that project, to file a notice of exemption with the Office of Planning and Research and with the clerk of the county in which the project will be located.

**[AB 1157](#) (Lee D) Controller: transportation funds: distribution and reporting requirements.**

**Current Text:** Amended: 3/15/2021 [html](#) [pdf](#)

**Introduced:** 2/18/2021

**Status:** 4/29/2021-Read third time. Passed. Ordered to the Senate.

**Summary:** Current law, for purposes of the State Transit Assistance Program, requires local transportation agencies to report to the Controller by June 15 of each year the public transportation

operators within its jurisdiction that are eligible to claim specified local transportation funds. They would instead require local transportation agencies to report this information within 7 months after the end of each fiscal year.

- [AB 1180](#) (Mathis R) Local governments: surplus land: tribes.**  
**Current Text:** Amended: 4/26/2021 [html](#) [pdf](#)  
**Introduced:** 2/18/2021  
**Status:** 4/27/2021-Re-referred to Com. on L. GOV.  
**Summary:** Current law prescribes requirements for the disposal of surplus land by a local agency, as defined. Current law defines "exempt surplus land" for which a local agency is not required to follow the requirements for disposal of surplus land, except as provided. Current law categorizes as "exempt surplus land," surplus land that a local agency is transferring to another local, state, or federal agency for the agency's use. This bill would add to the definition of "exempt surplus land," land transferred by a local agency to a federally recognized California Indian tribe.
- [AB 1183](#) (Ramos D) California Desert Conservation Program.**  
**Current Text:** Introduced: 2/18/2021 [html](#) [pdf](#)  
**Introduced:** 2/18/2021  
**Status:** 4/27/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 4.) (April 26). Re-referred to Com. on APPR.  
**Summary:** Would establish the California Desert Conservation Program under the administration of the Wildlife Conservation Board to protect, preserve, and restore desert lands, water, and wildlife by the acquisition of interests and rights in real property and waters, as specified.
- [AB 1189](#) (Bloom D) Transportation: indirect cost recovery: wildlife crossing projects.**  
**Current Text:** Introduced: 2/18/2021 [html](#) [pdf](#)  
**Introduced:** 2/18/2021  
**Status:** 3/4/2021-Referred to Com. on TRANS.  
**Summary:** Would, on and before June 30, 2024, prohibit the Department of Transportation from charging for administration indirect cost recovery, as outlined in the department's Indirect Cost Recovery Proposal, for any wildlife crossing project that receives private funding for more than 50% of the project cost, and would require the department to charge these projects for functional overhead. The bill would require the department to report, on or before July 1, 2024, to the Legislature on the amount of private funding invested in wildlife crossing projects for the 2020-21, 2021-22, 2022-23, and 2023-24 fiscal years.
- [AB 1190](#) (Mayes I) Parks and recreation: County of San Bernardino: Big Morongo Canyon Preserve.**  
**Current Text:** Introduced: 2/18/2021 [html](#) [pdf](#)  
**Introduced:** 2/18/2021  
**Status:** 4/27/2021-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (April 26). Re-referred to Com. on APPR.  
**Summary:** Would authorize the County of San Bernardino to convey fee title in lands within the Big Morongo Canyon Preserve acquired with grant moneys from The Cameron-Unruh Beach, Park, Recreational, and Historical Facilities Bond Act of 1964, the Z'berg-Collier Park Bond Act and the The Safe Neighborhood Parks, Clean Water, Clean Air, and Coastal Protection Bond Act of 2000, as provided, to the United States Bureau of Land Management, as specified.
- [AB 1235](#) (Patterson R) High-speed rail: legislative oversight.**  
**Current Text:** Introduced: 2/19/2021 [html](#) [pdf](#)  
**Introduced:** 2/19/2021  
**Status:** 3/11/2021-Referred to Com. on TRANS.  
**Summary:** Would create the Joint Legislative High-Speed Rail Oversight Committee consisting of 3 Members of the Senate and 3 Members of the Assembly to provide ongoing and independent oversight of the high-speed rail project by performing specified duties, and would require the committee to make recommendations to the appropriate standing policy and budget committees of both houses of the Legislature to guide decisions concerning the state's programs, policies, and investments related to high-speed rail. The bill would require the authority to provide the committee with certain documents and information within prescribed timelines, and would require the authority to permit the chairperson of the committee, or the chairperson's designee, to attend meetings of any internal governance committees related to project oversight, as provided.
- [AB 1238](#) (Ting D) Pedestrian access.**  
**Current Text:** Amended: 4/12/2021 [html](#) [pdf](#)  
**Introduced:** 2/19/2021  
**Status:** 4/27/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 2.) (April 26). Re-referred to Com. on APPR.  
**Summary:** Current law prohibits a pedestrian from entering the roadway if the pedestrian is facing a

steady circular yellow or yellow arrow warning signal unless otherwise directed by a pedestrian signal, as specified. This bill would delete that prohibition.

**[AB 1258](#) (Nguyen R) Housing element: regional housing need plan: judicial review.**

**Current Text:** Amended: 3/22/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 3/23/2021-Re-referred to Com. on H. & C.D.

**Summary:** Under current law the Department of Housing and Community Development, in consultation with each council of governments, determines each region's existing and projected housing needs. Under existing law, upon making that determination, the council of governments may object to the determination, and the department is required to respond to an objection by making a final written determination. Current law requires that, based on the determination of the department, a council of governments, or for cities and counties without a council of governments, the department, adopts a final regional housing need plan that allocates a share of the regional housing need to each locality in the region. This bill would subject the department's final written determination of a region's housing needs to judicial review in an action brought by the council of governments. The bill would also subject the final regional housing need plan adopted by the council of governments or the department, as the case may be, to judicial review.

**[AB 1260](#) (Chen R) California Environmental Quality Act: exemptions: transportation-related projects.**

**Current Text:** Introduced: 2/19/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 4/29/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 2.) (April 28). Re-referred to Com. on APPR.

**Summary:** CEQA includes exemptions from its environmental review requirements for numerous categories of projects, including, among others, projects for the institution or increase of passenger or commuter services on rail or highway rights-of-way already in use and projects by a public transit agency to construct or maintain infrastructure to charge or refuel zero-emission transit buses. This bill would further exempt from the requirements of CEQA projects by a public transit agency to construct or maintain infrastructure to charge or refuel zero-emission trains.

**[AB 1291](#) (Frazier D) State bodies: open meetings.**

**Current Text:** Introduced: 2/19/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 4/29/2021-Read third time. Passed. Ordered to the Senate.

**Summary:** Current law provides that, subject to certain exceptions and reasonable regulations, the state body shall provide members of the public an opportunity to directly address the state body on agenda items. Current law authorizes the state body to limit the amount of time allotted for each member of the public to speak, but specifies that members of the public who use translators shall be given twice that allotted amount of time. This bill would also require a state body, when it limits time for public comment, to provide at least twice the allotted time to a member of the public who utilizes translating technology to address the state body. The bill would additionally make technical, nonsubstantive changes.

**[AB 1296](#) (Kamlager D) South Coast Air Quality Management District: district board: membership.**

**Current Text:** Introduced: 2/19/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 3/4/2021-Referred to Com. on NAT. RES.

**Summary:** Current law establishes the South Coast Air Quality Management District as the district with the responsibility for controlling air pollution from sources other than vehicular sources in the South Coast Air Basin. Current law establishes a district board consisting of 13 members to govern the south coast district. Current law requires one member of the district board to be appointed by the Senate Committee on Rules and one member to be appointed by the Speaker of the Assembly. This bill would increase the number of members of the district board of the south coast district to 15 members by adding 2 environmental justice appointees, one appointed by the Senate Committee on Rules and one appointed by the Speaker of the Assembly.

**[AB 1297](#) (Holden D) California Infrastructure and Economic Development Bank: public and economic development facilities: housing.**

**Current Text:** Amended: 4/14/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 4/29/2021-VOTE: Do pass and be re-referred to the Committee on [Appropriations] (PASS)

**Summary:** The Bergeson-Peace Infrastructure and Economic Development Bank Act defines "public development facilities" for these purposes to mean real and personal property, structures, conveyances, equipment, thoroughfares, buildings, and supporting components thereof, excluding any housing, that are directly related to providing, among other things, housing-related infrastructure, as specified. The act defines "economic development facilities" for these purposes to mean real and personal property, structures, buildings, equipment, and supporting components thereof that are used

to provide industrial, recreational, research, commercial, utility, goods movement, or service facilities, community, educational, cultural, or social welfare facilities and any parts or combinations thereof, and all necessary facilities or infrastructure, excluding any housing. This bill would authorize economic development facilities and public development facilities to include housing if the housing meets certain financing requirements and limits, as specified.

**[AB 1312](#) (Rodriguez D) Vehicular fuels: renewable and clean hydrogen: income tax: credit.**

**Current Text:** Introduced: 2/19/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 3/4/2021-Referred to Coms. on NAT. RES. and REV. & TAX.

**Summary:** Would allow a green hydrogen, as defined, production facility and distribution credit against the personal income and corporate income taxes for each taxable year beginning on or after January 1, 2023, and before January 1, 2033, to a qualified taxpayer for qualified building or qualified distribution costs, or both, as defined. The bill would also allow a hydrogen infrastructure credit against those taxes for each taxable year beginning on or after January 1, 2023, and before January 1, 2033, to a qualified taxpayer for qualified building costs, as defined. The bill would decrease the green hydrogen production facility and distribution credit as the amount of green hydrogen produced on average per day in the state increases and would decrease the hydrogen infrastructure credit as the number of public hydrogen fueling stations in operation in the state increases.

**[AB 1337](#) (Lee D) Transportation: transit district policing responsibilities.**

**Current Text:** Amended: 4/7/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 4/27/2021-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (April 26). Re-referred to Com. on APPR.

**Summary:** Under current law, a person who enters or remains upon any land, facilities, or vehicles owned, leased, or possessed by specified transit entities that are used to provide public transportation by rail or passenger bus, or are directly related to that use, without permission, or whose entry, presence, or conduct upon the property interferes with, interrupts, or hinders the safe and efficient operation of the transit-related facility, is guilty of a misdemeanor. This bill would specify that a person who enters or remains upon any property, facilities, or vehicles upon which the applicable transit entity owes policing responsibilities to a local government pursuant to an operations and maintenance agreement or similar interagency agreement without permission, or whose entry, presence, or conduct upon that property interferes with, interrupts, or hinders the safe and efficient operation of the transit-related facility, is guilty of a misdemeanor.

**[AB 1384](#) (Gabriel D) Resiliency Through Adaptation, Economic Vitality, and Equity Act of 2022.**

**Current Text:** Introduced: 2/19/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 4/14/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 2.) (April 14). Re-referred to Com. on APPR.

**Summary:** Would require the Strategic Growth Council to develop and coordinate a strategic resiliency framework that makes recommendations and identifies actions that are necessary to prepare the state for the most significant climate change impacts modeled for 2025, 2050, and beyond, among other goals. The bill would require state agencies identified in the strategic resiliency framework to collaboratively engage with regional entities to enhance policy and funding coordination and promote regional solutions and implementation and to proactively engage vulnerable communities whose planning and project development efforts have been disproportionately impacted by climate change, as provided. The bill would authorize the Treasurer, and the financing authorities that the Treasurer chairs, to assist state agencies by leveraging public and private capital investment to help with loans and other incentives to attain the goals identified in the strategic resiliency framework.

**[AB 1445](#) (Levine D) Planning and zoning: regional housing need allocation: climate change impacts.**

**Current Text:** Introduced: 2/19/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 3/11/2021-Referred to Coms. on H. & C.D. and L. GOV.

**Summary:** The Planning and Zoning Law requires each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city, and specified land outside its boundaries, that includes, among other mandatory elements, a housing element. For the 4th and subsequent revisions of the housing element, current law requires the Department of Housing and Community Development to determine the existing and projected need for housing for each region. Current law requires the appropriate council of governments, or the department for cities and counties without a council of governments, to adopt a final regional housing need plan that allocates a share of the regional housing need to each city, county, or city and county, as provided. Current law requires that the final regional housing plan adopted by a council of governments, or a delegate subregion, as applicable, be based on a methodology that includes specified factors, and similarly requires that the department take into consideration specified factors in distributing regional housing need, as provided. This bill would require that a council of governments, a delegate subregion, or the department, as

applicable, additionally consider among these factors emergency evacuation route capacity, risk, sea level rise, and other impacts caused by climate change.

**[AB 1499](#) (Daly D) Transportation: design-build: highways.**

**Current Text:** Introduced: 2/19/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 4/6/2021-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 14. Noes 0.) (April 5). Re-referred to Com. on APPR.

**Summary:** Current law authorizes regional transportation agencies, as defined, to utilize design-build procurement for projects on or adjacent to the state highway system. Current law also authorizes those regional transportation agencies to utilize design-build procurement for projects on expressways that are not on the state highway system, as specified. Current law repeals these provisions on January 1, 2024, or one year from the date that the Department of Transportation posts on its internet website that the provisions described below related to construction inspection services for these projects have been held by a court to be invalid. This bill would delete the January 1, 2024, repeal date, thus extending the above provisions indefinitely.

**[AB 1519](#) (Gallagher R) Forestry: fuels transportation program: biomass energy facility: grant program.**

**Current Text:** Amended: 3/11/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 3/15/2021-Re-referred to Com. on NAT. RES.

**Summary:** Would require the Natural Resources Agency to develop and implement a fuels transportation program that provides competitive grants or other financial incentives for projects in eligible communities to offset the costs of transporting fuels to a biomass energy facility, as specified. The bill would authorize the agency to allocate moneys from the Greenhouse Gas Reduction Fund consistent with the purposes of the fund. The bill would exempt these provisions from the Administrative Procedure Act.

**[AB 1544](#) (Nazarian D) Cultural heritage: protection of items and places of cultural and historical interest.**

**Current Text:** Introduced: 2/19/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 2/22/2021-Read first time.

**Summary:** Would express the intent of the Legislature to later enact legislation to protect precious and irreplaceable items and places of cultural and historical interest by prohibiting public entities from, and urging private entities to refrain from, engaging with individuals and entities who have destroyed, vandalized, scavenged, stolen from, or otherwise despoiled, artifacts, items, or structures in any place of cultural and historical interest anywhere in the world.

**[AB 1547](#) (Reyes D) Air pollution: warehouse facilities.**

**Current Text:** Amended: 3/25/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 4/14/2021-In committee: Set, first hearing. Hearing canceled at the request of author.

**Summary:** Current law regulates the emissions of air pollution. Current law designates air pollution control districts and air quality management districts as having the primary responsibility for the control of air pollution from all sources other than vehicular sources, subject to the powers and duties of the State Air Resources Board. Existing law designates the state board as having the primary responsibility for the control of air pollution from vehicular sources. This bill would authorize the State Air Resources Board to regulate indirect sources, as defined.

**[ACA 1](#) (Aguilar-Curry D) Local government financing: affordable housing and public infrastructure: vote approval.**

**Current Text:** Introduced: 12/7/2020 [html](#) [pdf](#)

**Introduced:** 12/7/2020

**Status:** 4/22/2021-Referred to Coms. on L. GOV. and APPR.

**Summary:** 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.

**[ACA 5](#) (Voepel R) Motor vehicles: fuel taxes, sales and use taxes, and fees: expenditure restrictions.**

**Current Text:** Introduced: 2/19/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 4/22/2021-Referred to Com. on TRANS.

**Summary:** The California Constitution restricts the expenditure of revenues from taxes imposed on state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. These restrictions do not apply to revenues from taxes or fees imposed under the Sales and Use Tax Law or the Vehicle License Fee Law. This measure would explicitly restrict the expenditure of all interest earned and other increment derived from the investment of those tax revenues and any proceeds from the lease or sale of real property acquired using those tax revenues only for the purposes described above.

**SB 5****(Atkins D) Affordable Housing Bond Act of 2022.**

**Current Text:** Amended: 3/10/2021 [html](#) [pdf](#)

**Introduced:** 12/7/2020

**Status:** 3/18/2021-Re-referred to Coms. on HOUSING and GOV. & F.

**Summary:** Would enact the Affordable Housing Bond Act of 2022, which, if adopted, would authorize the issuance of bonds in the amount of \$6,500,000,000 pursuant to the State General Obligation Bond Law. Proceeds from the sale of these bonds would be used to fund affordable rental housing and homeownership programs. The bill would state the intent of the Legislature to determine the allocation of those funds to specific programs. This bill would provide for submission of the bond act to the voters at the November 8, 2022, statewide general election in accordance with specified law.

**SB 7****(Atkins D) Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2021.**

**Current Text:** Amended: 2/18/2021 [html](#) [pdf](#)

**Introduced:** 12/7/2020

**Status:** 4/29/2021-From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 1.) (April 28). Re-referred to Com. on APPR.

