

AGENDA

Board of Directors Metro Valley Study Session

June 10, 2021

*****Start Time: 10:00 AM*****

MEETING ACCESSIBLE VIA ZOOM AT: <https://gosbcta.zoom.us/j/92950154157>

Teleconference

Dial: 1-669-900-6833
Meeting ID: 929 5015 4157

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

Board of Directors

Valley Representatives

Study Session Chair

Curt Hagman, Supervisor
Fourth District

Study Session Vice-Chair

Dawn Rowe, Supervisor
Third District

Eunice Ulloa, Mayor
City of Chino

Ray Marquez, Vice Mayor
City of Chino Hills

Frank Navarro, Mayor
City of Colton

Acquanetta Warren, Mayor
City of Fontana

Darcy McNaboe, Mayor
City of Grand Terrace

Larry McCallon, Mayor Pro Tem
City of Highland

Rhodes "Dusty" Rigsby, Council Member
City of Loma Linda

John Dutrey, Mayor
City of Montclair

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

Carlos A. Garcia, Council Member
City of Upland

David Avila, Council Member
City of Yucaipa

Mountain/Desert Representatives

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

Cameron Gregg, Mayor
City of Hesperia

Edward Paget, Vice Mayor
City of Needles

Joel Klink, Council Member
City of Twentynine Palms

Debra Jones, Mayor
City of Victorville

Rick Denison, Council Member
Town of Yucca Valley

County Board of Supervisors

Paul Cook, First District

Janice Rutherford, Second District

Joe Baca, Jr., Fifth District

Ex-Officio Member – Michael Beauchamp, Caltrans District 8 Director

Ray Wolfe, Executive Director

Julianna Tillquist, General Counsel

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

AGENDA

Board of Directors Metro Valley Study Session

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10:00 AM

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Interested persons may submit Public Comment in writing to the Clerk of the Board at 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 on June 9, 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 Curt Hagman)

- i. Pledge of Allegiance
- ii. Attendance
- iii. Announcements
- iv. Agenda Notices/Modifications – Ana Arellano

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. 10

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

This item is prepared for review by Board of Directors and Committee Members.

CONSENT CALENDAR

Items listed on the Consent Calendar are expected to be routine and non-controversial. The Consent Calendar will be acted upon as a single motion. Items on the Consent Calendar may be removed for discussion by Board Members.

Consent - Project Delivery

2. Construction Contract Change Orders to On-Going Construction Contracts Pg. 13

Receive and file Change Order Report.

Presenter: Henry Stultz

This item is not scheduled for review by any other policy committee or technical advisory committee.

DISCUSSION ITEMS

Discussion - Administrative Matters

3. Election of Committee Chair and Vice Chair Pg. 21

Conduct elections for members to serve as Chair and Vice Chair of the San Bernardino County Transportation Authority Board of Directors Metro Valley Study Session for terms to end on June 30, 2022.

Presenter: Henry Stultz

This item is not scheduled for review by any other policy committee or technical advisory committee.

Discussion - Project Delivery

4. San Bernardino Valley Coordinated Traffic Signal System Program Next Steps Pg. 27

That the following be reviewed and recommended for final approval by the Board of Directors, acting as the San Bernardino County Transportation Authority, at a regularly scheduled Board meeting:

A. Direct staff to continue to maintain the San Bernardino Valley Coordinated Traffic Signal System (SBVCTSS) program through continued consultant support for up to \$250,000 annually for the next five years using Measure I Valley Traffic Management Systems (TMS) program funding.

B. Allocate \$1,000,000 of Measure I Valley TMS program funds to a Haven Avenue corridor pilot project; and an additional \$2,000,000 to be made available through a competitive grant process to be developed by staff for implementation of SBVCTSS program improvements to West Valley jurisdictions.

C. Allocate \$3,000,000 of Measure I Valley TMS program funds to be made available to East Valley jurisdictions through a competitive grant process to be developed by staff for implementation of SBVCTSS program improvements in the East Valley.

Presenter: Timothy Byrne

This item is not scheduled for review by any other policy committee or technical advisory committee.

5. Work Order No. 11 to Cooperative Agreement No. 15-1001125 with Southern California Regional Rail Authority Pg. 35

That the following be reviewed and recommended for final approval by the Board of Directors, acting as the San Bernardino County Transportation Authority, at a regularly scheduled Board meeting:

Approve Work Order No. 11 to Cooperative Agreement No. 15-1001125 with the Southern California Regional Rail Authority, in the amount of \$152,700, to provide rail related support services to San Bernardino County Transportation Authority, related to the Euclid Avenue Pedestrian Gates as part of the Metrolink Active Transportation Program Phase-II Project.

Presenter: Juan Lizarde

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel and Risk Management have reviewed this item and the draft Work Order.

Discussion - Transportation Programming and Fund Administration

6. Capital Project Needs Analysis Submittals and Funding Allocations for the Measure I Valley Major Street Program/Arterial Sub-program for Fiscal Year 2021/2022 Pg. 42

That the following be reviewed and recommended for final approval by the Board of Directors, acting as the San Bernardino County Transportation Authority, at a regularly scheduled Board meeting:

Approve the Project List for the Measure I Valley Major Street Program/Arterial Sub-program allocations for Fiscal Year 2021/2022 as referenced in Attachment A.

Presenter: Michele Fogerson

This item is not scheduled for review by any other policy committee or technical advisory committee.

7. City of Chino Measure I Major Street Projects Program Arterial Sub-Program Advanced Funding Request Pg. 49

That the following be reviewed and recommended for final approval by the Board of Directors, acting as the San Bernardino County Transportation Authority, at a regularly scheduled Board meeting:

Approve an advance of up to five years of the City of Chino's estimated equitable share of Measure I Valley Major Street Projects Program/Arterial Sub-program funds for various arterial widening projects in an estimated amount of \$10.5 million, to be taken from allocated but unused Arterial Sub-program funds.

Presenter: Andrea Zureick

This item is scheduled for review by the Transportation Technical Advisory Committee on June 7, 2021. It is not scheduled for review by any other policy committee or technical advisory committee.