**Summary:** Would enact the Jobs and Economic Improvement Through Environmental Leadership Act of 2021, which would reenact the former leadership act, with certain changes, and would authorize the Governor, until January 1, 2024, to certify projects that meet specified requirements for streamlining benefits related to CEQA. The bill would additionally include housing development projects, as defined, meeting certain conditions as projects eligible for certification. The bill would, except for those housing development projects, require the quantification and mitigation of the impacts of a project from the emissions of greenhouse gases, as provided. The bill would revise and recast the labor-related requirements for projects undertaken by both public agencies and private entities. The bill would provide that the Governor is authorized to certify a project before the lead agency certifies the final EIR for the project.

**SB 9****(Atkins D) Housing development: approvals.**

**Current Text:** Amended: 4/27/2021 [html](#) [pdf](#)

**Introduced:** 12/7/2020

**Status:** 4/30/2021-Set for hearing May 10.

**Summary:** The Planning and Zoning Law provides for the creation of accessory dwelling units by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in accordance with specified standards and conditions. This bill, among other things, would require a proposed housing development containing no more than 2 residential units within a single-family residential zone to be considered ministerially, without discretionary review or hearing, if the proposed housing development meets certain requirements, including, but not limited to, that the proposed housing development would not require demolition or alteration of housing that is subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of moderate, low, or very low income, that the proposed housing development does not allow for the demolition of more than 25% of the existing exterior structural walls, except as provided, and that the development is not located within a historic district, is not included on the State Historic Resources Inventory, or is not within a site that is legally designated or listed as a city or county landmark or historic property or district.

**SB 44****(Allen D) California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.**

**Current Text:** Amended: 4/27/2021 [html](#) [pdf](#)

**Introduced:** 12/7/2020

**Status:** 4/27/2021-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.

**Summary:** Would establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for an environmental leadership transit project, as defined, proposed by a public or private entity or its affiliates. The bill would require the Judicial Council, on or before April 1, 2022, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review pursuant to CEQA or the granting of project approvals, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, within 270 calendar days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to an environmental leadership

transit project. The bill would require the environmental leadership transit project to meet certain requirements.

**[SB 66](#)**

**(Allen D) California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.**

**Current Text:** Amended: 4/28/2021 [html](#) [pdf](#)

**Introduced:** 12/7/2020

**Status:** 4/30/2021-Set for hearing May 10.

**Summary:** Would require the Secretary of Transportation 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 as autonomous vehicles are deployed, they enhance the state's efforts to increase road and transit safety, promote equity, and meet public health and environmental objectives. The bill would require the council to be chaired by the secretary and consist of 23 additional members, selected by the chair or designated, as specified.

**[SB 95](#)**

**(Skinner D) Employment: COVID-19: supplemental paid sick leave.**

**Current Text:** Chaptered: 3/19/2021 [html](#) [pdf](#)

**Introduced:** 12/16/2020

**Status:** 3/19/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 13, Statutes of 2021.

**Summary:** Would provide for COVID-19 supplemental paid sick leave for covered employees, as defined, who are unable to work or telework due to certain reasons related to COVID-19, including that the employee has been advised by a health care provider to self-quarantine due to concerns related to COVID-19. The bill would entitle a covered employee to 80 hours of COVID-19 supplemental paid sick leave if that employee either works full time or was scheduled to work, on average, at least 40 hours per week for the employer in the 2 weeks preceding the date the covered employee took COVID-19 supplemental paid sick leave. The bill would provide a different calculation for supplemental paid sick leave for a covered employee who is a firefighter subject to certain work schedule requirements and for a covered employee working fewer or variable hours, as specified.

**[SB 210](#)**

**(Wiener D) Automated license plate recognition systems: use of data.**

**Current Text:** Amended: 3/15/2021 [html](#) [pdf](#)

**Introduced:** 1/12/2021

**Status:** 4/5/2021-April 5 hearing: Placed on APPR suspense file.

**Summary:** Current law authorizes the Department of the California Highway Patrol to retain license plate data captured by license plate reader technology, also referred to as an automated license plate recognition (ALPR) system, for not more than 60 days unless the data is being used as evidence or for the investigation of felonies. Current law authorizes the department to share that data with law enforcement agencies for specified purposes and requires both an ALPR operator and an ALPR end-user, as those terms are defined, to implement a usage and privacy policy regarding that ALPR information, as specified. Current law requires that the usage and privacy policy implemented by an ALPR operator or an ALPR end-user include the length of time ALPR information will be retained and the process the ALPR operator and ALPR end-user will utilize to determine if and when to destroy retained ALPR information. This bill would include in those usage and privacy policies a requirement that, if the ALPR operator or ALPR end-user is a public agency and not an airport authority, ALPR data that does not match a hot list be destroyed within 24 hours.

**[SB 261](#)**

**(Allen D) Regional transportation plans: sustainable communities strategies.**

**Current Text:** Introduced: 1/27/2021 [html](#) [pdf](#)

**Introduced:** 1/27/2021

**Status:** 4/19/2021-April 27 hearing postponed by committee.

**Summary:** current law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Certain of these agencies are designated under federal law as metropolitan planning organizations. Existing law requires that each regional transportation plan include a sustainable communities strategy developed to achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2020 and 2035 established by the State Air Resources Board. This bill would require that the sustainable communities strategy be developed to additionally achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050 established by the board. The bill would make various conforming changes to integrate those additional targets into regional transportation plans.

**[SB 266](#)**

**(Newman D) State park system: Chino Hills State Park: expansion.**

**Current Text:** Amended: 4/22/2021 [html](#) [pdf](#)

**Introduced:** 1/28/2021

**Status:** 4/22/2021-From committee with author's amendments. Read second time and amended. Referred to Com. on APPR.

**Summary:** Would require the Department of Parks and Recreation to provide assistance acquiring and accepting land immediately adjacent to, and that expands, Chino Hills State Park, by transferring 3 specified properties into the state park system. The bill would require the department to manage the acquired properties and parcels with specified funds as part of the Chino Hills State Park, as provided.

**SB 274 (Wieckowski D) Local government meetings: agenda and documents.**

**Current Text:** Amended: 4/5/2021 [html](#) [pdf](#)

**Introduced:** 1/29/2021

**Status:** 4/22/2021-Read third time. Passed. (Ayes 38. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

**Summary:** The Ralph M. Brown Act requires meetings of the legislative body of a local agency to be open and public and also requires regular and special meetings of the legislative body to be held within the boundaries of the territory over which the local agency exercises jurisdiction, with specified exceptions. Current law authorizes a person to request that a copy of an agenda, or a copy of all the documents constituting the agenda packet, of any meeting of a legislative body be mailed to that person. This bill would require a local agency with an internet website, or its designee, to email a copy of, or website link to, the agenda or a copy of all the documents constituting the agenda packet if the person requests that the items be delivered by email. If a local agency determines it to be technologically infeasible to send a copy of the documents or a link to a website that contains the documents by email or by other electronic means, the bill would require the legislative body or its designee to send by mail a copy of the agenda or a website link to the agenda and to mail a copy of a other documents constituting the agenda packet, as specified.

**SB 278 (Leyva D) Public Employees' Retirement System: disallowed compensation: benefit adjustments**

**Current Text:** Amended: 3/23/2021 [html](#) [pdf](#)

**Introduced:** 1/29/2021

**Status:** 4/20/2021-April 19 hearing: Placed on APPR suspense file.

**Summary:** The California Public Employees' Pension Reform Act of 2013 (PEPRA) generally requires a public retirement system, as defined, to modify its plan or plans to comply with the act. PEPRA, among other things, establishes new defined benefit formulas and caps on pensionable compensation. This bill would establish new procedures under PERL for cases in which PERS determines that the benefits of a member or annuitant are, or would be, based on disallowed compensation that conflicts with PEPRA and other specified laws and thus impermissible under PERL. The bill would also apply these procedures retroactively to determinations made on or after January 1, 2017, if an appeal has been filed and the employee member, survivor, or beneficiary has not exhausted their administrative or legal remedies. At the threshold, after determining that compensation for an employee member reported by the state, school employer, or a contracting agency is disallowed, the bill would require the applicable employer to discontinue the reporting of the disallowed compensation.

**SB 290 (Skinner D) Density Bonus Law: qualifications for incentives or concessions: student housing for lower income students: moderate-income persons and families: local government constraints.**

**Current Text:** Introduced: 2/1/2021 [html](#) [pdf](#)

**Introduced:** 2/1/2021

**Status:** 4/21/2021-Set for hearing May 3.

**Summary:** Current law requires the amount of a density bonus and the number of incentives or concessions a qualifying developer receives to be pursuant to a certain formula based on the total number of units in the housing development, as specified. This bill would require a unit designated to satisfy the inclusionary zoning requirements of a city or county to be included in the total number of units on which a density bonus and the number of incentives or concessions are based. The bill would require a city or county to grant one incentive or concession for a student housing development project that will include at least 20% of the total units for lower income students.

**SB 339 (Wiener D) Vehicles: road usage charge pilot program.**

**Current Text:** Amended: 4/5/2021 [html](#) [pdf](#)

**Introduced:** 2/8/2021

**Status:** 4/21/2021-Set for hearing May 3.

**Summary:** Current law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of Transportation. Under existing law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Current law requires the technical advisory committee to study RUC alternatives to the gas tax, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation on the design of a pilot program, as specified. Current law repeals these provisions on January 1, 2023. This bill would extend the operation of these provisions until January 1, 2027.

**SB 342 (Gonzalez D) South Coast Air Quality Management District: board membership.**

**Current Text:** Amended: 4/22/2021 [html](#) [pdf](#)



**Introduced:** 2/9/2021

**Status:** 4/28/2021-Set for hearing May 6.

**Summary:** Current law establishes the South Coast Air Quality Management District vested with the authority to regulate air emissions from stationary sources located in the South Coast Air Basin and establishes a district board, consisting of 13 members. This bill would add 2 members to the district board, appointed by the Senate Committee on Rules and the Speaker of the Assembly. The bill would require the 2 additional members to reside in and work directly with communities in the South Coast Air Basin that are disproportionately burdened by and vulnerable to high levels of pollution and issues of environmental justice. The bill would also require a candidate for these positions to meet other specified requirements.

**SB 415 (Melendez R) Transportation funds: county apportionments: county maintained roads.**

**Current Text:** Amended: 4/5/2021 [html](#) [pdf](#)

**Introduced:** 2/12/2021

**Status:** 4/5/2021-From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.

**Summary:** The Community Services District Law authorizes the formation of community services districts for various specified purposes including acquiring, constructing, improving, and maintaining streets, roads, and any incidental works. Current law grants a district that acquires, constructs, improves, and maintains streets, roads, and any incidental works the powers, duties, and authority of a county for those works. This bill would require a county that forms a community services district to maintain public roads within the district to report the mileage of the roads maintained by the district to the Department of Transportation as maintained county highways. The bill would require the Controller to deem those roads reported by a county, and certified by the department, to be maintained county roads for purposes of apportioning funds from the Highway Users Tax Account and the Road Maintenance and Rehabilitation Account.

**SB 439 (Archuleta D) Green hydrogen.**

**Current Text:** Amended: 3/5/2021 [html](#) [pdf](#)

**Introduced:** 2/16/2021

**Status:** 4/14/2021-April 26 set for first hearing canceled at the request of author.

**Summary:** Would authorize a gas corporation that serves an area that will host the 2028 Olympics to identify and propose a green hydrogen project, as defined, or multiple projects, in cooperation with the United States Olympic Paralympic Committee, the City of Los Angeles, or the County of Los Angeles to achieve described purposes. If a green hydrogen project is identified and proposed, the bill would authorize the gas corporation to file an application with the PUC for approval to undertake the project or projects. The bill would require the PUC to approve, or modify and approve, a project or projects and associated investments in green hydrogen and hydrogen-related infrastructure, and to authorize recovery of those expenses incurred through a reasonable cost recovery mechanism.

**SB 475 (Cortese D) Transportation planning: sustainable communities strategies.**

**Current Text:** Amended: 3/10/2021 [html](#) [pdf](#)

**Introduced:** 2/17/2021

**Status:** 4/27/2021-From committee: Do pass and re-refer to Com. on TRANS. (Ayes 6. Noes 0.) (April 26). Re-referred to Com. on TRANS.

**Summary:** Would require the State Air Resources Board, on or before June 30, 2023, and in coordination with the California Transportation Commission and the Department of Housing and Community Development, to issue new guidelines on sustainable communities strategies and require these guidelines to be updated thereafter at least every 4 years. The bill would delete the provisions related to the Regional Targets Advisory Committee and instead require the State Air Resources Board to appoint, on or before January 31, 2022, the State-Regional Collaborative for Climate, Equity, and Resilience, consisting of representatives of various entities. The bill would require the State-Regional Collaborative for Climate, Equity, and Resilience to develop a quantitative tool for metropolitan planning organizations to use to evaluate a transportation plan's consistency with long-range greenhouse gas emission reduction targets and recommend guidelines for metropolitan planning organizations to use when crafting long-range strategies that integrate state goals related to climate resilience and social equity.

**SB 499 (Leyva D) General plan: land use element: uses adversely impacting health outcomes.**

**Current Text:** Introduced: 2/17/2021 [html](#) [pdf](#)

**Introduced:** 2/17/2021

**Status:** 3/25/2021-April 8 set for first hearing canceled at the request of author.

**Summary:** Would prohibit the land use element from designating land uses that have the potential to significantly degrade local air, water, or soil quality or to adversely impact health outcomes in disadvantaged communities to be located, or to materially expand, within or adjacent to a disadvantaged community or a racially and ethnically concentrated area of poverty. By expanding the duties of cities and counties in the administration of their land use planning duties, the bill would impose a state-mandated local program.

- [SB 527](#) (Melendez R) Greenhouse Gas Reduction Fund: high-speed rail: Salton Sea restoration.**  
**Current Text:** Introduced: 2/17/2021 [html](#) [pdf](#)  
**Introduced:** 2/17/2021  
**Status:** 4/7/2021-April 12 set for first hearing canceled at the request of author.  
**Summary:** Would eliminate the continuous appropriation of 25% of the annual proceeds of Greenhouse Gas Reduction Fund to the High-Speed Rail Authority on June 30, 2022. The bill, beginning with the 2022–23 fiscal year, would annually transfer 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the Salton Sea Restoration Fund. This bill contains other existing laws.
- [SB 542](#) (Limón D) Vehicle license fees for zero-emission vehicles: sales and use taxes on medium- or heavy-duty zero-emission trucks.**  
**Current Text:** Amended: 4/20/2021 [html](#) [pdf](#)  
**Introduced:** 2/18/2021  
**Status:** 4/28/2021-Set for hearing May 6.  
**Summary:** Current sales and use tax laws impose taxes on retailers measured by gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state, measured by sales price. The Sales and Use Tax Law defines the terms "gross receipts" and "sales price." would, for sales made prior to January 1, 2032, exclude from the terms "gross receipts" and "sales price" for purposes of the Sales and Use Tax Law the amount charged for the purchase of a new on-road medium- or heavy-duty zero-emission truck that is in excess of the amount that would be charged for an equivalent new medium- or heavy-duty diesel or gasoline truck, as determined by the State Air Resources Board.
- [SB 563](#) (Allen D) Second Neighborhood Infill Finance and Transit Improvements Act: housing developments: homelessness prevention programs: enhanced infrastructure financing plan review and amendment process.**  
**Current Text:** Amended: 4/13/2021 [html](#) [pdf](#)  
**Introduced:** 2/18/2021  
**Status:** 4/29/2021-From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 7. Noes 2.) (April 29).  
**Summary:** The Second Neighborhood Infill Finance and Transit Improvements Act, or NIFTI-2, authorizes a city or county to adopt a resolution to allocate its tax revenues to an enhanced infrastructure financing district, including revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes imposed in accordance with the Transactions and Use Tax Law, if certain conditions are or will be met. Among those conditions, existing law includes requirements that the area financed with those funds is within 1/2 mile of a major transit stop, as specified, and that the boundaries of the enhanced infrastructure financing district are coterminous with the city or county that established the district. Current law also requires the infrastructure financing plan to require specified minimum percentages of the funds to be used to develop affordable housing, as specified, and to give first priority to income-qualified households displaced from the district, as specified, and secondary priority to households with a member or members employed within 2 miles of the district. Current law authorizes the remaining funds to be used for certain affordable housing, mixed-use, transit, or greenhouse gas emission reduction related projects or programs. This bill would revise NIFTI-2 to, among other things, remove the requirements that the area financed be within 1/2 mile of a major transit stop and that the boundaries of the district be coterminous with the city or county.
- [SB 580](#) (Hueso D) Department of Transportation: highways and roads: recycled plastics study and specifications.**  
**Current Text:** Amended: 4/27/2021 [html](#) [pdf](#)  
**Introduced:** 2/18/2021  
**Status:** 4/27/2021-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.  
**Summary:** Would authorize the Department of Transportation to conduct a study to assess the feasibility, cost effectiveness, and life-cycle environmental benefits and detrimental impacts of including recycled plastics in asphalt used as a paving material in the construction, maintenance, or rehabilitation of a highway or road. If the department conducts the study, the bill would require the Ocean Protection Council to analyze how including recycled plastics in asphalt for use as a paving material will impact the ocean's health and would require the department to assess, as part of the study, any life-cycle environmental benefits or detrimental impacts identified by the council. If the department determines that this use of recycled plastics is feasible and that recycled plastics can be included in asphalt in a manner that is cost effective and provides life-cycle environmental benefits, the bill would authorize the department to establish specifications for including recycled plastics in asphalt used as a paving material in the construction, maintenance, and rehabilitation of a highway or road.
- [SB 606](#) (Gonzalez D) Workplace safety: violations of statutes: enterprise-wide violations: employer retaliation.**

**Current Text:** Amended: 4/8/2021 [html](#) [pdf](#)

**Introduced:** 2/18/2021

**Status:** 4/20/2021-April 19 hearing: Placed on APPR suspense file.

**Summary:** Current law requires the Division of Occupational Safety and Health to issue a citation for a violation of provisions relating to the spraying of asbestos, or any standard, rule, order, or regulation established pursuant to specified provisions of the California Occupational Safety and Health Act of 1973 if, upon inspection or investigation, the division believes that an employer has committed a violation. Existing law imposes penalties of certain maximum amounts depending on whether the violation is serious, uncorrected, or willful or repeated. Current law authorizes the division to seek an injunction restraining certain uses or operations of employment that constitute a serious menace to the lives or safety of persons, as specified. This bill, instead, would require the division to issue a citation for a violation of provisions relating to the spraying of asbestos, certain employment safety related provisions of the Labor Code, or any standard, rule, order or regulation established pursuant to specified provisions of the California Safety and Health Act of 1973 or other safety related provision of the Labor Code if, upon inspection or investigation, or upon evidence or documents obtained by the division in lieu of or in addition to an on-site inspection, the division believes that an employer has committed a violation.

**[SB 623](#) (Newman D) Electronic toll and transit fare collection systems.**

**Current Text:** Introduced: 2/18/2021 [html](#) [pdf](#)

**Introduced:** 2/18/2021

**Status:** 4/26/2021-April 27 set for first hearing canceled at the request of author.

**Summary:** 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, 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 highway engaged in an interoperability program to provide only specified information regarding a vehicle's use of the toll facility. This bill would authorize those operators to provide instead only the information specified in functional specifications and standards adopted by the department and operators of toll facilities in this state on federal-aid highways for purposes of interstate interoperability.

**[SB 640](#) (Becker D) Transportation financing: jointly proposed projects.**

**Current Text:** Amended: 4/27/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 4/27/2021-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.

**Summary:** Current law provides for the deposit of various funds, including revenues from certain increases in fuel taxes and vehicle fees, for the program into the Road Maintenance and Rehabilitation Account. After certain allocations for the program are made, existing law requires the remaining funds available for the program to be continuously appropriated 50% for allocation to the department for maintenance of the state highway system or for the State Highway Operation and Protection Program and 50% for apportionment to cities and counties by the Controller pursuant to a specified formula. Current law requires a city or county to submit to the California Transportation Commission a list of proposed projects, as specified, to be eligible for an apportionment of those funds. This bill would authorize cities and counties to jointly propose projects to be funded by the cities and counties' apportionments of those funds, as specified.

**[SB 643](#) (Archuleta D) Fuel cell electric vehicle fueling infrastructure and fuel production: working group statewide assessment.**

**Current Text:** Amended: 4/13/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 4/29/2021-From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 16. Noes 0.) (April 27).

**Summary:** Would, until January 1, 2030, require the State Air Resources Board, in consultation with the Energy Commission and the Public Utilities Commission, to create a working group to prepare a statewide assessment of the fuel cell electric vehicle fueling infrastructure and fuel production needed to support the adoption of zero-emission trucks, buses, and off-road vehicles at levels necessary for the state to meet specified goals and requirements relating to vehicular air pollution. The bill would require the statewide assessment to be completed on or before December 31, 2023, and the working group to update the statewide assessment at least once every 2 years.

**[SB 657](#) (Ochoa Bogh R) Employment: electronic documents.**

**Current Text:** Amended: 4/22/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 4/29/2021-Read third time. Passed. (Ayes 36. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

**Summary:** Current law regulates the wages, hours, and working conditions of any worker employed in any occupation, trade, or industry, whether compensation is measured by time, piece, or otherwise, except as specified. This bill would provide that, in any instance in which an employer is required to physically post information, an employer may also distribute that information to employees by email with the document or documents attached. The bill would specify that this does not alter the employer's obligation to physically display the required posting.

**[SB 662](#) (Archuleta D) Energy: transportation sector: hydrogen.**

**Current Text:** Amended: 4/19/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 4/29/2021-From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 6. Noes 0.) (April 29).

**Summary:** Current law requires the PUC, in cooperation with the Energy Commission, the State Air Resources Board, air quality management districts and air pollution control districts, electrical and gas corporations, and the motor vehicle industry, to evaluate and implement policies to promote the development of equipment and infrastructure needed to facilitate the use of electric power and natural gas to fuel low-emission vehicles, as provided. This bill would require the PUC to additionally evaluate and implement policies to promote the development of equipment and infrastructure needed to facilitate the use of hydrogen to fuel low-emission vehicles, as provided.

**[SB 671](#) (Gonzalez D) Transportation: Clean Freight Corridor Efficiency Assessment.**

**Current Text:** Amended: 4/28/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 4/30/2021-Set for hearing May 10.

**Summary:** Would establish the Clean Freight Corridor Efficiency Assessment, to be developed by the California Transportation Commission, in coordination with other state agencies. In developing the assessment, the bill would require the commission to identify freight corridors, or segments of corridors, throughout the state that would be priority candidates for the deployment of zero-emission medium- and heavy-duty vehicles. The bill would require the commission to submit a report containing the assessment's findings and recommendations to certain committees of the Legislature by December 31, 2023. The bill would require the assessment's findings and recommendations to be incorporated into the development of the California Transportation Plan.

**[SB 674](#) (Durazo D) Public Contracts: workforce development: transportation-related contracts.**

**Current Text:** Amended: 4/29/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 4/29/2021-Read second time and amended. Re-referred to Com. on APPR.

**Summary:** Would require relevant public agencies, as defined, to develop a program, known as the California Jobs Plan Program, to meet specified objectives, including, as a component of applications for covered public contracts, as defined, creation of a form that states the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the covered public contract, and proposed wages, benefits, and investment in training. That component of the application would be known as the California Jobs Plan, as defined. Other objectives of the program, pursuant to the bill, would include supporting the hiring of displaced workers and individuals facing barriers to employment as defined; encouraging the development of the state's long-term green transportation and related infrastructure and manufacturing sector; and protecting public health by supporting the adoption of specific protections for worker health and safety.

**[SB 728](#) (Hertzberg D) Density Bonus Law: purchase of density bonus units by nonprofit housing organizations.**

**Current Text:** Amended: 4/15/2021 [html](#) [pdf](#)

**Introduced:** 2/19/2021

**Status:** 4/29/2021-From committee: Do pass and re-refer to Com. on APPR with recommendation: To consent calendar. (Ayes 9. Noes 0.) (April 29). Re-referred to Com. on APPR.

**Summary:** Current law, commonly referred to as the Density Bonus Law, requires a city or county to provide a developer that proposes a housing development within the city or county with a density bonus and other incentives or concessions, as specified, if the developer agrees to construct, among other options, specified percentages of units for moderate-income or, lower, or very low income households and meets other requirements. Current law requires the developer and the city or county to ensure that the initial occupant of a for-sale unit that qualified the developer for the award of the density bonus is a person or family of very low, low, or moderate income. This bill, as an alternative to ensuring that the initial occupant of a for-sale unit is a person or family of the required income, would authorize the developer and the city or county to ensure that a qualified nonprofit housing organization that is receiving the above-described welfare exemption purchases the unit pursuant to a specified recorded contract that includes an affordability restriction, an equity sharing agreement, and a repurchase option that requires a subsequent purchaser that desires to sell or convey the property to first offer the nonprofit corporation the opportunity to repurchase the property.

[SB 790](#)**(Stern D) Wildlife connectivity mitigation credits.****Current Text:** Amended: 4/14/2021 [html](#) [pdf](#)**Introduced:** 2/19/2021**Status:** 4/30/2021-Set for hearing May 10.

**Summary:** Current law vests the Department of Fish and Wildlife (DFW) with jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. Current law vests the Department of Transportation (Caltrans) with full possession and control of the state highway system. This bill would require DFW, in consultation with Caltrans, to provide compensatory mitigation credits to support modifications and planning of projects on the state highway system that improve local and regional habitat connectivity and result in fish passage, wildlife connectivity, and other environmental improvements.

[SB 798](#)**(Wieckowski D) Trade Corridor Enhancement Account.****Current Text:** Introduced: 2/19/2021 [html](#) [pdf](#)**Introduced:** 2/19/2021**Status:** 3/3/2021-Referred to Com. on RLS.

**Summary:** Current law creates the Trade Corridor Enhancement Account to receive revenues attributable to 50% of a \$0.20 per gallon increase in the diesel fuel excise tax imposed by the Road Repair and Accountability Act of 2017 for corridor-based freight projects nominated by local agencies and the state. Current law makes these funds and certain federal funds apportioned to the state available upon appropriation for allocation by the California Transportation Commission for trade infrastructure improvement projects that meet specified requirements. This bill would make nonsubstantive changes to this provision.

[SB 809](#)**(Allen D) Multijurisdictional regional agreements: housing element.****Current Text:** Amended: 3/10/2021 [html](#) [pdf](#)**Introduced:** 2/19/2021**Status:** 3/18/2021-Re-referred to Coms. on HOUSING and GOV. & F.

**Summary:** Would authorize a city or county to satisfy part of its requirement to identify zones suitable for residential development by adopting and implementing a multijurisdictional regional agreement. The bill would require the multijurisdictional regional agreement to clearly establish the jurisdiction that is contributing suitable land for residential development and the jurisdiction or jurisdictions that are contributing funding for that development. The bill would require that a multijurisdictional regional agreement be between 2 or more cities or counties that are located within the same county or within adjacent counties. This bill would require a jurisdiction that is a party to a multijurisdictional regional agreement under these provisions to provide specified information in its housing element, including how the multijurisdictional regional agreement will satisfy the jurisdiction's housing need for a designated income level.

[SCA 2](#)**(Allen D) Public housing projects.****Current Text:** Introduced: 12/7/2020 [html](#) [pdf](#)**Introduced:** 12/7/2020**Status:** 4/29/2021-From committee: Be adopted and re-refer to Com. on E. & C.A. with recommendation: To consent calendar. (Ayes 9. Noes 0.) (April 29). Re-referred to Com. on E. & C.A.

**Summary:** 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.

[SCA 4](#)**(Wilk R) Legislature: 2-year budget.****Current Text:** Introduced: 2/17/2021 [html](#) [pdf](#)**Introduced:** 2/17/2021**Status:** 4/7/2021-Referred to Coms. on B. & F.R. and E. & C.A.

**Summary:** Would limit the Legislature, in the first year of the regular session, to considering or acting upon only the Budget Bill and related bills, and up to 5 bills introduced by each of the standing committees of the Legislature, as specified. The measure would require the Governor to submit to the Legislature a budget for the ensuing 2 fiscal years within the first 10 days of the first calendar year of the biennium of the legislative session, and would require the Legislature to adopt by June 15 of the first calendar year of the biennium of the legislative session a Budget Bill that appropriates funds to support state government for the next 2-year fiscal period commencing on July 1. The measure, in the second year of the regular session, would limit the Legislature to considering or acting upon only legislation other than the Budget Bill and related bills. The Legislature, by a 2/3 vote of each house, would be authorized, however, to amend an enacted Budget Bill and related bills in both calendar years of the biennium.

**Total Measures: 102**  
**Total Tracking Forms: 102**

## ***Minute Action***

AGENDA ITEM: 27

***Date:*** June 2, 2021

***Subject:***

Federal Legislative Update

***Recommendation:***

Receive and file the May 2021 Federal Legislative Update.

***Background:***

San Bernardino County Transportation Authority (SBCTA) Legislative Affairs staff, along with representatives from federal advocates Potomac Partners DC, LLC reported to the Legislative Policy Committee on May 12<sup>th</sup> regarding the Biden Administration's proposed jobs and infrastructure plans, as well as the on-going Fiscal Year (FY) 2022 appropriations process and submission of funding requests to congressional delegation members.

1. Recap of President Biden's joint address to Congress (April 28<sup>th</sup>)
  - a. Infrastructure and the President's "American Job's Plan"
2. FY 2022 Appropriations Process update and Community Project Funding program
  - a. Updates on House process.
  - b. Overview of Senate Guidance released on April 26<sup>th</sup>.
3. Biden Infrastructure package Update and Highway Bill Status
  - a. Senate GOP counterproposal.
  - b. House Problem Solvers Caucus' proposals.
    - i. Includes bipartisan recommendations for long-term infrastructure investments and surface reauthorization. Supports stable long-term funding for infrastructure through a gas tax index, P3 incentives, a national infrastructure bank, Transportation Infrastructure Finance and Innovation Act (TIFIA) reforms, and project streamlining.
  - c. Next steps in the House.
4. Update on Congressional Initiatives for the Highway Bill
  - a. Hearing on High Speed Rail in House Transportation & Infrastructure Committee.
5. US Department of Transportation (USDOT) Updates
  - a. USDOT Secretary testimony during House Appropriations hearing on Budget.
  - b. New guidance on Rebuilding America Infrastructure with Sustainability and Equity (RAISE) Grant (formerly known as the Better Utilizing Investments to Leverage Development [BUILD] grant.)
6. Recent Federal Legislation Introduced
  - a. Public Transit Capital Investment Relief Act of 2021. The legislation would provide relief for public transportation agencies through the Capital Investment Grants (CIG) Program by increasing the federal cost share of

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

## Board of Directors Agenda Item

June 2, 2021

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the total project cost for qualifying projects that are under construction or near completion. Durbin and Murray were joined by U.S. Senators Maria Cantwell (D-WA), Dianne Feinstein (D-CA), Alex Padilla (D-CA), Amy Klobuchar (D-MN), and Tina Smith (D-MN) in introducing the legislation.

- b. Transit Security Grant Program Flexibility Act. Adds flexibilities and additional uses for funding awarded under the Public Transportation Security Assistance Grants. Passed in the House April 20, 2021.

- 7. SBCTA meetings being planned for May
  - a. Federal Transit Administration
  - b. San Bernardino County Delegation
    - i. Representatives Aguilar, Torres, Chu, Young and Obernolte
    - ii. Senators Feinstein and Padilla
  - c. House Transportation and Infrastructure Committee Professional Staff
  - d. Senate Banking, Housing and Urban Affairs Professional Staff
  - e. Senate Environment and Public Works Professional Staff

Attachment A reflects an overview of SBCTA projects that were submitted to members of Congress for various federal funding opportunities.

Attachment B is SBCTA letter of support for Caltrans - Route 66 / Fifth Street Complete Streets Project.

Attachment C is SBCTA letter of support for County of San Bernardino - Devil Diversion Flood Project.

Attachment D is SBCTA letter of support for County of San Bernardino - Little 3rd Street Improvement Project.

Attachment E is SBCTA letter of support for City of Chino - Pine Avenue Extension Project.

Attachment F is SBCTA letter of support for City of Montclair - Central Avenue Bridge Project.

Attachment G is SBCTA letter of support for City of Ontario - Holt Avenue / Grove Avenue Widening Project.

Attachment H is SBCTA letter of support for City of Rancho Cucamonga - Advanced Traffic Management System Project.

Attachment I is SBCTA letter of support for City of Rialto - Riverside Avenue Street Overlay & Reconstruction Project.

Attachment J is SBCTA letter of support for City of Rialto - Alder Avenue Improvements Project.

Attachment K is SBCTA letter of support for City of Upland - Downtown Economic Recovery Project.

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June 2, 2021  
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Attachment L is SBCTA letter of support for City of Victorville - National Trails Highway Widening Project.

Attachment M is a letter of support from the City of Barstow for SBCTA's funding request for the North First Avenue Bridge Replacement over the Mojave River and Mojave River Overflow.

***Financial Impact:***

This item has no financial impact on the Fiscal Year 2020/2021 Budget.

***Reviewed By:***

This item was received by the Legislative Policy Committee on May 12, 2021.