Public Comment

Brief Comments from the General Public

Interested persons may submit Public Comment in writing to the Clerk of the Board at 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 on June 9, 2021.

Comments from Board Members

Brief Comments from Board Members

ADJOURNMENT

Additional Information

Attendance	Pg. 52
Acronym List	Pg. 54
Mission Statement	Pg. 56

The next Board of Directors Metro Valley Study Session is scheduled for August 12, 2021.

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 Executive Order N-29-20 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.

Agendas – All agendas are posted at 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. 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 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

Minute Action

AGENDA ITEM: 1

Date: June 10, 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 SBCTA 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:

Consent/Discussion Calendar Items

Item No.	Contract No.	Principals & Agents	Subcontractors
2	17-1001599	Lane-Security Paving Joint Venture <i>Giuseppe Quarta</i> <i>Joseph Ferndino</i>	Aegis Project Controls Corp. A.M. Concrete Antigo Construction Apex Logistics Arellano Associates, LLC BC Traffic Rentals Boral Resources, LLC Bridge Deck Solutions C Below CalPortland Company Cal-Stripe Cemex CGO Construction CH2M Hill Engineers, Inc. CMC Commercial Metals Conco Pumping Con-Fab California CTI Milling CW Allied, Inc. Diversified Landscape Dywidag Systems EBS General Engineering, Inc. ECS Euclid Chemical Company

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

Board of Directors Metro Valley Study Session Agenda Item

June 10, 2021

Page 2

2 Cont'			<p> Ferreira Construction Fitzgerald Formliners Fleming & Sons Concrete Forefront Deep Foundations Foundation Pile FPL and Associates, Inc. Fryman Management, Inc. G3 Quality, Inc. G&F Concrete Cutting Global Road Sealing Golden State Boring & Pipe Hanes Geo Components Harber Companies Highlight Electric Irvine Pipe Company ISCO Industries JC Supply & Manufacturing JT Construction Products, LLC L Johnson Construction L.B. Foster Construction Malcolm Drilling Company Michael Baker International, Inc. Miranda Logistics Murphy Industrial Coatings Pacific Corrugated Pipe Co. Peri Formworks Pipe Jacking Trenchless, Inc. Pro-Cast Products, Inc. PQM, Inc. The R. J. Noble Company Rupert Construction Supply Sierra Landscape Development Skyline Steel Spartan Mat, LLC Statewide Traffic Safety and Signs, Inc. Strength Transportation Management Titan Constructor Engineering V&A, Inc. Vulcan Materials </p>
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Financial Impact:

This item has no direct impact on the budget.

Reviewed By:

This item is prepared for review by Board of Directors and Committee Members.

San Bernardino Council of Governments

San Bernardino County Transportation Authority

Board of Directors Metro Valley Study Session Agenda Item
June 10, 2021
Page 3

Responsible Staff:

Henry Stultz, Director of Project Delivery

Approved
Board of Directors Metro Valley Study Session
Date: June 10, 2021

Witnessed By:

San Bernardino Council of Governments
San Bernardino County Transportation Authority

Minute Action

AGENDA ITEM: 2

Date: June 10, 2021

Subject:

Construction Contract Change Orders to On-Going Construction Contracts

Recommendation:

Receive and file Change Order Report.

Background:

San Bernardino County Transportation Authority has eleven (11) on-going construction contracts, of which one (1) has had Construction Change Orders (CCOs) approved since the last reporting to the Board of Directors Metro Valley Study Session through May 20, 2021. The CCOs are listed below.

A. Contract Number CN 17-1001599 with Lane-Security Paving Joint Venture for the Interstate 10 (I-10) Corridor Contract 1 Project, Design-Build Contract: CCO No. 38 (\$1,631 increase to compensate the Contractor for emergency property fence repairs), and CCO No. 39 (no cost contract change order for added 55-hour closure at I-10/Interstate 15 Northbound to Westbound Connector).

Financial Impact:

This item imposes no financial impact, as all CCOs are within previously approved contingency amounts under: Task No. 0820 Freeway Projects, Sub-Task Nos. 0823 I-10 Corridor Contract 1.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:

Henry Stultz, Director of Project Delivery

Approved
Board of Directors Metro Valley Study Session
Date: June 10, 2021

Witnessed By:

Entity: San Bernardino County Transportation Authority

Board of Directors Metro Valley Study Session
Construction Change Orders Log

I-10 Tippecanoe Avenue Landscaping EEP – Executed Change Orders		
Number	Description	Amount
1	Replace Frost Damaged Plant Material	\$796.00
2	Replace Caltrans Phase I Irrigation Controller	\$7,777.09
3	Additional Tree Replacement	\$859.86
CCO TOTAL		\$9,432.95
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$31,590.00

Archibald Avenue Improvements Project at SR 60 – Executed Change Orders		
Number	Description	Amount
3	Maintain Traffic	\$25,000.00
4	Maintain Existing Electrical Systems	\$15,000.00
5	Staging Changes	(\$267.57)
6	Partnering	\$20,000.00
7	SWPPP Maintenance	\$25,000.00
10	Removal of Man-Made-Buried-Object	\$8,500.00
11	Revised Retaining Wall Details	\$0.00
13	Water Line Revisions	\$55,889.00
14	Conflicting Palm Trees Removal	\$10,000.00
15	Combine Stages 2 and 3 for Retaining Wall 16	\$0.00
16	Drainage Systems Modifications	\$33,942.75
18	Revised Closure Hours and Irrigation Crossover	\$9,000.00
19	Install Temporary Overhead Power Poles	\$6,000.00
20	Furnish Two Fire Hydrants	\$15,553.94
21	Provide Power to Existing Caltrans TMS Sign	\$72,750.69
22	Pavement Revisions	\$72,994.62
23	Pavement Revisions	(\$31,247.42)
24	Irrigation Valve Repair	\$5,000.00
26	Removal of Conflicting Trees	\$6,720.00
27	Abandon Conflicting Weigh In Motion System	\$36,028.10
28	Modify Existing Drainage Pipe and Structures	\$34,628.10
29	Modify Drainage Systems 10 and 11	(\$14,608.45)
CCO TOTAL		\$ 405,883.76
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$2,122,333.00