***Responsible Staff:***

Louis Vidaure, Management Analyst II

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Approved  
Board of Directors  
Date: June 2, 2021

Witnessed By:

San Bernardino Council of Governments  
San Bernardino County Transportation Authority



SBCTA Targeted Projects for Potential Federal Funding - 5/06/21

Program: Surface Transportation Block Grant (STBG), Congestion Mitigation and Air Quality (CMAQ), Low or No Emission Vehicle (FTA Lo-No), FTA Bus & Bus Facilities (5339)  
 Programmatic Request: Request to increase funding in federal program  
 Community Project Funding Program (CPF): Request for inclusion of specific amount of funds into the appropriations legislation for Fiscal Year 2022  
 Reauthorization: Request for specific funds for projects to be included into the surface transportation reauthorization legislation

	(1000s)	Const Start	Complete for use	Current \$	MSI+Unfunded \$	Request Amount	Comments	Remaining work	Program	Congressional District	Senate	Programmatic Request	CPF	Reauthorization
<b>FREEWAY PROGRAM</b>														
I-15 Corridor Contract 1*	\$307,097	Dec-23	Jun-26	MI, STIP, TCEP	\$88,000		NEPA/CEQA	1/2 PSE, RW, Con	STBG	31		X	X	
<b>INTERCHANGE PROGRAM</b>														
I-10/Cedar Avenue IC	\$110,024	Oct-21	Aug-24	MI, STP/HIP, DIF	\$72,200		NEPA/CEQA	Con	STBG	35		X	X	
I-10/Mount Vernon Avenue IC	\$54,980	Mar-23	Jun-25	MI, DIF	\$49,000		NEPA/CEQA	PS&E, RW, Con	STBG	31		X	X	
<b>Transit &amp; Rail Projects</b>														
San Bernardino Line Double Track - CP Lilac to CP Rancho	\$78,000	Feb-23	Feb-25	PTMISEA, STA	\$75,771	\$75,771	NEPA (in 6 mo.) /CEQA	final design, NEPA, RW, Con	CMAQ	31/35		X	X	
Convert/Replace 3 DMUs to ZEMUs (	\$24,100	Dec-22	Sep-25	N/A	\$24,100	\$24,100	NEPA/CEQA	CE, then contract negotiations	CMAQ	31/35	X	X	X	
Ontario International Airport (ONT) Loop	\$85,000	Dec-22	Nov-24	CMAQ, Rail Assets	\$65,900	\$65,900	NEPA/CEQA (Future)		CMAQ	31/35		X	X	
West Valley Connector Phase 1 - Capital (includes MF and corridor)	\$271,300	Mar-22	May-24	MI, STA, RIP, CMAQ, SCCP, LCTOP, LTF, TIRCP, City	\$10.4 (MI, STA, LTF)	\$86,750	NEPA/CEQA	From FTIP	Small Starts	31/35		X		
Countywide Zero Emission Bus initiative	\$37,100	2022	Various	CMAQ	various	\$17,812	NEPA/CEQA		FTA Lo-No	31/35		X	X	X
Omnitrans Paratransit Facility Upgrade (East Valley)	\$7,000	2022	2024	MSI S&D	\$7,000	\$7,000	NEPA/CEQA		5339 Bus Facility	31		X	X	
<b>VICTOR VALLEY MLH PROGRAM</b>														
<b>LOCAL PROJECTS</b>														
Phelan Road Widening SR 138 to Hesperia City Limits	\$56,035	Jun-23	Dec-24	MI, STP	\$52,000		In environmental right now, prior earmarks (NEPA/CEQA)	PS&E, RW, Con	STBG	8		X		
<b>REGIONAL/INTERREGIONAL PROJECTS</b>														
US-395 Phase 3, widen 2 to 4 lanes from I-15 to Palmdale Avenue	\$78,365	Jun-24??		None	\$78,365		NEPA/CEQA		STBG	8		X		
<b>NORTH DESERT MLH PROGRAM</b>														
<b>LOCAL PROJECTS</b>														
North First Avenue Bridges over Mojave River & Overflow	\$64,550		Jul-25	MI, HBP, STP, CITY	\$7,000				STBG	8		X	X	X
<b>REGIONAL/INTERREGIONAL PROJECTS</b>														
National Trails Highway Bridges <20' Replacement	\$98,400			MI	\$8,400		Environmental underway		STBG	8		X		

LETTERS OF SUPPORT ISSUED FOR FEDERAL FUNDING

- Caltrans - Route 66 / Fifth Street Complete Streets
- County of San Bernardino - Devil Diversion Flood Project
- County of San Bernardino - Little 3rd Street Improvement Project
- City of Chino - Pine Avenue Extension
- City of Montclair - Central Avenue Bridge
- City of Ontario - Holt Avenue / Grove Avenue Widening
- City of Rancho Cucamonga - Advanced Traffic Management System
- City of Rialto - Riverside Avenue Street Overlay & Reconstruction
- City of Rialto - Alder Avenue Improvements
- City of Upland - Downtown Economic Recovery
- City of Victorville - National Trails Highway Widening

Attachment: SBCTA - Federal Funding Targets 5-06-21 (7706 : Federal Legislative Update)



April 9, 2021

Honorable Pete Aguilar  
United States House of Representatives  
109 Cannon House Office Building  
Washington, DC 20515

Dear Congressman Aguilar:

On behalf of San Bernardino County Transportation Authority (SBCTA), the regional transportation agency for San Bernardino County, I am writing to express support for your consideration and submission of the Route 66/Fifth Street Complete Street Project (Project) in the upcoming surface transportation reauthorization and annual appropriations bills. This Project will provide multi-modal, safety, air quality, public health, and local economic benefits to a disadvantaged and under-served community in the City of San Bernardino.

The Project is located on a 1.5-mile segment of Route 66 (Fifth Street), from Flores Street to H Street. The proposed project consists of installing curb bulb-outs, enhancing crosswalks, constructing bicycle infrastructure, relocating above-ground utilities to increase usable sidewalk width and improve pedestrian visibility, improving transit stops, reallocating space from traffic lanes for pedestrian and bicycle facilities, and implementing traffic calming features such as roundabouts.

Improvements are necessary due to a lack of infrastructure along the corridor for bicyclists and pedestrians. Transit improvements are especially important as 7% of workers within the disadvantaged community commute to work by transit, walking or cycling, which is higher than 52% of other census tracts in California. The proposed complete street enhancements will contribute to creating a vibrant community, healthier lifestyle, and better quality of life. The Project is in alignment with our region's commitment to Active Transportation by improving accessibility of various modes while reducing greenhouse gas emissions and enhancing bicycle and pedestrian safety on the corridor.

Thank you in advance for your consideration of the Route 66/Fifth Street Complete Street Project.

Sincerely,

Frank J. Navarro  
President, San Bernardino County Transportation Authority

Attachment: SBCTA Support letter for Caltrans Complete Streets Project (7706 : Federal Legislative Update)



May 5, 2021

The Honorable Dianne Feinstein  
United States Senate  
331 Hart Senate Office Building  
Washington, D.C. 20510

**RE: SAN BERNARDINO COUNTY DEPARTMENT OF PUBLIC WORKS DEVIL DIVERSION FLOOD PROJECT**

Dear Senator Feinstein:

I am writing on behalf of the San Bernardino County Transportation Authority (SBCTA) to express our support for the San Bernardino County Department of Public Works' Devil Diversion Flood Project for community project funding.

The proposed Devil Diversion Flood Project will construct triple 30'x 8' culvert box at two locations, providing immediate safety improvements for the residents in this San Bernardino area community in the event of major storm events. The proposed culverts are located approximately 250' north of Kendall Drive on 4th Avenue and Mountain Drive. The proposed flood channel improvements will ensure the roadway remains open during storm events.

This project will enhance and create new opportunities for growth by improving the resilience of transportation infrastructure in this area, allowing the roadways to remain open at the location of each of the proposed culverts during large-scale rain events, reducing the future growth of flood risk and flood damages. The proposed project will ensure emergency responders are able to access destinations in the surrounding area in order to mitigate the loss life and property vulnerable to flooding.

With these benefits in mind, SBCTA supports the San Bernardino County Public Works Department's community project funding request and hopes the Senate will allocate resources toward this worthy project.

Sincerely,

Frank J. Navarro  
President, Board of Directors  
San Bernardino County Transportation Authority

DF210505-lv

Attachment: SBCTA Support letter for San Bernardino County Devil Diversion Flood Pro... (7706 : Federal Legislative Update)



May 5, 2021

The Honorable Dianne Feinstein  
 United States Senate  
 331 Hart Senate Office Building  
 Washington, D.C. 20510

**RE: SAN BERNARDINO COUNTY DEPARTMENT OF PUBLIC WORKS LITTLE  
 3<sup>RD</sup> STREET IMPROVEMENT PROJECT**

Dear Senator Feinstein:

I am writing on behalf of the San Bernardino County Transportation Authority (SBCTA) to express our support for the San Bernardino County Department of Public Works' Little 3rd Street Improvement Project for community project funding.

SBCTA serves more than 2.1 million residents and is responsible for cooperative regional planning and furthering an efficient multi-modal transportation system countywide. The proposed Little 3rd Street Improvement Project will pave 3,700 feet of roadway, widen and overlay 2,670 feet of existing roadway, construct three concrete cross gutters, install wrought iron fencing to provide separation between the roadway and sidewalk, improve thirteen (13) ADA ramps and construct 5,650 feet of sidewalk providing immediate safety improvements for the residents in this San Bernardino area community.

Converting the road surface from dirt to asphalt will improve pedestrian safety by separating pedestrians from vehicle traffic by providing an alternate route on the proposed sidewalk. These proposed improvements are expected to alert motorists to the presence of pedestrians, remove and eliminate visual barriers that otherwise would prevent motorists from seeing pedestrians, reduce vehicle braking distance and generally calm traffic in the vicinity of the project area.

The sidewalks are expected to increase existing transportation options for individuals who may not be able to drive a car, encouraging walking and healthier lifestyle choices. The new sidewalks will allow students who live in the project area to safely walk and bicycle to Monterey Elementary School without the need for additional transportation. Converting the roadway from dirt to asphalt will also significantly reduce airborne particulate matter created by vehicle traffic, which provides improved health benefits to residents and an environmental benefit to the community in general.

The construction of the proposed curb and gutter will improve drainage issues for the residents of the area, providing safer travel conditions for both motorists and pedestrians. In addition, a paved road improves the aesthetics of the neighborhood and may increase home values in the vicinity of the proposed project.

DF210505-lv

The Honorable Dianne Feinstein

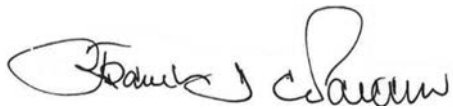
May 5, 2021

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This project will enhance and create new opportunities for growth by providing residents in the proposed project improved access to public transit, which will result in increased transportation options. This will provide residents of this community with improved physical access to transit stops, shopping centers, government offices and several key job destination sites in the surrounding area.

With these benefits in mind, SBCTA supports the San Bernardino County Public Works Department's community project funding request and hopes the Senate will allocate resources toward this worthy project.

Sincerely,



Frank J. Navarro

President, Board of Directors

San Bernardino County Transportation Authority



cta

San Bernardino County  
Transportation Authority

April 26, 2021

The Honorable Norma J. Torres  
U.S House of Representatives  
2227 Rayburn House Office Building  
Washington, DC 20515

**RE: SUPPORT FOR THE PINE AVENUE EXTENSION PROJECT - CITY OF CHINO**

Dear Congresswoman Torres:

On behalf of the San Bernardino County Transportation Authority (SBCTA), the regional transportation agency for San Bernardino County, I am writing to express support for your consideration and submission of the City of Chino's (City) Pine Avenue Extension Project funding request for the FY 2022 appropriations process and upcoming surface transportation reauthorization bill.

The connection of Pine Avenue from Euclid Avenue to State Route (SR) 71 is of critical importance to San Bernardino County and Riverside County because it is located in an area that is experiencing and will continue to experience significant commercial, industrial and residential growth. The transition from agricultural land uses to more urbanized uses is putting pressure on the existing transportation and road network in the area. Additionally, the Pine Avenue Extension project will bring significant congestion relief to the residents and businesses of western San Bernardino County and Riverside County by providing a direct link between SR 71 and Euclid Avenue (SR 83).

This project will also begin the process of developing Pine Avenue/Schleisman Road into a major east-west corridor between SR 71 and Interstate 15, and will supplement the existing east-west freeways and roads in this area, thus providing some relief for travelers on the currently heavily congested SR 91. The addition of at least one more significant east-west corridor in this area has been identified as a top priority by several regional planning agencies and will be essential to the effective overall functioning of the regional transportation system.

The project is expected to improve energy efficiency, lessen dependence on oil, and reduce greenhouse gas emissions. Air quality benefits from reduced congestion and mitigated distance of vehicle travel are expected to be bolstered by decreased vehicle miles traveled due to the creation of more direct routes of travel and reduced traffic induced idling. The project is expected to advertise for bid by the end of September 2021.

Investing in infrastructure is particularly important during these difficult economic times and we are grateful for the city's forward thinking in pursuing and spearheading this critical project in our region. Thank you in advance for your consideration of the City of Chino's Pine Avenue Extension Project.

Sincerely,

Frank J. Navarro  
President, Board of Directors  
San Bernardino County Transportation Authority Board of Directors



April 26, 2021

The Honorable Norma Torres  
 United States House of Representatives  
 35<sup>th</sup> District of California  
 3200 Inland Empire Blvd., Ste. 200B  
 Ontario, CA 91764

**RE: Montclair Central Avenue Bridge Project**

Dear Representative Torres:

On behalf of the San Bernardino County Transportation Authority (SBCTA), the regional transportation agency for San Bernardino County, I am writing to express support for your consideration and submission of the City of Montclair's (City) request for congressional funding to help reconstruct the Central Avenue Bridge Project funding request for the FY 2022 appropriations process and upcoming surface transportation reauthorization bill.

This project will reconstruct a multimodal bridge with expanded capacity for vehicles, bicyclists and pedestrians and create an attractive "gateway" to the City. The bridge is a critical fixture within the 11-mile section of Central Avenue, which directly connects U.S. Route 60, and Interstate 10 and crosses key Union Pacific Railroad lines. The current bridge has been flagged as Structurally Deficient based on recent bridge inspections and has been placed on the State's Highway Bridge Program. While eligible for partial funding, the State Bridge Program will not provide enough funding to cover the estimated \$30.2 million cost.

Serving more than 2.1 million residents of San Bernardino County, the SBCTA is responsible for cooperative regional planning and furthering an efficient multi-modal transportation system countywide. The City's proposed project aligns with the County's *Regional Transportation Plan* and provides significant benefits for the regional and local community. The addition of more lanes for vehicles, new Class II bike lanes, and wider sidewalks will create safer and more attractive transportation options for the local residents. Vehicular flow on heavily-trafficked Central Avenue will be smoothed, travel times reduced, and active transportation encouraged on a daily basis.

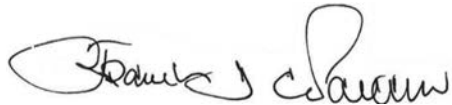
Carbon pollution will be reduced as fewer vehicles will idle in traffic and more residents will choose walking or biking to get to area activities. This project is particularly beneficial to the surrounding neighborhood, which has one of the highest pollution burdens in the State (97 out of 100 per the CalEnviroScreen SB535 tracking tool). Additionally, this underserved community, comprised primarily of Hispanics (78%) and Asians (10%), ranks in the bottom 10% of California communities in health (per the California Healthy Places Index). These residents are currently separated from the City by railroad tracks and the current bridge, which is not suited to bicyclists or pedestrians, and has been the site of at least 19 accidents since 2014.

The Honorable Norma Torres  
April 26, 2021  
Page 2

The installation of Class II bike lanes and widened sidewalks will help to promote healthier behavior by encouraging more residents to bike or walk to the nearby Civic Center, community parks, supermarkets and restaurants, health care facilities, and Montclair High School.

With these benefits in mind, the SBCTA is in full support of the City of Montclair's Central Avenue Bridge Project and hopes Congress will allocate funding toward this worthy project.

Sincerely,



Frank J. Navarro  
President, Board of Directors  
San Bernardino County Transportation Authority





March 29, 2021

Honorable Norma Torres  
U.S. House of Representatives  
2227 Rayburn House Office Building  
Washington, DC 20515

**RE: City of Ontario Appropriations Request – Holt/Grove Ave. Widening Project**

Dear Congresswoman Torres,

On behalf of SBCTA, the regional transportation agency for San Bernardino County, we support the City of Ontario's (City) efforts to obtain federal funding for the Holt/Grove Ave. Widening Project. Federal funding for this project will help the City construct the essential widening that is consistent with the City's General Plan and will complement a needed regional Bus Rapid Transit (BRT) system.

The West Valley Connector (WVC) project will be a 100% zero-emission BRT system, the first stage of the San Bernardino County Zero-emission Bus Initiative and second BRT route in San Bernardino County. Phase I of the project is 19 miles and will upgrade a portion of existing Route 61 which runs along Holt Boulevard, adding approximately 3.5 miles as center running, dedicated bus-only lanes. There will be 21 stations in Phase 1 that will provide an enhanced transit connection to Ontario International Airport (ONT) and help build transit connectivity by linking ONT, two Metrolink lines (San Bernardino and Riverside) and multiple major activity centers along the route including Ontario Mills and Victoria Gardens. As a result, the efforts set forth by the City to advance the improvements along the corridor will prove to streamline the delivery of this vital bus service.

For the reasons listed above, the Holt/Grove Ave. Widening Project is a key transportation project for the District and represents a good investment for the region. We respectfully offer our support for this project.

Sincerely,

Frank J. Navarro  
President, San Bernardino County Transportation Authority



April 13, 2021

The Honorable Rep. Pete Aguilar  
 United States House of Representatives  
 109 Cannon House Office Building  
 Washington, D.C. 20510

**Re: City of Rancho Cucamonga's Advanced Traffic Management System (ATMS) Community Project Funding Request**

Dear Congressman Aguilar,

I am writing on behalf of the San Bernardino County Transportation Authority (SBCTA) to express our support of the City of Rancho Cucamonga's Advanced Traffic Management System (ATMS) Community Project Funding request for \$1 million.

This \$40 million project will provide the ability to efficiently manage traffic and increase responsiveness by utilizing real-time traffic data from cameras that receive data and alerts from traffic signals, and subsequently modify signal timing and operations. It will save time and money by employing smart technologies and artificial intelligence that build upon existing networks.

Project benefits include expanding the community traffic signal communications network to improve traffic flow which decreases greenhouse gas emissions and improves safety. It also enables staff to remotely manage and coordinate traffic signals to be responsive to real-time situations such as unexpected traffic patterns, traffic collisions, emergency evacuations, and other disruptions. By using interactive signal timing to address traffic demands, ATMS assists with emergency operations and will become even more critical as technology advances for automated vehicles and transit systems. The project is anticipated to begin construction this summer and be completed by mid-2023.

On behalf of SBCTA, I would like to thank you for your consideration of this worthy Community Project Funding request and strongly support the City of Rancho Cucamonga's (City) application to expand ATMS infrastructure to optimize traffic signals and improve traffic flow. We look forward to a continued partnership with the City and to the benefits this project will bring to the community.

Sincerely,

Frank J. Navarro  
 President, San Bernardino County Transportation Authority



May 5, 2021

The Honorable Pete Aguilar  
United States House of Representatives  
109 Cannon House Office Building  
Washington, DC 20515

**RE: City of Rialto’s Alder Avenue Improvements at State Route 210 Project**

Dear Congressman Aguilar:

On behalf of the San Bernardino County Transportation Authority (SBCTA), the regional transportation agency for San Bernardino County, I am writing to express support for your consideration and submission of the City of Rialto’s request for congressional funding for the Alder Avenue Improvements at State Route 210 Project for the upcoming Surface Transportation Reauthorization bill.

SBCTA serves more than 2.1 million residents and is responsible for cooperative regional planning and furthering an efficient multi-modal transportation system countywide. The proposed project includes widening of southbound Alder Avenue to include a right turn lane onto the westbound on-ramp; restriping to add a second left turn lane onto Renaissance Parkway; restriping to add a second left turn lane on to the westbound on-ramp; and adding a shared thru lane.

The Feasibility Study also recommended widening of northbound Alder Avenue to provide right turn lanes onto Casmalia Street and the eastbound on-ramp and restriping Alder Avenue to add a second left turn lane onto Casmalia Street. The westbound off-ramp will be widened to provide a second left turn lane, while the eastbound off-ramp will be widened to provide a right turn lane.

The proposed improvements will accommodate projected year 2034 traffic volumes, improve existing intersection operations, and facilitate future traffic operations generated from regional growth and new development in the area.

With these benefits in mind, the SBCTA is in full support of the City of Rialto’s Alder Avenue Improvements at State Route 210 Project and hopes Congress will allocate funding toward this worthy project.

Sincerely,

Frank J. Navarro  
President, Board of Directors  
San Bernardino County Transportation Authority

PA210505-lv

Attachment: SBCTA Support letter for Rialto Alder Avenue Improvements Project 05-03-... (7706 : Federal Legislative Update)



May 5, 2021

The Honorable Norma Torres  
United States House of Representatives  
35<sup>th</sup> District of California  
3200 Inland Empire Blvd., Ste. 200B  
Ontario, CA 91764

**RE: City of Rialto’s Riverside Avenue from I-10 (Slover Ave) to City Limits Street Overlay & Reconstruction Project**

Dear Congresswoman Torres:

On behalf of the San Bernardino County Transportation Authority (SBCTA), the regional transportation agency for San Bernardino County, I am writing to express support for your consideration and submission of the City of Rialto’s request for congressional funding for the Riverside Avenue from I-10 (Slover Ave) to City Limits Street Overlay & Reconstruction Project for the upcoming Surface Transportation Reauthorization bill.

SBCTA serves more than 2.1 million residents and is responsible for cooperative regional planning and furthering an efficient multi-modal transportation system countywide. The project will provide pavement rehabilitation of Riverside Avenue from Interstate 10 to the south city limit.

Pavement conditions vary along the roadway with some segments exhibiting significant deterioration. Additional work will include upgrade/construction of disabled accessible curb ramps; reconstruction of damaged curbs, gutters, and sidewalks; and upgrade/construction of traffic striping, pavement markings, and traffic signs. The project will provide a new structural pavement section on Riverside Avenue capable of supporting the high traffic volumes on this major arterial.

The proposed project addresses and furthers the City of Rialto’s (City) General Plan Goals and policies which are to provide transportation improvements to reduce traffic congestion associated with regional and local trip increases, safety concerns, and improve mobility and accessibility throughout the City. This segment is critical for the inland port access to the Colton Terminal Railyard in Rialto, the Kinder Morgan Petroleum Storage and Distribution Facility in Rialto and the wide range of distribution and industrial manufacturing centers in Rialto and throughout the Agua Mansa corridor.

With these benefits in mind, SBCTA is in full support of the City of Rialto’s Riverside Avenue from I-10 (Slover Ave) to City Limits Street Overlay & Reconstruction Project and hopes Congress will allocate funding toward this worthy project.

Sincerely,

Frank J. Navarro  
President, Board of Directors  
San Bernardino County Transportation Authority

NT210505-lv

Attachment: SBCTA Support letter for Rialto Riverside Ave Street Overlay Reconstruction... (7706 : Federal Legislative Update)



April 9, 2021

Honorable Pete Aguilar  
United States House of Representatives  
109 Cannon House Office Building  
Washington, DC 20515

**RE: COMMUNITY PROJECT FUNDING REQUEST CITY OF UPLAND'S DOWNTOWN UPLAND MAIN STREET ECONOMIC RECOVERY AND REVITALIZATION PROJECT**

Dear Congressman Aguilar:

I am writing on behalf of San Bernardino County Transit Authority to express our support for your consideration of the City of Upland's Downtown Upland Main Street Economic Recovery and Revitalization Project.

The City of Upland's project is comprised of permanent public realm improvements aimed at revitalizing, expanding business opportunities, and transforming the Downtown area into a pedestrian-friendly business district that encourages commerce through transportation methods such as, pedestrian, bicycle, bus, commuter rail and vehicles.

The maximization and improvement of outdoor space, improved safe walkability and bicycle connectivity will create sustainable, local business opportunities in the historic business center. Through this federal investment, the City can transform and revitalize the area by increasing commerce in the Historic Downtown Upland for the betterment of the region.

Thank you for your time and consideration of this request.

Sincerely,

Frank J. Navarro  
President, San Bernardino County Transportation Authority

Attachment: SBCTA Support letter for Upland Downtown Economic Recovery Project (7706 : Federal Legislative Update)



April 26, 2021

Brian Gengler  
City Engineer  
City of Victorville  
14343 Civic Drive  
Victorville, CA 92393-5001

**Subject: National Trails Highway Widening from I-15 to Air Expressway**

Dear Mr. Gengler,

San Bernardino County Transportation Authority (SBCTA) supports the City of Victorville's National Trails Highway Widening Project ("Project"). National Trails Highway serves as a key corridor in the City of Victorville and the proposed Project will improve regional air quality, increase mobility, roadway safety as well as accessibility to surrounding businesses and High Desert communities.

National Trails Highway is a designated evacuation route and it exists as a two-lane thruway to the Southern California Logistic Airport and other communities such as City of Adelanto, Silver Lakes and Helendale. The Project will provide two lanes in each direction, and shoulders, which will allow for an adequate emergency response and evacuation times.

The proposed stripped medians and left turn pockets at existing driveways will increase accessibility to surrounding businesses and will reduce fatalities and severe injuries. National Trails Highway is a designated truck route which currently carries 18,000 to 20,000 vehicles per day, 51% of which are trucks. As these volumes are expected to double by 2040, the proposed Project will be a major improvement of the arterial system and it will address long-term capacity needs while ensuring a safe and convenient commute.

The Project will also provide sidewalk for pedestrians on the west side of the road along the frontage of developed properties as well as bike lanes along the shoulders to provide for safe pedestrian and bicycle traffic.

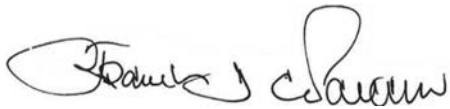
The improvements as described herein, together with the modifications to the traffic signal at National Trails Highway/Air Expressway Intersection to accommodate the widened road, turn lanes as well as pedestrian and bicycle traffic, will reduce congestion and improve operating levels of service while reducing vehicle travel time through the City of Victorville.

BG210426-lv

Brian Gengler  
April 26, 2021  
Page 2

SBCTA fully supports the City of Victorville's National Trails Highway Widening Project. This Project is listed in the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments and was listed in the 2017 Federal Transportation Improvement Program (FTIP). We are working on including the Project in the next formal amendment to the FTIP. It is anticipated that the amendment will be approved by August 2021.

Sincerely,

A handwritten signature in black ink, appearing to read "Frank J. Navarro". The signature is fluid and cursive, with a large initial "F" and "N".

Frank J. Navarro  
President, Board of Directors  
San Bernardino County Transportation Authority



April 27, 2020

Honorable Jay Obernolte  
 US House of Representatives  
 1029 Longworth House Office Building  
 Washington, D.C. 20515

Dear Congressman Obernolte,

On behalf of the City of Barstow, I am writing to express support for your consideration and submission of the San Bernardino County Transportation Authority's (SBCTA) funding request, for inclusion in the upcoming surface transportation reauthorization legislation, for the North First Avenue Bridges Replacement Project over the Mojave River and the Mojave River Overflow.

This project will replace existing bridges on North First Avenue over the Mojave River and the Mojave River Overflow. Whereas Barstow is a rural community, the dominant mode of transportation remains as automobiles. Consequently a majority of the City of Barstow serves AB 1550 and SB535 disadvantaged and low- income communities, enhancing the funding for projects like the North Avenue Bridge ensures that the bulk of today's population is served by a better network of roadway infrastructure. Furthermore, the bridge connects major employers, The National Training Center and Goldstone Deep Space Communications to affordable housing and multiple destinations.

Investing in infrastructure is particularly important during these difficult economic times and we are grateful for your forward thinking in pursuing additional funding for this critical project in our community. Thank you in advance for your consideration of the San Bernardino County Transportation Authority's funding request for federal funding in the upcoming surface transportation reauthorization legislation for the North First Avenue Bridges Replacement Project over the Mojave River and the Mojave River Overflow.

Sincerely,

Dr. James Hart  
 Interim City Manager.



## ***Minute Action***

AGENDA ITEM: 28

***Date:*** June 2, 2021

***Subject:***

Election of Officers for Fiscal Year 2021/2022

***Recommendation:***

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

- A. Receive Nominating Committee recommendations for Board President and Vice President.
- B. Conduct elections for Board President and Vice President.

***Background:***

The San Bernardino County Transportation Authority (SBCTA) Ordinance No. 17-001 Administrative Code, adopted June 7, 2017, set the process for the election of officers. The process is initiated by the selection of a seven member Nominating Committee. The Nominating Committee consists of one member of the County Board of Supervisors and two members each from the three Subareas: Mountain/Desert, East Valley, and West Valley. The current Board President is automatically included as a member of the Nominating Committee representing either the County or their respective subarea.

On May 5, 2021, the subareas convened caucuses to select their representatives to serve on the Nominating Committee. The Nominating Committee members are: Janice Rutherford, representing the County of San Bernardino; Debra Jones, City of Victorville, and Rick Denison, Town of Yucca Valley, representing the Mountain/Desert; Alan Wapner, City of Ontario, and L. Dennis Michael, City of Rancho Cucamonga, representing the West Valley; President Frank Navarro, City of Colton, and Larry McCallon, City of Highland, representing the East Valley.

The Nominating Committee will announce their recommendations at the June 2, 2021 Board of Directors meeting. The Board of Directors will then vote to select the Board President and Vice President. The President and Vice President will take office at the next regular Board meeting subsequent to the election. The persons elected as President and Vice President of the SBCTA Board will also serve as President and Vice President of the San Bernardino Associated Governments (SBCOG) Board in accordance with the SBCOG Bylaws.

***Financial Impact:***

This item does not impact the Proposed Fiscal Year 2021/2022 Budget.

***Reviewed By:***

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

***Responsible Staff:***

Frank Navarro, City of Colton

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

Board of Directors Agenda Item  
June 2, 2021  
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Approved  
Board of Directors  
Date: June 2, 2021

Witnessed By:

## *Minute Action*

AGENDA ITEM: 29

**Date:** *June 2, 2021*

**Subject:**

SBCTA 2021/2022 Proposed Budget

**Recommendation:**

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

- A. Conduct the Public Hearing for the Fiscal Year 2021/2022 Proposed Budget; and
- B. Adopt the San Bernardino County Transportation Authority Fiscal Year 2021/2022 Budget; and
- C. Approve the Fiscal Year 2021/2022 Initiatives and Action Plan.

**Background:**

The development of the Fiscal Year 2021/2022 Budget is now complete. The proposed budget document was distributed to members of the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) prior to the Budget Workshop held during the Board meeting on May 5, 2021. SBCTA's budget process is structured to provide the maximum level of input from all SBCTA policy committees. SBCTA staff provided a budget overview for each program. Each policy committee reviewed the tasks that relate to the functional areas of committee oversight and each task has been reviewed by at least one of the policy committees.

SBCTA's budget process includes a review of the Boards' direction as it relates to short-term goals and how it integrates with the agency's long-term goals and objectives. As part of this review, staff analyzes the resources available to help meet the short-term goals as set forth in the Fiscal Year budget. The Initiatives and Action Plan for Fiscal Year 2021/2022 have been incorporated in the budget document (pages 16-18), on which the Executive Director will provide quarterly updates.

For purposes of preparing an annual budget, San Bernardino Associated Governments (SBCOG) is a blended component unit of SBCTA, and its estimated revenues and appropriations are reflected in the proposed budget. SBCTA develops a program-based budget which is adopted with funding source detail. The modified accrual basis (where revenues are recognized when received and available to meet current year obligations) is the basis for the Fiscal Year 2021/2022 Budget. Fiscal Year 2021/2022 estimated revenues are \$722,706,103, carryover balances are \$295,890,869, appropriations are the largest ever proposed at \$1,018,596,972, and transfers are \$163,497,800. Also included are inter fund borrowing between Measure I Valley funds of \$15 million as described below and drawdown from the US Department of Transportation (USDOT) loan for the I-10 Contract 1 Project under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program of \$110,919,334.

**Changes/Updates to Budget Document**

The following are significant items included in the Fiscal Year 2021/2022 Budget:

*Entity: San Bernardino County Transportation Authority*

## Board of Directors Agenda Item

June 2, 2021

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- Estimates for sales tax increase for Measure I by 36% or \$52.1 million and for local transportation funds by \$31 million or 37% from current budget are mainly due to the surge of online shopping.
- The indirect cost fund is funded from various Measure I programs, Local Transportation Fund, Service Authority for Freeway Emergencies, and Council of Government funds, as shown on page 262 of the budget document. The estimated carry-over fund balance of \$2.2 million for the indirect cost fund is reserved for emergencies, future improvements of the Santa Fe Depot, and upgrades to information technology systems.
- Reserves of \$58.1 million are established as per policy for the Measure I Funds, the Local Transportation Fund, the State Transit Assistance Fund, and to pay off the net pension liability as shown on page 68.
- Transfers in and out of \$163.5 million represent cash transfers between funds. The purpose of the transfers are to fund various rail projects, planning and transit activities, debt service payments, and indirect costs as shown on page 42 of the budget document. Transfers also include \$110,919,334 from the Express Lanes Operation enterprise fund to the Measure I Freeway fund where the construction costs are recorded. The cash is drawn from the USDOT loan under the TIFIA program for the construction phase of the I-10 Contract 1 Project.
- Short-term borrowing between Measure I Valley Freeway and Express Bus/Rapid Transit of \$15,039,606 million is budgeted for cash flow on the West Valley Connector Project. SBCTA was awarded \$86 million of Federal Transit Administration (FTA) grant for the project and may not need the cash from the inter fund borrowing if SBCTA is able to request reimbursement in Fiscal Year 2021/2022.
- Allocation of debt service by program area is provided on page 253 of the budget document.
- The budget includes eleven positions approved by the Board in January 2021 for the organization of the Project Delivery and Toll Operations and Transit & Rail Departments. An additional position, Management Analyst I, is included in the budget for a total of 77 regular full-time equivalent positions. The new position, Management Analyst I for the Management Services Department, will assist with human resources, information technology and property management functions, as described on page 28 of the budget document. Salary and benefit costs are estimated at \$15,657,091, or 1.5% of the overall budget and includes \$434,975 to allow the Executive Director to grant merit increases of up to 3.5% and \$500 increase to the medical premium subsidy.