SR 210 Lane Addition, Base Line I/C and Pavement Rehabilitation – Executed Change Orders		
Number	Description	Amount
1	Maintain Traffic SR 210 Lane Addition	\$300,000.00
2	Maintain Traffic SR 210 Base Line Interchange	\$50,000.00
3	Maintain Traffic SR 210 Pavement Rehabilitation	\$150,000.00
4	Partnering	\$100,000.00
5	Dispute Resolution Board	\$50,000.00
5 S-1	Revised Dispute Resolution Board Specifications	\$0.00
6	Federal Training Program	\$50,000.00
7	Storm Water Best Management Practice Maintenance	\$100,000.00
8	Existing Roadway Repair	\$80,000.00

Bolded - Construction Change Orders approved since the last reporting to the Metro Valley Study Session
Amounts shown in parentheses represent a credit to the Agency

9	Bird Exclusionary Devices	\$50,000.00
10	Added Environmental Requirements	\$85,491.00
12	K-rail Relocation Due to A Public Incident	\$15,000.00
13	Revised Ramp Closure Charts	\$0.00
14	Revised Pile Layout for Retaining Wall 1021	\$24,312.00
15	Revisions to Santa Ana River Bridge Abutment 7-Right	\$4,035.00
16	Removal of Buried Man-Made Objects	\$75,000.00
17	Repair of Existing Irrigation Crossovers	\$20,000.00
18	Agency Provided Street Name Signs	(\$4,832.59)
19	Removal of Asbestos Shims at Sterling Ave Bridge	\$12,017.12
20	Approach Slab and Abutment Drainage Modifications	\$25,000.00
21	Deck Drain Grates	\$7,000.00
22	Remove Concrete Slab and Bollards at Gas Station	\$8,000.00
23	Added Temporary Fence	\$10,000.00
27	CIDH Foundation and Pile Quantity Adjustment	\$26,218.00
28	Revised Shop Drawings Submittal Requirements	\$0.00
29	Oil Price Fluctuation Adjustment	\$250,000.00
30	Just in Time (JIT) Training	\$5,000.00
31	Extend Irrigation Crossovers	\$127,323.00
35	CIDH Pile Quantity Increase	\$11,266.00
36	Deletion of RW 1033	(\$254,924.32)
37	Median Edge Drain Revisions	\$89,634.57
CCO TOTAL		\$ 1,465,539.78
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$34,927,690.07

SR 210 Pepper Avenue Interchange EEP – Executed Change Orders		
Number	Description	Amount
1	Repairs to Existing Site Irrigation	\$10,000.00
CCO TOTAL		\$10,000.00
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$31,244.80

I-215 Segment 1 & 3 Landscape Replacement Project – Executed Change Orders		
Number	Description	Amount
1	Maintain Public Traffic	\$25,000.00
2	Storm Water Shared Costs	\$25,000.00
3	Establish Dispute Resolution Advisor	\$5,000.00
4	Remove and Dispose of Rock Cobble	\$10,000.00
4 S-1	Additional Funds	\$15,000.00
4 S-2	Additional Funds	\$4,854.82
5	Cleaning of Drainage Systems	\$25,000.00
6	Removal of Dead Trees	\$10,000.00
7	Change from 15 Gallon to 5 Gallon Plant Size	(\$43,663.00)
7 S-1	Additional Funds	\$2,221.02
8	Repairs to Existing Facilities	\$3,000.00
8 S-1	Additional Funds	\$2,000.00
8 S-2	Additional Funds	\$4,500.00
8 S-3	Additional Funds	\$15,250.00

Bolded - Construction Change Orders approved since the last reporting to the Metro Valley Study Session
Amounts shown in parentheses represent a credit to the Agency

8 S-4	Additional Funds	\$3,930.65
9	Lane Closure Chart Revisions	\$0.00
9 S-1	Lane Closure Chart Revisions	\$0.00
10	PVC Ball Valve	\$0.00
11	Repair Fiber Optic Cable	\$4,070.87
12	Irrigation Water Payment	\$32,384.52
12 S-1	Additional Funds	\$8,487.04
12 S-2	Additional Funds	\$1,656.78
12 S-3	Additional Funds	\$1,634.70
12 S-4	Additional Funds	\$1,603.65
12 S-5	Additional Funds	\$5,007.79
12 S-6	Additional Funds	\$5,739.61
12 S-7	Additional Funds	\$6,753.56
12 S-8	Additional Funds	\$8,666.48
12 S-9	Additional Funds	\$4,744.77
12 S-10	Additional Funds	\$5,482.89
12 S-11	Additional Funds	\$2,874.37
12 S-12	Additional Funds	\$466.51
12 S-13	Additional Funds	\$493.89
13	Increase in Gravel Mulch Costs	\$158,215.90
14	Repair Damage by Others	\$6,000.00
15	Additional Electrical Work	\$976.73
16	Additional Plant Establishment Work	\$5,000.00
16 S-1	Additional Funds	\$50,000.00
17	Remove Burned Palm Tree	\$4,000.00
CCO TOTAL		\$421,353.55
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$812,748.38

I-215 Segment 2 Landscape Replacement Project – Executed Change Orders		
Number	Description	Amount
1	Maintain Public Traffic	\$2,000.00
2	Storm Water Shared Costs	\$10,000.00
3	Establish Dispute Resolution Advisor	\$5,000.00
4	Remove and Dispose of Rock Cobble	\$10,000.00
4 S-1	Additional Funds to Remove BNSF Ballast	\$40,000.00
4 S-2	Additional Funds to Remove and Dispose of Rock Cobble	\$20,000.00
4 S-3	Additional Funds to Remove and Dispose of Rock Cobble	\$3,000.00
5	Cleaning of Drainage Systems	\$25,000.00
6	Removal of Dead Trees	\$10,000.00
7	Revised Special Provisions for the Cost of Water	\$0.00
7 S-1	Water Cost Adjustment	\$5,000.00
8	Irrigation Revisions	\$656.30
9	Relocate Trees and Irrigation outside of Clear Recovery Zone	\$10,000.00
9 S-1	Additional Funds	\$1,206.16
10	Service Connection for Irrigation	\$5,000.00
10 S-1	Additional Funds	\$15,000.00
11	Revised Ball Valves Specifications	\$0.00
14	Revised Gravel Mulch Specifications	\$0.00

Bolded - Construction Change Orders approved since the last reporting to the Metro Valley Study Session
Amounts shown in parentheses represent a credit to the Agency

15	Added Irrigation Booster Pump	\$48,457.80
16	Added Closure Charts	\$0.00
17	Gravel Mulch Adjustment	\$187,717.00
18	Additional Gravel Mulch Quantities	\$21,508.05
CCO TOTAL		\$ 419,545.31
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$502,203.56

I-10 Corridor Contract 1		
Design Build – Executed Change Orders		
Number	Description	Amount
1	Establish Dispute Review Board	\$75,000.00
2	Partnering	\$90,000.00
3	100 Day Extension for Utility Information Submittal	\$0.00
4	Addition of Executed Utility Agreements to Technical Provisions	\$0.00
4 S-1	Executed / Revised Utility Agreements	\$0.00
4 S-2	Executed / Revised Utility Agreements	\$0.00
4 S-3	Executed / Revised Utility Agreements	\$0.00
4-S4	Executed Utility Agreements	\$0.00
5	Overhead Sign Location Change	\$0.00
7	Provide for CHP & Maintenance Observation/Enforcement Area	\$0.00
11	Revised Pavement Delineation Detail	\$0.00
12	Mass Concrete Specification Revision	\$0.00
13	Temporary ITS Traffic Monitoring Stations	\$0.00
14	Concurrent Closure of 6th Street and Campus Avenue Bridges	\$0.00
15	Modify Utility Relocation Work Packages	\$0.00
16	Revised Requirements for Shop Drawings Submittals	\$0.00
17	Revised Ramp Lane Closure Requirements	\$0.00
18	Revised Tech Provision 14.3.5 “Design Submittals” Requirements	\$0.00
19	Modifications to the Project Aesthetics and Landscape Master Plan	\$0.00
20	Added Pool Removal and (2) Electrical Panel Replacements	\$42,790.00
21	Revised SHOPP Pavement Rehabilitation Work Limits	\$657,200.00
22	Revised East End Ultimate Paving Limits	\$257,050.00
23	4th Street Striping	\$14,000.00
24	GAD and ROW Revisions	(\$470,125.00)
25	Deletion of Sound Wall 1190	(\$322,150.00)
26	Euclid Eastbound Exit Ramp Ground Anchor Wall Limits	\$155,400.00
27	Reduced Speed Limit Requirements	\$260,000.00
28	Additional Toll Rate Dynamic Message Signs	\$290,900.00
29	Revised Maintenance Requirements for Specific Auxiliary Lanes	\$0.00
30	Right of Way and Utility Design Revisions	\$719,277.00
30 S-1	Utility Revisions near Monte Vista Avenue	\$617,905.00
31	Additional Design Revisions for Right-of-Way Changes	\$25,767.00
32	Clearing of the TCE and Pool Mitigation Work	\$30,380.00
33	Rock Curb Extension at Euclid Avenue	\$77,892.00
34	7th Street and 2nd Avenue Sidewalk Improvements	\$79,732.00
Jan 2021	BOD approves revised funding plan with contingency reduction	(21,400,000)
35	Revised TCS CCTV Camera System	\$76,517.00
38	Emergency Property Fence Fix	\$1,631.00

Bolded - Construction Change Orders approved since the last reporting to the Metro Valley Study Session
Amounts shown in parentheses represent a credit to the Agency

Attachment: CCO Log (7698 : Construction Contract Change Orders MVSS2106)

39	I-10/I-15 North to West Connector – 55-hour Closure	\$0.00
CCO TOTAL		2,679,166.00
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$51,369,000.00
Toll Service Provider – Executed Change Orders		
Number	Description	Amount
1	Establish Dispute Review Board	\$75,000.00
2	Partnering	\$0.00
3	Right of Way (ROW) Revisions	\$0.00
4	Revised NTP 2 Start Date	\$0.00
6	Revised Enforcement Beacon Specifications	(\$1,952.00)
7	Added TRDMS to Two On-Ramps	\$193,850.00
CCO TOTAL		\$266,898.00
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$1,855,000.00

US 395 Phase 1 Widening Project – Executed Change Orders		
Number	Description	Amount
1	Maintain Public Traffic	\$100,000.00
2	Storm Water Shared Costs	\$25,000.00
3	Partnering	\$20,000.00
4	Establish Dispute Resolution Advisor	\$20,000.00
5	Cleaning of Drainage Systems	\$30,000.00
6	Buried Man-Made Objects	\$15,000.00
7	Maintain Existing Temporary Electrical Systems	\$15,000.00
7 S-1	Additional Funds	\$85,000.00
8	Maintain Temporary Tortoise Fence	\$15,000.00
9	Revised Temporary HMA Requirements	(\$11,000.00)
10	Revised Temporary HMA Specifications	(\$3,180.00)
11	Additional Earthwork	\$35,905.00
12	Protect Existing Drainage Systems	\$70,000.00
13	Added Saw Cut to coordinate with Kinder Morgan work	\$24,304.00
14	Provide Access to A Local Business	\$11,800.00
15	Quantity Increases; Bid Items 21, 26 & 83	\$78,780.00
15 S-1	Revised Bid Item Quantities	\$356,374.49
15 S-2	Revised Bid Item Quantities	\$34,801.30
16	Drainage System 14 Modifications	\$10,270.00
17	Removal of 31 Concrete Headwalls and Wingwalls	\$52,583.75
18	Drainage System 7 Modifications	\$31,356.00
19	Adjust Manholes to Grade	\$10,000.00
19 S-1	Additional Funds	\$5,000.00
20	Additional HMA Paving for Revised Staging	\$127,670.90
21	Modified Drainage System Opening on Retaining Wall 794	\$4,103.35
22	Revisions at North of Mojave Drive Intersection	\$150,000.00
22 S-1	Revisions at North of Mojave Drive Intersection	\$150,000.00
23	Revised Pile Cap Concrete Requirement for Sound Wall 875	\$217,665.25
25	Added curb on the Southeast Corner of Air Base Road	\$2,040.00
26	Electrical Design Changes at the Air Base Road Intersection	\$43,363.00