The proposed budget reflects a balanced budget with new revenues, use of fund balance or carryover balances from prior years, and short-term cash borrowing covering appropriations. This results in a strong cash position with projected ending fund balances of \$475.6 million that includes establishing reserves of \$58.1 million from various funds.

***Financial Impact:***

Budget estimated new revenues are \$722,706,103, carryover balances are \$295,890,869, appropriations are \$1,018,596,972, and transfers are \$163,497,800. Also included is short-term borrowing between MSI Valley Freeway and Express Bus/Rapid Transit of \$15,039,606 for short term cash flow for the West Valley Connector Project. The budget will establish the work program and financial framework to guide the organization throughout Fiscal Year 2021/2022.

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***Reviewed By:***

The proposed budget was presented for review at the Board of Directors Budget Workshop held during the Board meeting on May 5, 2021. All SBCTA policy committees have reviewed task descriptions and budget for activities under their purview.

***Responsible Staff:***

Hilda Flores, Chief Financial Officer

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Approved  
Board of Directors  
Date: June 2, 2021

Witnessed By:

San Bernardino County Transportation Authority

## ***Minute Action***

AGENDA ITEM: 30

***Date:*** June 2, 2021

***Subject:***

Appropriations Limitation for Fiscal Year 2021/2022

***Recommendation:***

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

Adopt Resolution No. 21-044 establishing an appropriations limit of \$1,429,944,657 for Fiscal Year 2021/2022.

***Background:***

Article XIII B of the California Constitution specifies that the appropriations limit of state and local governments shall be set by resolution annually and may increase annually by a factor comprised of the change in population combined with the change in California per capita personal income.

In accordance with the above-mentioned requirements, Resolution No. 21-044 setting the appropriations limit for the San Bernardino County Transportation Authority (SBCTA) has been prepared and is attached for review and adoption. The California Department of Finance provides the percentage change over the prior year for the per capita personal income and the annual percentage change in population. This factor, multiplied by the approved prior year appropriations limit, establishes SBCTA's Fiscal Year 2021/2022 appropriations limit at \$1,429,944,657. The annual establishment of an appropriations limitation excludes federal grant funds from the calculation.

The previous limit approved by the Board of Directors was \$1,350,154,049. Resolution No. 21-044 adjusts the limit to \$1,429,944,657. The increase from the prior year is due to a 5.73% increase in per capita personal income and 0.17% increase in County population over the prior year.

***Financial Impact:***

This item imposes no financial impact. The Proposed Fiscal Year 2021/2022 Budget is well below the proposed appropriations limit.

***Reviewed By:***

This item has not received prior policy committee or technical advisory committee review. This item is being presented directly to the Board of Directors at its June 2, 2021, meeting, in conjunction with the adoption of the Fiscal Year 2021/2022 Budget. SBCTA General Counsel has reviewed this item and the draft resolution.

***Responsible Staff:***

Hilda Flores, Chief Financial Officer

*Entity: San Bernardino County Transportation Authority*

Board of Directors Agenda Item  
June 2, 2021  
Page 2

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Approved  
Board of Directors  
Date: June 2, 2021  
Witnessed By:

San Bernardino County Transportation Authority

**RESOLUTION NO. 21-044**

**A RESOLUTION OF THE SAN BERNARDINO COUNTY  
TRANSPORTATION AUTHORITY ESTABLISHING  
APPROPRIATIONS LIMIT FOR FISCAL YEAR 2021/2022**

**WHEREAS**, Article XIII B of the California Constitution and Sections 7900 through 7913 of the California Government Code require the governing body of each local government to annually determine and establish, by resolution, an appropriations limit; and

**WHEREAS**, the appropriations limit is applicable to the proceeds of taxes levied by or for a local government entity and interest earned on such proceeds, and from the proceeds of state subventions to that local government entity.

**NOW, THEREFORE, BE IT RESOLVED**, by the San Bernardino County Transportation Authority:

Section 1. Pursuant to Section 7902(b) of the California Government Code and California Constitution Article XIII B, the appropriations limit for San Bernardino County Transportation Authority for Fiscal Year 2021/2022 is hereby determined to be and is established as \$1,429,944,657.

Section 2. This resolution is effective upon the date adopted.

PASSED AND ADOPTED at a meeting of the San Bernardino County Transportation Authority held on June 2, 2021.

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Frank J. Navarro, President  
San Bernardino County Transportation Authority

ATTEST:

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Marleana Roman, Clerk of the Board  
San Bernardino County Transportation Authority



## *Minute Action*

AGENDA ITEM: 31

**Date:** *June 2, 2021*

**Subject:**

Arrow Maintenance Facility Hydrogen Fuel Upgrade Project Draft Environmental Impact Report  
Public Hearing

**Recommendation:**

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

Conduct a Public Hearing to allow and consider comments from the public, related to the Arrow Maintenance Facility Hydrogen Fuel Upgrade Project Draft Environmental Impact Report, which is currently in the 45-day public review period.

**Background:**

The San Bernardino County Transportation Authority (SBCTA) is expanding the public transit network in the San Bernardino Valley with the implementation of the Redlands Passenger Rail Project (RPRP), which facilitates the introduction of the Arrow Service using 2-car Diesel Multiple Unit (DMU) rail vehicles. In conjunction with public transit expansion and providing options for our traveling public, SBCTA seeks to reduce greenhouse gas emissions (GHG) and improve air quality. The DMUs purchased for the Arrow Service are powered via a Tier 4 diesel engine “generator” providing power to electric motors at the wheels. SBCTA recognized an opportunity to convert the power generator to an alternative propulsion technology in an effort to produce a low or zero emission multiple unit (ZEMU) that could run on existing heavy rail infrastructure, thus reducing air quality impacts while furthering the use of our existing rail infrastructure.

On May 5, 2021, the SBCTA Board of Directors was provided a project update regarding the hybrid battery hydrogen-fuel cell ZEMU development, the hydrogen fueling and Arrow Maintenance Facility (AMF) modifications, the Federal Railroad Administration (FRA) coordination, and the proposed circulation for public comment of the proposed AMF Hydrogen Fuel Upgrade Project (Project) focused Environmental Impact Report (EIR). The AMF is located at 958 West 3<sup>rd</sup> Street, San Bernardino, CA 92410.

The 45-day circulation for public review of the Draft EIR began on May 7, 2021, and will end on June 21, 2021. The Draft EIR and all related documents are available electronically at [www.gosbcta.com/zemu](http://www.gosbcta.com/zemu). Though not required under the California Environmental Quality Act (CEQA), staff felt it was appropriate to conduct a public hearing on the circulation of the Draft EIR as it is recommended in the CEQA Guidelines. Holding the public hearing during the June 2, 2021 SBCTA Board of Directors meeting provides the public the opportunity to provide their comments on the Draft EIR to the SBCTA Board of Directors and staff. Concurrently, with the release of the Draft EIR, public outreach efforts are underway that include social media postings and canvassing of the adjacent neighborhood with project information, including whom to contact with questions or for additional details.

**Financial Impact:**

This item is consistent with the Fiscal Year 2020/2021 Budget.

*Entity: San Bernardino County Transportation Authority*

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**Reviewed By:**

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

**Responsible Staff:**

Carrie Schindler, Director of Transit and Rail Programs

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Approved  
Board of Directors  
Date: June 2, 2021

Witnessed By:

## *Minute Action*

AGENDA ITEM: 32

***Date:*** June 2, 2021

***Subject:***

Renewal of Annual Insurance Policies

***Recommendation:***

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

A. Authorize the Director of Special Projects and Strategic Initiatives to approve and execute binding insurance coverage through the policies and premiums being proposed by Alliant Insurance Services, Inc., for the period July 1, 2021 through June 30, 2022.

B. Authorize the issuance of Purchase Orders to process payments for securing the insurance policies.

C. Provide direction to staff regarding who should insure the core transit assets, SBCTA or the host cities.

***Background:***

In February 2019, the San Bernardino County Transportation Authority Board of Directors approved Contract No. 19-1002035 with Alliant Insurance Services, Inc., for Risk Management and Broker Services. On February 23, 2021, the Executive Director approved Amendment No. 1 to Contract No. 19-1002035 extending the contract period through February 28, 2022, as per contract terms. As the insurance broker, Alliant Insurance Services Inc., assists SBCTA on marketing and securing the annual insurance policies.

The following insurance policies are set to expire on June 30, 2021: Cyber Liability, Workers' Compensation, Property, Crime and Excess Liability. SBCTA's General Liability policy will not expire until September of 2021. The premiums reflected in this item are an estimate as the binding amounts will not be available until 30 days prior to expiration of the current policies.

The following programs and premiums are proposed for the renewal, with an overall estimated 77% (\$255,948) total program increase. Key coverages include Public Officials Errors & Omissions under the excess liability program, as well as Automobile Liability and Physical Damage under the property program, which is similar coverage to the previous year.

The various insurance premiums for upcoming Fiscal Year 2021/2022 are trending high for several reasons. To begin with, the figures represented are "not-to-exceed" dollar amounts that were provided with the expectation of actual figures being lower. Current insurance marketplace options are trending upward throughout the industry as losses trend higher and conditions continue to change. Overall, insurance industry premiums for property coverages are up 15-50%; for some industries, the liability market is up almost 50%; and Cyber Liability is up almost 200%. Public entity coverage in California has been and continues to be a challenging market to obtain positive underwriting results. Some insurers, including Travelers, who currently writes our property and auto coverage, are scaling back on their California exposures. In order to control some of the increases in premiums to SBCTA, Alliant Insurance Services, Inc., is

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

currently marketing the insurance needs of SBCTA based on loss experience as well as industry trends.

Furthermore, the exposure basis (building value) on the property insurance policy is being proposed to increase by 326% due to additional properties being added to this policy. Staff identified a gap in insurance when they surveyed cities who host Metrolink stations to verify what assets were being insured. The original station cooperative agreements, from when the Metrolink system was first implemented, identified that the host cities were responsible for security and maintenance of the stations. However, they were silent on insurance requirements. As the system has been extended to the east, additional language has been added to the agreements specifically requiring the host city be responsible for insuring the station assets. In an effort to be consistent, staff surveyed host cities of legacy stations to confirm what assets were being insured.

It was identified that the majority of station specific assets were not being insured. SBCTA staff recommends the core station assets such as platforms, pedestrian crossings, and canopies be insured by SBCTA and added to our property schedule for Fiscal Year 2021-2022 and going forward. Further, staff is recommending that the host cities be responsible for insuring non-operating and ancillary property, such as leasable buildings. Staff identified available revenue specifically associated with Metrolink service, State Transit Assistance (STA) Operator Share, that has capacity to fund the \$160,000 annual cost associated with rail related assets. Should the Board of Directors concur with SBCTA staff's approach to insuring the core station assets, then staff will work to amend existing station agreements to reflect that. Should the Board of Directors prefer that the host cities insure the core station assets, then staff will work with the host cities to amend the agreements to reflect that requirement.

In addition, the property schedule also incorporates insuring the Arrow Maintenance Facility (AMF). While the Arrow Operations Memorandum of Understanding (MOU) contemplated that the Southern California Regional Rail Authority (SCRRA) would insure the AMF, it was determined that it would be more cost effective and of lower financial risk to SBCTA, as a result of a lower self-insured retention, for SBCTA to insure the AMF. An amendment to the MOU is being processed to memorialize this change. Lastly, the SCRRA Crew House, built as part of the Downtown San Bernardino Passenger Rail Project, is also on the property schedule.

The following table represents a summary of the insurance policies comparing current year costs versus Fiscal Year 2021-2022 estimated costs.

	Actual Premium Expiring 7/1/20 - 7/1/21	" Not To Exceed" Premium 7/1/21 - 7/1/22	Change
<b>Excess Liability: (General, Automobile, Public Officials E&amp;O, Employment Practices)</b>			
Policy Limits: \$10 Million			
primary \$5M	<b>Premium:</b> \$166,441	\$208,051	+25%
Excess \$5M x \$5M	<b>Premium:</b> \$ 51,729	\$ 77,594	+50%
Total \$10M limit	<b>Premium:</b> <b>\$218,170</b>	<b>\$285,645</b>	<b>+31%</b>
Terrorism	<b>No coverage</b>	<b>No coverage</b>	
Deductible	<b>\$50,000</b>	<b>\$50,000</b>	
<b>Cyber Liability (information security/ technology Errors &amp; Omission, data breach)</b>			
Policy Limits: \$1 Million Liability \$1Million Data Breach Response			
	<b>Premium:</b> <b>\$5,131</b>	<b>\$14,324</b>	<b>+179%</b>
<b>Workers Compensation</b>			
Policy Limits: Statutory for W/C and \$1Million for employers liability			
Exposure Base (payroll)	\$6,917,951	\$8,977,628	+30%
Rate per \$100 Payroll (avg.)	\$0.5065	\$0.561	
	<b>Premium:</b> <b>\$35,038</b>	<b>\$50,364</b>	<b>+44%</b>
<b>Property (including owned auto liability and physical damage)</b>			
Policy Limits: Total Insured Value			
Total Insurable Values (TIV)	\$33,049,837	\$140,946,330	+326%
Rate per \$100 TIV	\$0.0976	\$0.1366	+40%
	<b>Premium:</b> <b>\$32,257</b>	<b>\$192,591</b>	<b>+497%</b>
Flood	No coverage	No coverage	
Earthquake	No coverage	No coverage	
Railroad	No coverage	No coverage	
Terrorism	Included	Included	
Business Auto	Included	Included	
Deductible	<b>\$5,000</b>	<b>\$25,000 or \$50,000</b>	
2021 TIV and premium includes Arrow Maintenance Facility and RPRP platforms and several Station assets			
<b>Crime (employee dishonesty, employee theft)</b>			
Policy Limits: \$10 Million			
	<b>Premium</b> <b>\$11,020</b>	<b>\$13,775</b>	<b>+25%</b>
	<b>Subtotal Premium:</b> <b>\$301,616</b>	<b>\$556,699</b>	<b>+85%</b>
	Broker Fee: \$ 28,840	\$ 29,705	+3%
	<b>Total Premium &amp; Broker Fee:</b> <b>\$330,456</b>	<b>\$586,404</b>	<b>+77%</b>

SBCTA staff recommends securing these insurance policies as they are necessary to protect the agency from significant losses.

***Financial Impact:***

This item has no financial impact on the Fiscal Year (FY) 2020/2021 Budget. The budgeted amount is included in the FY 2021/2022 Proposed Budget.

***Reviewed By:***

This item was reviewed and unanimously recommended for approval by the General Policy Committee on May 12, 2021. SBCTA General Counsel and Risk Management have reviewed this item.

***Responsible Staff:***

Beatriz Valdez, Director of Special Projects/Strategic Initiatives

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Approved  
Board of Directors  
Date: June 2, 2021

Witnessed By:

## *Minute Action*

AGENDA ITEM: 33

**Date:** *June 2, 2021*

**Subject:**

Amendments to FSP Funding Agreements

**Recommendation:**

That the Board, acting as the San Bernardino County Transportation Authority, delegate signing authority to the Executive Director or his designee to execute the following amendments, subject to approval as to form by General Counsel:

A. Amendment No. 2 to Agreement No. 19-1002077 between San Bernardino County Transportation Authority (SBCTA) and California Department of Transportation (Caltrans) for Freeway Service Patrol (FSP) revenue funds, extending the term of agreement for an additional year.

B. Amendment No. 1 to Agreement No. 20-1002353 between SBCTA and Caltrans for FSP revenue funds, extending the term of agreement for an additional year.

**Background:**

San Bernardino County Transportation Authority (SBCTA) began pursuit of funding for the Freeway Service Patrol (FSP) Program in Fiscal Year 2005/2006 and now has 19 primary tow trucks on nine (9) separate Beats in operation. The services are provided Monday through Friday in two (2) separate shifts to accommodate peak traffic hours: one from 5:30 a.m. to 9:00 a.m. and the other from 2:00 p.m. to 7:00 p.m. On Fridays, the afternoon shift begins two (2) hours earlier at 12:00 p.m. In December 2017, SBCTA began a Weekend Service Pilot which serves six (6) of the Beats on Saturday and Sundays from 10:00 a.m. to 6:00 p.m.

This program is funded through a combination of three (3) funding sources: State FSP funds, Senate Bill 1 (SB1) funds, and Department of Motor Vehicle/Service Authority for Freeway Emergency (DMV/SAFE) funds. State SB1 FSP funds are allocated on an annual basis to participating agencies through a formula that is based on population, urban freeway lane miles, and levels of congestion within those areas. These funds must be expended within the three (3) fiscal years of obligation. Any funds not claimed in the current fiscal year may be carried over and expended in subsequent years. In this case, SBCTA did not begin use of the SB1 funds until January 2020 with FSP Beat 27 in the Cajon Pass. Although unclaimed SB1 funds remain available to SBCTA, the current agreements with Caltrans are currently scheduled to expire on June 30, 2021. While, SBCTA has received an authorization from Caltrans to extend both revenue agreements, Caltrans has not provided the amendments to staff as of this date. In light of the impending termination date of the current agreements, Staff is recommending the Board of Directors delegate authority to the Executive Director or his designee to execute both amendments to extend the termination dates as soon as they are received from Caltrans.