Bolded - Construction Change Orders approved since the last reporting to the Metro Valley Study Session
Amounts shown in parentheses represent a credit to the Agency

27	Added Hydroseed	\$35,324.00
28	Added MGS per Safety Commission	\$50,000.00
29	Additional Pavement Markings and Striping	\$50,000.00
29 S-1	Additional Funds	\$7,000.00
30	Revised Joshua Wash Bridge Wingwalls	\$50,000.00
31	Payment Adjustment for Gravel Bag Quantities	\$40,138.32
32	Additional Safety Commission Revisions	\$45,000.00
33	Installation and Testing of Additional Electronic Ball Markers	\$8,569.95
34	Stage 4 Temporary Striping	\$73,706.00
35	Seneca Interchange Revisions	\$108,331.64
CCO TOTAL		\$2,194,906.95
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$8,741,611.75

Monte Vista Grade Separation – Executed Change Orders		
Number	Description	Amount
1	Establish Dispute Resolution Board	\$15,000.00
1 S-1	Revise Special Provision Language	\$0.00
1 S-2	Additional Funds	\$10,000.00
2	Partnering Workshop	\$15,000.00
3	Traffic Control	\$10,000.00
3 S-1	Additional Funds	\$10,000.00
4	Federal Training Program	\$12,000.00
5	Post-Tensioning Duct Size Change	\$0.00
7	Storm Water Shared Costs	\$50,000.00
8	Relocate 8" Water Line	\$8,000.00
8 S-1	Additional Funds	\$10,386.03
9	Drainage System for Adjacent Property	\$14,925.00
10	Masonry Block Change	\$0.00
11	Sewer Lateral Piping Size Change	\$6,013.00
12	Future Electrical Conduits for Montclair	\$39,385.00
13	Change in Phasing of Work	\$0.00
14	Precast Girder Reinforcement Change	\$0.00
15	Change in Phasing of Work	\$0.00
16	Water Line Modifications	\$8,790.00
16 S-1	TRO Payment for Delays Related to CCO No. 16	\$124,800.00
16 S-2	Additional Funds	\$54,689.60
17	Modify Overhead Signs and Install Pedestrian Barricades	\$6,765.97
21	Additional Sewer Service Lateral Connections	\$10,850.00
22	Girder Reinforcement Splicing Option	\$0.00
23	Deleting Sidewalk	(\$12,540.00)
25	HMA Along Private Access Road	\$16,000.00
26	Temporary Embankment for SCE	\$15,000.00
27	Temporary Shoring for SCE	\$60,00.00
28	Modify Water Line in Conflict with SCE	\$10,000.00

Bolded - Construction Change Orders approved since the last reporting to the Metro Valley Study Session
Amounts shown in parentheses represent a credit to the Agency

29	Storm Drain Lateral Realignment	\$14,110.00
31	Driveway for Future Development	\$3,187.80
32	Potholing/Locating AT&T & Level 3 Utilities	\$60,000.00
33	Deduction for Rejected Piles	(\$10,000.00)
34	Modified Quantities Due to the Field Conditions	\$29,257.95
34 S-1	Modified Quantities Due to the Field Conditions	\$105,453.57
34 S-2	Modified Quantities Due to the Field Conditions	\$9,450.00
35	Conduit for SCE Service Connection for Traffic Signal System	\$8,000.00
36	Additional MSE Wall Drainage	\$8,000.00
37	Water Supply Modifications	\$15,000.00
38	Seal Coat Specification Change	(\$2,000.00)
39	Removal of UPRR Sign Foundations	\$5,000.00
41	Resolution of NOPC No. 3	(\$59,986.00)
42	Revised Canopy at Taxi Yard	\$0.00
43	Landscaping Revisions	\$11,286.00
44	Added Headwall and Retaining Curb	\$10,000.00
45	Drainage Inlet Repair Damaged by Public	\$7,500.00
45 S-1	Additional Funds	\$381.43
46	Project Substantial Completion	\$0.00
47	Wire Mesh Substitution	\$15,000.00
48	Fence and Gate Revisions	\$52,336.60
49	Monument Modifications	\$6,500.00
49 S-1	Additional Monument Modifications	\$46,000.00
52	Additional work required by UPRR	\$10,577.00
53	Additional Erosion Control	\$16,000.00
54	Fence Repairs Damaged by Public	\$13,184.00
CCO TOTAL		\$815,302.95
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$2,498,958.60

Mount Vernon Avenue Viaduct Design-Build Project – Executed Change Orders		
Number	Description	Amount
1	Added Perimeter Fence, K-rail and Signage	\$21,500.00
2	Partnering	\$100,000.00
3	Temporary Crossing	\$700,000.00
3 S-1	Additional Funds	\$225,000.00
5	Asbestos Removal	\$100,000.00
5 S-1	Additional Funds	\$954,863.00
CCO TOTAL		\$ 2,101,363.00
TOTAL CONTINGENCY AND SUPPLEMENTAL		\$17,230,000.00

Bolded - Construction Change Orders approved since the last reporting to the Metro Valley Study Session
Amounts shown in parentheses represent a credit to the Agency

Minute Action

AGENDA ITEM: 3

Date: June 10, 2021

Subject:

Election of Committee Chair and Vice Chair

Recommendation:

Conduct elections for members to serve as Chair and Vice Chair of the San Bernardino County Transportation Authority Board of Directors Metro Valley Study Session for terms to end on June 30, 2022.

Background:

Terms for the Chair and Vice Chair of each of the San Bernardino County Transportation Authority (SBCTA) policy committees and Metro Valley Study Session expire on June 30, 2021. Election of Chair and Vice Chair for each of the policy committees and Metro Valley Study Session is scheduled to immediately follow the annual election of SBCTA Officers, which occurred at the June 2, 2021 Board of Directors meeting.

This item provides for an election to be conducted, which will identify the Chair and Vice Chair of the Metro Valley Study Session to serve until June 30, 2022. A complete listing of SBCTA policy committees, memberships and chairs is attached to this item for reference.

Financial Impact:

This item has no financial impact to the Fiscal Year 2021/2022 Budget.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:

Henry Stultz, Director of Project Delivery

Approved
Board of Directors Metro Valley Study Session
Date: June 10, 2021

Witnessed By:

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

San Bernardino County Transportation Authority (SBCTA) Policy Committee Membership

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
General Policy Committee Membership consists of the following: SBCTA President, Vice President, and Immediate Past President 4 East Valley (3 City, 1 County) 4 West Valley (3 City, 1 County) 4 Mt/Desert (3 City, 1 County) City members shall be SBCTA Board Members elected by caucus of city SBCTA Board Members within the subarea. Policy Committee and Board Study Session Chairs are members of this policy committee. All City members serving as Board officers, Committee chairs, or Board Study Session Chair, are counted toward their subareas City membership. Supervisors collectively select their representatives. The SBCTA Vice President shall serve as Chair of the General Policy Committee.	Makes recommendations to Board of Directors and: (1) Provides general policy oversight which spans the multiple program responsibilities of the organization and maintains the comprehensive organization integrity; (2) Provides policy direction with respect to administrative issues, policies, budget, finance, audit, and personnel issues for the organization; (3) Serves as policy review committee for any program area that lacks active policy committee oversight. Committee has authority to approve contracts in excess of \$25,000 with notification to the Board of Directors. (Brown Act)	<u>West Valley</u> Alan Wapner, Ontario 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.	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 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 12/31/2022
Transit Committee Membership consists of 12 SBCTA Board Members: 10 Valley-members, two being Southern California Regional Rail Authority (SCRRA) primary (*) and two being SCRRA alternate (**) members, and 2 Mountain/Desert Board Members. SCRRA members and alternates serve concurrent with their term on the SCRRA Board of Directors as appointed by the SBCTA Board. Other members are appointed by the SBCTA President for 2-year terms.	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)	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	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 12/31/2022

San Bernardino County Transportation Authority (SBCTA) Policy Committee Membership

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
Mountain/Desert Committee Membership consists of 12 SBCTA Board Members from each Mountain/Desert jurisdiction and County Supervisors representing the First, Second, and Third Districts.	Provides ongoing policy level oversight related to the full array of SBCTA responsibilities as they pertain specifically to the Mountain/Desert subregion. The Committee also meets as the Mountain/Desert Measure I Committee as it carries out responsibilities for Measure I Mountain/Desert Expenditure Plan. (Brown Act)	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	Indeterminate (6/30/20 Indeterminate (6/30/20 Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate
Legislative Policy Committee Membership consists of the following: President, Vice-President, Immediate Past President and four Board members appointed by the Board President. - 1 East Valley member - 1 West Valley member - 1 Mountain/Desert member - 1 County member 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.	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. 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. (Brown Act)	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	12/31/2021 12/31/2021 12/31/2021 12/31/2021 12/31/2021 12/31/2021 12/31/2021

Policy Committee Meeting Times	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
Board of Directors Study Sessions for Metro Valley Issues Refer to SBCTA Policy 10007.	To review, discuss, and make recommendations for actions to be taken at regular meetings of the Board on issues relating to Measure I Projects in the Valley. (Brown Act)	Board of Directors Curt Hagman, Supervisor (Chair) Dawn Rowe, Supervisor (Vice Chair)	6/30/2021 6/30/2021

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
I-10 and I-15 Corridor Joint Sub-Committee of the Board of Directors Metro Valley Study Session and the Mountain/Desert Policy Committee Members of the committee will be members of the SBCTA Board of Directors and will be appointed by the SBCTA Board President. The President will appoint the Chair and Vice-Chair of the Sub-Committee. The Sub-Committee will include a minimum of nine and a maximum of fourteen SBCTA Board members. Membership will be composed of a minimum of three representatives from the East Valley; and a minimum of two representatives from the Victor Valley. The Sub-Committee will meet as necessary immediately following the Metro Valley Study Session.	The purpose is to consider and make recommendations to the Board of Directors on the development of express lanes in San Bernardino County, in particular on the I-10 and I-15 Corridors. (Brown Act)	Alan Wapner, Ontario (Chair) 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	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

Public and Specialized Transportation Advisory and Coordinating Council (PASTACC)

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
Public and Specialized Transportation Advisory and Coordinating Council (PASTACC) Membership consists of 11 members appointed by the SBCTA Executive Director. 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	Subject to the Transportation Development Act (TDA) Section 99238 – establishes PASTACC’s statutory responsibilities; (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 (Brown Act)	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 At Large Membership – San Bernardino Dept. of Aging and Adult Services Foothill Aids OPARC Option House Loma Linda University Health	On-going On-going On-going On-going On-going On-going 5/31/2024 9/30/2023 9/30/2023 6/30/2022 5/31/2024

Meeting Dates and Time: Bi monthly, beginning in January, 2nd Tuesday of the month, 10:00 a.m., (Location rotates: SBCTA Office, VVTA, MBTA)

Independent Taxpayer Oversight Committee (ITOC) Review of Measure I Expenditure Plan