**Financial Impact:**

This item is consistent with the Fiscal Year 2020/2021 Budget.

**Reviewed By:**

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

**Responsible Staff:**

Jenny Herrera, Management Analyst III

*Entity: San Bernardino County Transportation Authority*

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Approved  
Board of Directors  
Date: June 2, 2021  
Witnessed By:

San Bernardino County Transportation Authority



## *Minute Action*

AGENDA ITEM: 34

***Date:*** June 2, 2021

***Subject:***

Fiscal Year 2020/2021 Budget Amendment for the Mt. Vernon Viaduct Project

***Recommendation:***

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

Approve a Budget Amendment for Fiscal Year 2020/2021 for Task No. 860 Arterial Projects, Subtask No. 0827 Mt. Vernon Viaduct Project, to add \$23,495,394 in Highway Infrastructure Program funds (new fund 2082), and reduce \$23,495,394 in Highway Bridge Program funds.

***Background:***

The Mt. Vernon Viaduct Project in San Bernardino will deconstruct the existing bridge built in 1934 and replace it with a new bridge which is wider, longer and designed to current standards. The deconstruction has recently been completed and the new bridge construction is anticipated to begin in 2022 following completion of utility relocations, railroad mitigation work, and completion of the final design of the new bridge as part of the design-build contract.

This \$230 million project is funded primarily with Federal Highway Bridge Program (HBP) funds (\$171 million) as well as \$3.5 million in State funding, a \$29.5 million project contribution from BNSF Railway, and approximately \$26 million from the City of San Bernardino using their Measure I Arterial funds and City Developer Impact Fee (DIF) funds. Due to the large amount of HBP funds being utilized on the project, California Department of Transportation (Caltrans) originally proposed deferred reimbursement of these funds to San Bernardino County Transportation Authority (SBCTA), creating the need for short-term financing by SBCTA to cover the period between expenditure of funds and reimbursement. In March 2020, Caltrans committed to providing direct reimbursement of the HBP funds through developing additional funding sources to be utilized to provide more direct reimbursement to SBCTA than was available through the yearly HBP funding program.

In April 2021, Caltrans proposed providing \$23.5 million of Highway Infrastructure Program (HIP) funds for use in the current Federal Fiscal Year (FFY), in addition to the already provided FFY 2020/2021 programmed HBP funds. These funds would be used in lieu of a like amount of HBP funds which would have been available in future years. Using these HIP funds in the current fiscal year will provide direct reimbursement for much of the current construction expenditures and significantly reduce any future borrowing costs for the project. There is still a remaining delay in reimbursement which is being discussed between staff and Caltrans; however, the use of these HIP funds for the current fiscal year is an important step in addressing cash flow concerns.

Since this funding source was not anticipated when the SBCTA 2020/2021 budget was approved, the use of these HIP funds requires an amendment to the current year budget. These HIP funds will replace HBP funds shown in the current year, resulting in no net increase to the subtask, task and overall budget. Use of these funds in the current fiscal year will allow earlier reimbursement for project expenditures. These HIP funds will be added into an upcoming Federal

*Entity: San Bernardino County Transportation Authority*

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Transportation Improvement Plan (FTIP) amendment such that these funds can then be obligated this summer and used for reimbursement. Staff recommends approval of this budget amendment.

***Financial Impact:***

This item is not consistent with the current Fiscal Year 2020/2021 Budget. A budget amendment is being recommended to Task No. 860, subtask 0827 Mt. Vernon Viaduct.

***Reviewed By:***

This item has not received prior policy committee or technical advisory committee review. This item is being brought directly to the Board as a discussion item due to the urgency to utilize these funds in the current Fiscal Year.

***Responsible Staff:***

Hilda Flores, Chief Financial Officer

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Approved  
Board of Directors  
Date: June 2, 2021

Witnessed By:

San Bernardino County Transportation Authority

## *Minute Action*

AGENDA ITEM: 35

**Date:** *June 2, 2021*

**Subject:**

Emergency Communications Nurse System Update

**Recommendation:**

That the Board, acting as the San Bernardino Associated Governments (SBCOG):

A. Receive a preliminary report on the Emergency Nurse Communications System (ECNS) implemented by the Consolidated Fire Agencies (CONFIRE).

B. Authorize staff to partner with CONFIRE and proceed with targeted public education and outreach for the initial ECNS program.

C. Authorize the Executive Director, or designee, to approve and execute a Contract Task Order for public outreach upon finalization of the scope of work.

**Background:**

In September 2019, the San Bernardino Council of Governments began working with partners within in the Emergency Services Field to complete a study identifying options for local agencies to implement. Stakeholders and partners include:

- CONFIRE
- County Fire Chiefs Association
- Inland Counties Emergency Medical Agency (ICEMA)
- Arrowhead Regional Medical Center (ARMC)
- Loma Linda University Medical Center
- American Medical Response (AMR)
- Inland Empire Health Plan (IEHP)
- Kaiser Permanente
- San Antonio Regional Hospital

The goal of the study was to analyze several options which could be implemented through dispatch in an effort to address non-emergency 911 calls in a more efficient and effective manner. The original study was underway until COVID-19 hit. Approximately 5 months of work was put into this project pre-COVID, and once it did, stakeholder focus shifted from planning to implementation in an effort to provide relief to the overused 911 system.

At that point, it became imperative for the emergency medical system to implement items which were under review by the study. The progress made during the initial plan work in studying ECNS allowed it to become the focus for dispatch funds available under Coronavirus Aid Relief and Economic Security, or “CARES” Act funds. The initial plan and program development period from October 2019 through September 2020 aided in the County of San Bernardino Fire Department’s effort to secure \$6 million in Coronavirus Aid, Relief, and Economic Security (CARES) Act funds, a portion of which was used to implement the ECNS program. The CARES Act funds have an expiration date, which placed this project on a “fast track” and the initial ECNS program was implemented through CONFIRE in December 2020. With the

*Entity: San Bernardino Council of Governments*

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implementation of this revolutionary program, staff has been collecting data to analyze the potentially far-reaching benefit. The project partners (CONFIRE, San Bernardino County Fire, and SBCOG) will present the attached PowerPoint, which includes preliminary data collected from December 2020-March 2021.

The partners presented this item to the City/County Manager's Technical Advisory Committee (TAC) on May 6, 2021. The TAC directed staff to recommend to the Board of Directors that SBCOG lead a countywide public outreach campaign for the purpose of educating local agencies, stakeholders, and the public on the initial ECNS program. Staff is recommending a targeted outreach campaign to support the initial program. A more robust county-wide campaign would likely be considered once the program is fully and sustainably funded (Recommendation B). Costs for this next step will be shared between SBCOG and CONFIRE once the scope of work is finalized. Staff proposes to submit a Contract Task Order (CTO) for public outreach for approval by the Executive Director to ensure the project continues to move forward. The anticipated amount of the item will be within SBCOG's approved professional services budget and within the Executive Director's signature authority.

**Financial Impact:**

This item is consistent with the Fiscal Year (FY) 2020/2021 Budget and the proposed FY 2021/2022 Budget.

**Reviewed By:**

This presentation was received by the City/County Manager's Technical Advisory Committee on May 6, 2021.

**Responsible Staff:**

Monique Reza-Arellano, Council of Governments Administrator

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Approved  
Board of Directors  
Date: June 2, 2021

Witnessed By:

# Attachment - ENCS Presentation Handout

**ECNS Preliminary Report**

CONFIRE  
SBCOG



- Study Commissioned in partnership with
  - CONFIRE
  - County Fire Chiefs Association
  - IEHP
  
- ECNS Goal is to enhance service delivery by triaging 911 calls to determine the level of care and the appropriate response necessary to ensure the patient gets to the right care at the right place in the right amount of time.



Attachment: ENCS PowerPoint Handout - Board June 2, 2021 (7647 : Emergency Communications Nurse System Update)



Member Agencies




Contract Agencies

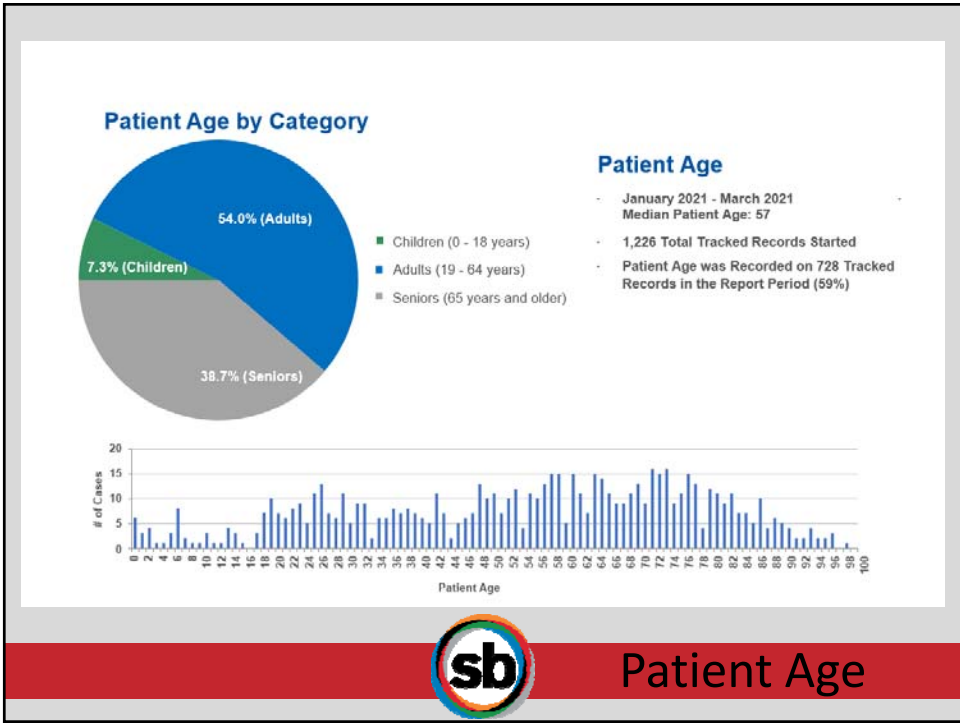
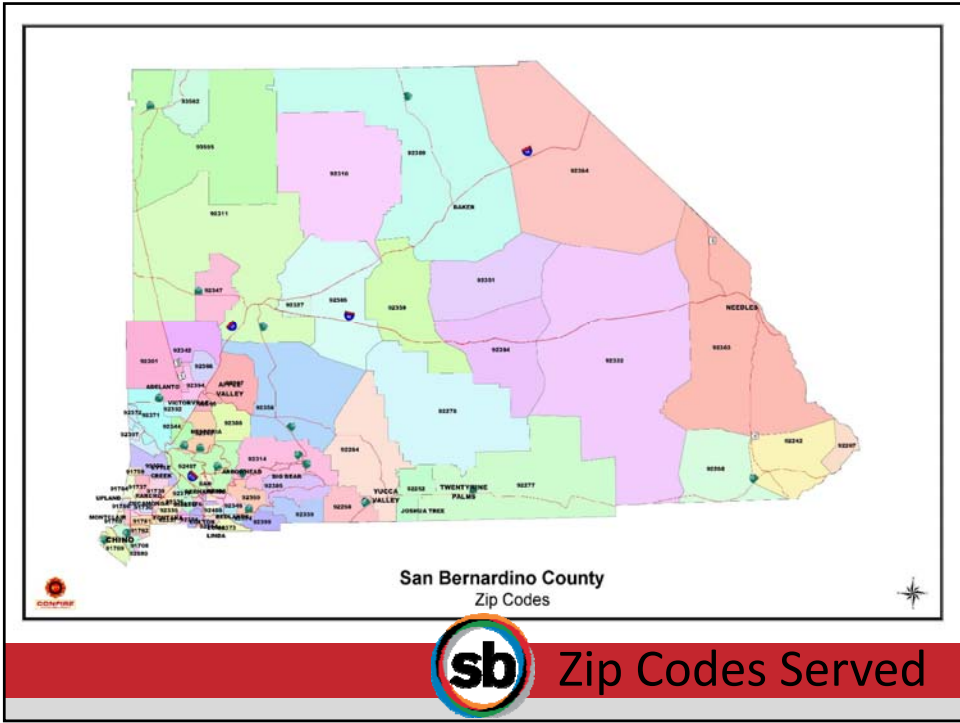



Stakeholder Interest

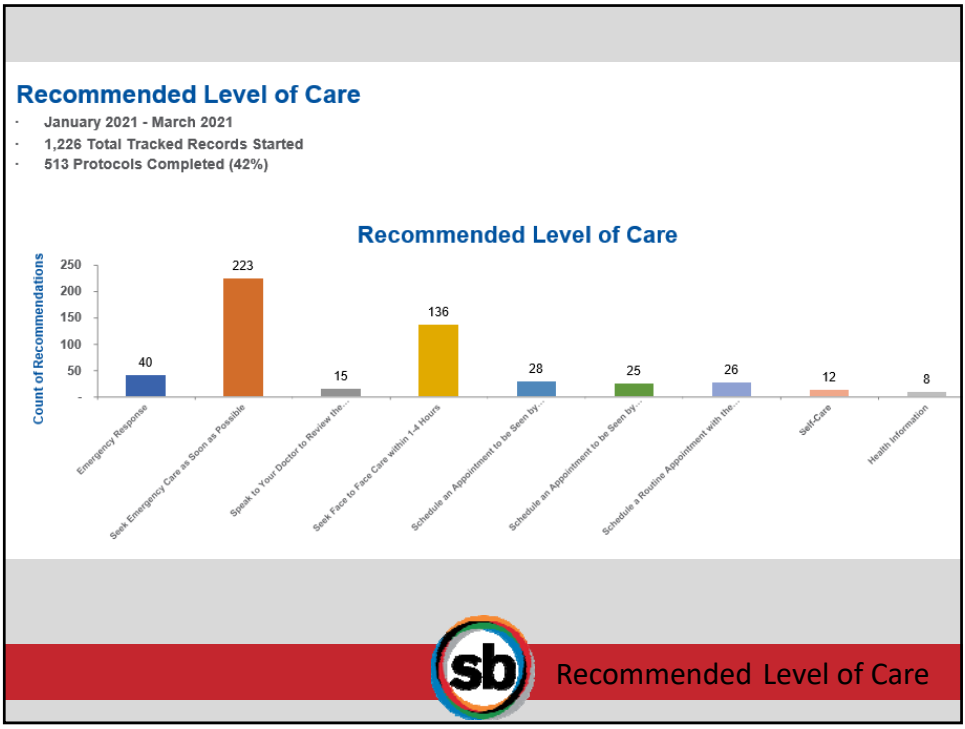
- Implementation Process
- CONFIRE/REMSA Team
- Data Collection has begun



ECNS Implementation



Attachment: ENCS PowerPoint Handout - Board June 2, 2021 (7647 : Emergency Communications Nurse System Update)



Recommended Level of Care	Count	% of Completed Protocols
Emergency Response	40	8%
Seek Emergency Care as Soon as Possible	223	43%
Speak to Your Doctor to Review the Symptoms	15	3%
Seek Face to Face Care within 1-4 Hours	136	27%
Schedule an Appointment to be Seen by the Doctor within the Next 12 Hours (same day)	28	5%
Schedule an Appointment to be Seen by the Doctor within the Next 1-3 Days	25	5%
Schedule a Routine Appointment with the Doctor	26	5%
Self-Care	12	2%
Health Information	8	2%
<b>Total</b>	<b>513</b>	<b>100%</b>

**sb** Recommended Level of Care

Attachment: ENCS PowerPoint Handout - Board June 2, 2021 (7647 : Emergency Communications Nurse System Update)



- ECNS trending toward meeting goals of program
  - Decrease in number of dispatched EMS ambulances
  - Keeping 911 ambulances for higher acuity patients
  - Reducing emergency department wait times
  - Providing low acuity patients to the correct care point
- Call volume
  - 44% of calls that reach a recommended level of care that does not require ambulance or ED get sent an ambulance anyway because of lack of transportation.
- Evolving continuous improvement
  - Stakeholder concerns
  - Rate payer and emerging funding opportunities



#### ECNS Summary

- Program Concerns
  - Public Outreach
    - Public Education Campaign
- ECNS Potential
  - Expansion to other dispatch centers
  - Expansion Countywide
- Lessons *Learning*
  - Need for alternate transportation models
  - Need for telehealth in the ECNS system



#### ECNS Lessons *Learning*

- Short-Term Funding
  - CONFIRE Agencies
  - Seeking Grants
  - Advocacy Activities
  
- Long-Term Funding
  - Future ET3 (CMS)
  - Rate Payers (cost avoidance)



ECNS Funding

- Partner Advocacy Fact Sheet
- State and Federal Legislators
- ET-3 Grant
- CA Health Care Foundation
- Sustainability in *Cost-Avoidance*
  - Health Care Providers



ECNS Advocacy Efforts

- Receive Report on preliminary data for ECNS
- Approve Public Outreach Campaign
  - SBCOG to Partner with CONFIRE



Staff Recommendations

Questions?