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p>Independent Taxpayer Oversight Committee (ITOC) Review of Measure I Expenditure Plan</p> <p>The ITOC shall provide citizen review to ensure that all Measure I funds are spent by the San Bernardino County Transportation Authority (hereby referred to as the Authority) in accordance with provision of the Expenditure Plan and Ordinance No. 04-01. The ordinance specifies that each member of the ITOC have certain credentials or experience as follows:</p> <ol style="list-style-type: none"> 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. 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. 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. 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. One public member, who possesses the knowledge and skills which will be helpful to the work of the ITOC. <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)</p> <p>Gerry Newcombe (B)</p> <p>Wayne Hendrix (C)</p> <p>Rick Gomez (D)</p> <p>Mike Layne (E)</p> <p>Frank Navarro, Ex-Officio</p> <p>Ray Wolfe, Ex-Officio</p>	<p>12/31/24</p> <p>12/31/22</p> <p>12/31/22</p> <p>12/31/22</p>

SBCTA Ad Hoc Committees

COMMITTEE	PURPOSE	MEMBERSHIP
<p>Council of Governments Ad Hoc Committee</p> <p>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</p> <p>Larry McCallon, Highland</p> <p>L. Dennis Michael, Rancho Cucamonga</p> <p>Frank Navarro, Colton</p> <p>Janice Rutherford, Supervisor</p>
<p>Omnitrans/San Bernardino County Transportation Authority Ad Hoc Committee</p> <p>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)</p> <p>Penny Lilburn, Highland (Omnitrans)</p> <p>Sam Spagnolo, Rancho Cucamonga (Omnitrans)</p> <p>Darcy McNaboe, Grand Terrace (SBCTA)</p> <p>Dusty Rigsby, Loma Linda (SBCTA)</p> <p>Ray Marquez, Chino Hills (SBCTA)</p>

Equity Ad Hoc Committee 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	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.	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
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SBCTA Technical Advisory Committees

COMMITTEE	PURPOSE	MEETING SCHEDULE
Transportation Technical Advisory Committee (TTAC) Committee membership consists of a primary staff representative of each SBCTA member agency designated by the City Manager or County Administrative Officer.	SBCTA's Transportation Technical Advisory Committee was formed by SBCTA management to provide input to SBCTA staff on technical transportation-related matters and formulation of transportation-related policy recommendations to the SBCTA Board of Directors. The TTAC is not a Brown Act committee.	Generally meets on the first Monday of each month at 1:30 PM, at SBCTA.
City/County Manager's Technical Advisory Committee (CCM TAC) The committee is composed of up to two representatives of the County Administrator's Office and the city manager or administrator from each city and town in the County.	SBCTA's City/County Manager's Technical Advisory Committee was established in the Joint Powers Authority that established San Bernardino Associated Governments (SANBAG). The primary role of the committee is to provide a forum for the chief executives of SANBAG's member agencies to become informed about and discuss issues facing SANBAG/SBCTA. It also provides a forum for the discussion of items of mutual concern and a way to cooperate regionally in addressing those concerns. The CCM TAC is a Brown Act Committee.	Meets on the first Thursday of each month at 10:00 AM, at SBCTA.
Planning and Development Technical Forum (PDTF) Committee membership consists of a primary staff representative of each SBCTA member agency designated by the City Manager or County Chief Executive Officer.	The SBCTA Planning and Development Technical Forum was formed by SBCTA management to provide an opportunity for interaction among planning and development representatives of member agencies on planning issues of multijurisdictional importance. The PDTF is not a Brown Act Committee.	Meets the 4th Wednesday of each month at 2:00 p.m. at the Santa Fe Depot (in the SCAG Office).
Project Development Teams	Project Development Teams (PDTs) are assembled for all major project development activities by SBCTA staff. Teams are generally composed of technical representatives from SBCTA, member jurisdictions appropriate to the project, Caltrans, and other major stakeholder entities that have significant involvement in the project. PDTs make recommendations related to approaches to project development, evaluation of alternatives, and technical solutions. PDTs meet on a regular basis throughout the project phase to review progress and to provide technical input required for project development. The PDTs are not Brown Act Committees.	Varies with the PDT.

Minute Action

AGENDA ITEM: 4

Date: June 10, 2021

Subject:

San Bernardino Valley Coordinated Traffic Signal System Program Next Steps

Recommendation:

That the following be reviewed and recommended for final approval by the Board of Directors, acting as the San Bernardino County Transportation Authority, at a regularly scheduled Board meeting:

A. Direct staff to continue to maintain the San Bernardino Valley Coordinated Traffic Signal System (SBVCTSS) program through continued consultant support for up to \$250,000 annually for the next five years using Measure I Valley Traffic Management Systems (TMS) program funding.

B. Allocate \$1,000,000 of Measure I Valley TMS program funds to a Haven Avenue corridor pilot project; and an additional \$2,000,000 to be made available through a competitive grant process to be developed by staff for implementation of SBVCTSS program improvements to West Valley jurisdictions.

C. Allocate \$3,000,000 of Measure I Valley TMS program funds to be made available to East Valley jurisdictions through a competitive grant process to be developed by staff for implementation of SBVCTSS program improvements in the East Valley.

Background:

Starting in 2002, with the San Bernardino Valley Traffic Signal Coordination System Master Plan, San Bernardino County Transportation Authority (SBCTA), in conjunction with the Valley cities and the County of San Bernardino (local agencies), implemented signal coordination on major arterial corridors on a valley-wide scale with an investment of over \$15 million. Implementation of signal coordination occurred in various phases designated as Tiers 1, 2, 3 and 4, and included approximately 1,250 signalized intersections controlled by sixteen (16) separate local agencies and the California Department of Transportation (Caltrans). Both Tiers 1 - 2 Project, completed in 2008, and Tiers 3 - 4 Project, completed in 2012, at system turn-on, showed significant improvements in arterial travel times and reductions in vehicle stops and delays.

In July 2011, the SBCTA Board of Directors (Board) approved the Memorandum of Understanding (MOU) No. C11223 between SBCTA and the local agencies providing direction for the operation and maintenance of the San Bernardino Valley Coordinated Traffic Signal System (SBVCTSS). After implementation by SBCTA, local agencies were responsible for the continued maintenance of the SBVCTSS as noted in the MOU which expired on September 30, 2016.