ECNS Q&A

# ADDITIONAL INFORMATION

**BOARD OF DIRECTORS ATTENDANCE RECORD – 2021**

<b>Name</b>	<b>Jan</b>	<b>Feb</b>	<b>March</b>	<b>April</b>	<b>May</b>	<b>June</b>	<b>July</b>	<b>Aug DARK</b>	<b>Sept</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
<b>Paul Cook</b> Board of Supervisors	X	X	X	X	X							
<b>Janice Rutherford</b> Board of Supervisors	X	X	X	X	X							
<b>Dawn Rowe</b> Board of Supervisors	X	X	X	X	X							
<b>Curt Hagman</b> Board of Supervisors	X	X	X	X	X							
<b>Joe Baca, Jr.</b> Board of Supervisors	X	X	X	X	X							
<b>Gerardo Hernandez</b> City of Adelanto												
<b>Art Bishop</b> Town of Apple Valley	X	X	X	X	X							
<b>Paul Courtney</b> City of Barstow		X			X							
<b>Rick Herrick</b> City of Big Bear Lake	X	X	X	X	X							
<b>Eunice Ulloa</b> City of Chino	X	X	X	X	X							
<b>Ray Marquez</b> City of Chino Hills	X	X	X	X	X							
<b>Frank Navarro</b> City of Colton	X	X	X	X	X							
<b>Acquanetta Warren</b> City of Fontana	X	X	X	X	X							
<b>Darcy McNaboe</b> City of Grand Terrace	X	X	X	X	X							
<b>Cameron Gregg</b> City of Hesperia	X	X	X	X								
<b>Larry McCallon</b> City of Highland	X	X	X	X	X							

X = member attended meeting. \* = alternate member attended meeting. Empty box = did not attend meeting. Crossed out box = not a Board Member at the time. Shaded box=no meeting

**BOARD OF DIRECTORS ATTENDANCE RECORD – 2021**

<b>Name</b>	<b>Jan</b>	<b>Feb</b>	<b>March</b>	<b>April</b>	<b>May</b>	<b>June</b>	<b>July</b>	<b>Aug DARK</b>	<b>Sept</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
<b>Rhodes ‘Dusty’ Rigsby</b> City of Loma Linda	X	X	X	X	X							
<b>John Dutrey</b> City of Montclair	X	X	X	X	X							
<b>Edward Paget</b> City of Needles		X	X		X							
<b>Alan Wapner</b> City of Ontario	X	X	X	X	X							
<b>L. Dennis Michael</b> City of Rancho Cucamonga	X	X	X	X	X							
<b>Paul Barich</b> City of Redlands	*			X	X							
<b>Deborah Robertson</b> City of Rialto	X	X	X	X	X							
<b>John Valdivia</b> City of San Bernardino	X	X	X	X	X							
<b>Joel Klink</b> City of Twentynine Palms	X	X	X	X	X							
<b>Carlos A. Garcia</b> City of Upland				X								
<b>Bill Velto</b> City of Upland	X	*										
<b>Debra Jones</b> City of Victorville	X	X	X	X	X							
<b>David Avila</b> City of Yucaipa	X	X	X	X	X							
<b>Rick Denison</b> Town of Yucca Valley	X	X	X	X	X							
<b>Michael Beauchamp</b> Ex-Official Member	Rebecca Guirado	X	X	Diane Morales	David Bricker							

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
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds

**Acronym List**

MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
NAT	Needles Area Transit
NEPA	National Environmental Policy Act
OA	Obligation Authority
OCTA	Orange County Transportation Authority
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PNRS	Projects of National and Regional Significance
PPM	Planning, Programming and Monitoring Funds
PSE	Plans, Specifications and Estimates
PSR	Project Study Report
PTA	Public Transportation Account
PTC	Positive Train Control
PTMISEA	Public Transportation Modernization, Improvement and Service Enhancement Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
RSTIS	Regionally Significant Transportation Investment Study
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
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 <sup>st</sup> 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: The Mobile Source Air Pollution Reduction Review Committee held a meeting remotely on Thursday, April 15, 2021. The following is a summary of the meeting.

### **Consider Opportunities to Expand the MSRC’s Social Media Impact**

In order to increase awareness of MSRC’s programs, funding opportunities and project partners, the MSRC’s Programmatic Outreach Coordinator. The Better World Group (BWG) proposed to develop regular communications assets for distribution to the MSRC-TAC members, MSRC members, and appropriate project partners so that they can have the opportunity to share and amplify on their social platforms to help grow the visibility of the MSRC’s digital platforms and content. South Coast AQMD staff advised MSRC members about Brown Act implications of responding to other members’ social media posts. The MSRC approved that BWG proceed and to coordinate with the appropriate communication offices at the MSRC member agencies.

### **Contract Modification Requests**

The MSRC considered five contract modification requests and took the following actions:

1. For the City of Torrance, Contract #ML16039, which provides \$32,000 to install EV Charging Infrastructure, a one-year no-cost term extension;
2. For the City of Moreno Valley, Contract #ML16041, which provides \$20,000 to install EV Charging Infrastructure, a three-month no-cost term extension;
3. For Riverside County Transportation Commission (RCTC), which provides \$500,000 for weekend freeway service patrols, an eighteen-month no-cost term extension;
4. For the City of Aliso Viejo, Contract #ML18128, which provides \$65,460 to procure two light-duty ZEVs and install EV charging infrastructure, increased the total number of charging stations from seven to nine and reallocated costs between the limited access and public access charging categories; and
5. For the City of San Dimas, Contract #ML18148 (proposed), which provides \$50,000 to implement a bike sharing program, substitute the installation of bicycle detection units instead of implementing the originally proposed bike sharing program.

### **Contracts Administrator’s Report**

The MSRC AB 2766 Contracts Administrator’s report provides a written status report on all open contracts from FY 2007-08 to 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 R. Putz L. Becerra C. Hagman		D. Robertson     R. Putz	F. Navarro L. McCallon  L. Michael R. Marquez  L. Becerra 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 Rick Denison	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 1<sup>st</sup> 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.	12/31/22
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 Ray Marquez, Chino Hills, 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 \$100 payment from Gold Line Authority for participation.	12/31/21 12/31/22
Metro Gold Line Foothill Extension Construction Authority	Alan Wapner, Ontario, Primary John Dutrey, Montclair, 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.	12/31/22 12/31/22
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 on the third Thursday of the month at 2:00 p.m. at South Coast Air Quality Management District in Diamond Bar.	12/31/22 12/31/22

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 4<sup>th</sup> 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>SCRRA serves as the governing body for Metrolink, the regional commuter rail system serving the five Southern California Counties.</p> <p>Members receive payment of \$100 per day from SCRRA for participation.</p>	Indefinite
SR 91 Advisory Committee	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>	12/31/22
Regional Rideshare Agency - Mobile Source Air Pollution Reduction Review Committee	John Dutrey, Montclair, Primary Ray Marquez, Chino Hills, Alternate	Board of Directors	The County Transportation Commissions within the South Coast Air Basin operating a rideshare program are identified as the Regional Rideshare Agencies. Ride share programs consist of providing resources and ride matching to commuters to reduce single occupancy vehicle trips, as well as employer support for implementing rideshare programs and reduction plans for the South Coast Air Quality Management District’s Rule 2202. In April 2005, SBCTA authorized a stipend of \$100 per day. The MSRC meets on the third Thursday of the month at 2:00 p.m. at South Coast Air Quality Management District in Diamond Bar.	4/30/22 4/30/22

Communication: Appointments to External Agencies (Committee Membership)

## San Bernardino County Transportation Authority (SBCTA) Policy Committee Membership

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p><b>General Policy Committee</b>                      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                      L. Dennis Michael, Rancho Cucamonga (Chair TC)                      Acquanetta Warren, Fontana                      Curt Hagman, Supervisor (Chair/Vice President/Chair MVSS)    <u>East Valley</u>                      Frank Navarro, Colton (Vice Chair/President)                      Darcy McNaboe, Grand Terrace (Past President)                      Larry McCallon, Highland                      Dawn Rowe, Supervisor (Chair MDC)    <u>Mountain/Desert</u>                      Art Bishop, Apple Valley                      Rick Herrick, Big Bear Lake                      Rick Denison, Yucca Valley                      Paul Cook, Supervisor                        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>6/30/2021                      6/30/2021                      6/30/2021                      6/30/2021                        6/30/2021                      6/30/2021                      6/30/2021                      6/30/2021                        6/30/2021                      6/30/2021                      6/30/2021                      6/30/2021</p>
<p><b>Transit Committee</b>                      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>L. Dennis Michael, Rancho Cucamonga (Chair)                      Ray Marquez, Chino Hills** (Vice Chair)                      Frank Navarro, Colton                      John Dutrey, Montclair**                      Larry McCallon, Highland*                      David Avila, Yucaipa                      Deborah Robertson, Rialto                      Alan Wapner, Ontario*                      Acquanetta Warren, Fontana                      Dawn Rowe, Supervisor                      John Valdivia, San Bernardino                      Rick Denison, Yucca Valley</p>	<p>12/31/2021 (6/30/2021)                      Indeterminate (6/30/2021)                      12/31/2021                      Indeterminate                      Indeterminate                      12/31/2022                      12/31/2022                      Indeterminate                      12/31/2021                      12/31/2022                      12/31/2022                      12/31/2022</p>

Communication : Committee Membership (Committee Membership)

## San Bernardino County Transportation Authority (SBCTA) Policy Committee Membership

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p><b>Mountain/Desert Committee</b>                      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.</p> <p>The Committee also meets as the Mountain/Desert Measure I Committee as it carries out responsibilities for Measure I Mountain/Desert Expenditure Plan.</p> <p>(Brown Act)</p>	<p>Dawn Rowe, Supervisor (Chair)                      Art Bishop, Apple Valley (Vice Chair)                      Gerardo Hernandez, Adelanto                      Paul Courtney, Barstow                      Rick Herrick, Big Bear Lake                      Cameron Gregg, Hesperia                      Edward Paget, Needles                      Joel Klink, Twentynine Palms                      Debra Jones, Victorville                      Rick Denison, Yucca Valley                      Janice Rutherford, Supervisor                      Paul Cook, Supervisor</p>	<p>Indeterminate (6/30/20                      Indeterminate (6/30/20                      Indeterminate                      Indeterminate                      Indeterminate                      Indeterminate                      Indeterminate                      Indeterminate                      Indeterminate                      Indeterminate</p>
<p><b>Legislative Policy Committee</b>                      Membership consists of the following:                      President, Vice-President, Immediate Past President and four Board members appointed by the Board President.</p> <ul style="list-style-type: none"> <li>- 1 East Valley member</li> <li>- 1 West Valley member</li> <li>- 1 Mountain/Desert member</li> <li>- 1 County member</li> </ul> <p>Members shall serve for the duration of the State and Federal two-year legislative session in which they were appointed, with terms expiring December 31 of odd-numbered years. The SBCTA Board President shall serve as Chair of the Legislative Policy Committee.</p>	<p>Provide guidance and recommendations to the Board of Directors regarding issues and actions relating to the executive, legislative or judicial branches of the State and Federal government, or any other local governing body.</p> <p>Review and provide input on drafting of State and Federal legislative platform, which will serve as guiding principles to support or oppose State and Federal legislation and regulations.</p> <p>(Brown Act)</p>	<p>Frank Navarro, Colton (President)                      Curt Hagman, Supervisor (Vice President)                      Darcy McNaboe, Grand Terrace (Past President)                      Larry McCallon, Highland                      Alan Wapner, Ontario                      Art Bishop, Apple Valley                      Janice Rutherford, Supervisor</p>	<p>12/31/2021                      12/31/2021                      12/31/2021                      12/31/2021                      12/31/2021                      12/31/2021                      12/31/2021</p>

Communication: Committee Membership (Committee Membership)

<b><u>Policy Committee Meeting Times</u></b>	General Policy Committee	Second Wednesday, 9:00 a.m., SBCTA Office
	Legislative Policy Committee	Second Wednesday, 9:30 a.m., SBCTA Office
	Transit Committee	Second Thursday, 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.</p> <p>(Brown Act)</p>	<p>Board of Directors                      Curt Hagman, Supervisor (Chair)                      Dawn Rowe, Supervisor (Vice Chair)</p>	<p>6/30/2021                      6/30/2021</p>

**Meeting Time:** Second Thursday, 9:30 a.m., SBCTA Office



**I-10 and I-15 Corridor Joint Sub-Committee**

Joint Sub-Committee	PURPOSE	MEMBERSHIP	TERMS
<p><b>I-10 and I-15 Corridor Joint Sub-Committee of the Board of Directors Metro Valley Study Session and the Mountain/Desert Policy Committee</b></p> <p>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.</p> <p>(Brown Act)</p>	<p>Alan Wapner, Ontario (Chair)                      Art Bishop, Town of Apple Valley (Vice Chair)                      Joe Baca Jr., Supervisor                      Paul Cook, Supervisor                      Larry McCallon, Highland                      L. Dennis Michael, Rancho Cucamonga                      Frank Navarro, Colton                      Deborah Robertson, Rialto                      Acquanetta Warren, Fontana</p>	<p>12/31/2022                      12/31/2022                      12/31/2022                      12/31/2022                      12/31/2022                      12/31/2022                      12/31/2022                      12/31/2022                      12/31/2022</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 Transit                      City of Needles Transit Services                      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 University Health</p>	<p>On-going                      On-going                      On-going                      On-going                      On-going                      On-going</p> <p>5/31/2024                      9/30/2023                      9/30/2023                      6/30/2022                      5/31/2024</p>

Communication: Committee Membership (Committee Membership)

**Meeting Dates and Time:** Bi monthly, beginning in January, 2<sup>nd</sup> 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> <ul style="list-style-type: none"> <li>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.</li> <li>B. One member who is a licensed civil engineer or trained transportation planner with at least five years of demonstrated experience in the fields of transportation and/or urban design in government and/or the private sector. No member shall be a recipient or sub-recipient of Measure “I” funding.</li> <li>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.</li> <li>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.</li> <li>E. One public member, who possesses the knowledge and skills which will be helpful to the work of the ITOC.</li> </ul> <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>Vacant (A)                      Gerry Newcombe (B)                      Wayne Hendrix (C)                      Rick Gomez (D)                      Mike Layne (E)                      Frank Navarro, Ex-Officio                      Ray Wolfe, Ex-Officio</p>	<p>12/31/24                      12/31/22                      12/31/22                      12/31/22</p>

Communication: Committee Membership (Committee Membership)

**SBCTA Ad Hoc Committees**

COMMITTEE	PURPOSE	MEMBERSHIP
<p><b>Council of Governments Ad Hoc Committee</b>                      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                      Larry McCallon, Highland                      L. Dennis Michael, Rancho Cucamonga                      Frank Navarro, Colton                      Janice Rutherford, Supervisor</p>
<p><b>Omnitrans/San Bernardino County Transportation Authority Ad Hoc Committee</b>                      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><b>Equity Ad Hoc Committee</b>                  On October 7, 2020, the Board approved the establishment of this ad hoc committee composed of seven Board members appointed by the Board President. Membership consists of the following:                  - 2 East Valley member                  - 2 West Valley member                  - 2 Mountain/Desert member                  - 1 County member</p>	<p>To look broadly at equity and inequity region-wide both within the practices, policies and projects of SBCTA, as well as policies and issues facing SBCOG's member agencies.</p>	<p>L. Dennis Michael, Rancho Cucamonga                  Acquanetta Warren, Fontana                  John Valdivia, San Bernardino                  Rick Denison, Yucca Valley                  Darcy McNaboe, Grand Terrace                  Art Bishop, Apple Valley                  Joe Baca Jr., Supervisor</p>
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**SBCTA Technical Advisory Committees**

<b>COMMITTEE</b>	<b>PURPOSE</b>	<b>MEETING SCHEDULE</b>
<p><b>Transportation Technical Advisory Committee (TTAC)</b>                  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.                   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><b>City/County Manager's Technical Advisory Committee (CCM TAC)</b>                  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.                   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><b>Planning and Development Technical Forum (PDTF)</b>                  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.                   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>
<p><b>Project Development Teams</b></p>	<p>Project Development Teams (PDTs) are assembled for all major project development activities by SBCTA staff.                  Teams are generally composed of technical representatives from SBCTA, member jurisdictions appropriate to the project, Caltrans, and other major stakeholder entities that have significant involvement in the project.                  PDTs make recommendations related to approaches to project development, evaluation of alternatives, and technical solutions.                  PDTs meet on a regular basis throughout the project phase to review progress and to provide technical input required for project development.                   The PDTs are not Brown Act Committees.</p>	<p>Varies with the PDT.</p>

Communication: Committee Membership (Committee Membership)



## 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