In January 2015, an assessment of the SBVCTSS was completed and found that many of the systems were not being fully maintained. The assessment yielded results in various jurisdictions varying from 21% to 87% of the traffic signals within the jurisdictions on-line and communicating with the respective central systems, therefore operating as anticipated.

Entity: San Bernardino County Transportation Authority

Overall, 44% of the SBVCTSS signals were on-line. Maintenance issues included communication breaks due to failed communication modems, disconnected telephone lines, damaged signal interconnect conduit/cables, failed system controllers replaced with non-compatible signal controllers, weak radio signals and wireless systems that required additional configuration and integration. Many local agencies did not have the technical resources to maintain the SBVCTSS.

Due to the reduction in system benefits caused by maintenance issues, in April 2015, during Transportation Technical Advisory Committee (TTAC) and City Managers Technical Advisory Committee (TAC) meetings and discussions, a survey was presented to the local agencies providing ongoing maintenance and operations options. The goal was to develop a strategy that could be further developed into guidelines and be recommended for adoption by the Board. Based on these discussions, a five-year plan was developed for maintaining the traffic signal coordination system so as to continue to provide benefits to the traveling public. In September 2015, this plan was presented and adopted by the Board, and staff were directed to proceed with the implementation of the five-year plan. The components of the plan included:

- A. Updated coordinated timing - \$4,600,000 (cost to be split 50/50 with local agencies)
- B. On-going maintenance of signal coordination equipment and timing - \$5,225,000
- C. Assessment of Systems and On-Call Systems Support services - \$1,000,000

Total cost for five years - \$10,825,000.

After the September 2015 meeting, staff determined it would be beneficial to divide the SBVCTSS program into sub-regions and develop Master Plans for each that would produce signal timing parameters specific to each sub-region while also providing uniformity across the entire system. This aspect of work was discussed and approved by the TTAC Ad Hoc Committee Members. Staff estimated the added cost for developing the Master Plans to be \$480,000 increasing the total estimated cost for five years to \$11,305,000.

To implement the recommended Master Plan, SBCTA entered into Cooperative Agreements with 15 of the 16 San Bernardino Valley jurisdictions, with the City of Redlands opting out of the program. In addition, in January 2017, the Board approved Contract No. 16-1001515 with Iteris, Inc. (Iteris) for preparation of updated Coordination Timing Plans (CTP), providing semi-annual assessments and providing On-Call System Support services on the SBVCTSS for a total not-to-exceed amount of \$3,462,421.72, including contingency.

Iteris performed six semi-annual assessments that resulted between 40-50% of the signals online and running CTP. The primary reasons that intersections in the system were not online and running CTP included communication device failures, such as failed modems, disconnected phone lines, damaged interconnect, weak radio signals, incorrect equipment configurations or lack of maintenance due to availability of staff resources or lack of technical knowledge. When these results were presented to the Metro Valley Study Session (MVSS) in June 2019, the study session directed staff to re-evaluate the Signal Synchronization Program (SSP) and present options to MVSS for continued direction of the program.

While various options exist for the SSP, the key is to ensure a consistent funding source exists for program implementation. The benefits to a regional system are well documented, and when initially implemented, the benefits of the Tier 1 - 2 and Tier 3 - 4 SBVCTSS program implementation were readily apparent and well documented in the final implementation reports.

In order to ensure optimal efficiency of the existing and future system, maintenance is critical, particularly if state-of-the-practice technology and equipment has not been deployed during implementation. Reliance upon cities to maintain the system within their jurisdiction has been met with mixed results due to staff resource availability and lack of technical knowledge. Therefore, a future SBVCTSS program must consider maintenance to develop a strategy to ensure the system is maintained properly.

Several options exist for the SSP regarding SBCTA participation and include the following, which are all contingent upon available program funding:

- Provide for continued maintenance and spot upgrades of the existing system as warranted.
- Implement technology to assist in maintaining the existing system.
- Develop an integrated maintenance program for the Valley, i.e. implementation of a single Traffic Management Center from which the entire system could be managed and maintained.
- Prioritize all Valley corridors for investment of available funds.
- Focus on implementation of state-of-the-practice technology to minimize maintenance needs along the existing signal system corridors to provide the greatest benefit to the traveling public.
- Train staff at local agencies to maintain the existing system.
- Continue to provide On-Call System Support services as warranted.
- Develop program parameters and guidelines that would prioritize funding for a program as grant funding is secured.
- Consider implementing a program in Victor Valley.

After the initial SBVCTSS program was implemented primarily with Congestion Management and Air Quality (CMAQ) funding, subsequent funding has come from three sources: grant funding provided by the Mobile Source Air Pollution Reduction Review Committee (MSRC) through the South Coast Air Quality Management District (SCAQMD), local jurisdiction contributions and the Measure I Valley TMS program. While the TMS Program is a source for SSP, it also supports commuter assistance programs, Freeway Service Patrol and other transportation projects benefitting the environment. As TMS funds are limited, they are insufficient to fully fund a comprehensive Valley SSP. Unfortunately, grant funding is not eligible to be used for system maintenance, therefore, Measure I funds must be used for maintenance if SBCTA involvement in the SBVCTSS program continues. In addition, as the MSRC is developing their upcoming annual work plan, their focus continues to be on freight

improvements, therefore, grant funding through MSRC for SSP is not anticipated to be available in the near future.

As funding was limited during the original SBVCTSS program implementation, significant investment was not made to upgrade system hardware. State-of-the-practice communication infrastructure for signal coordination continues to be fiber optic communication. Wireless infrastructure currently does not provide the reliability that fiber provides and fiber is expected to continue to provide reliability as the gold standard for signal system communication well into the future. In addition, signal controllers were not upgraded with SBVCTSS program implementation. Due to the number of intersections in the SBVCTSS and the distance that system corridors cover, it was not feasible to upgrade system components and original implementation focused on utilizing existing infrastructure to coordinate signals. In order to upgrade the complete system with fiber optic communications, it is estimated that approximately 227 miles of fiber would have to be placed for the key system corridors at a cost of approximately \$232,000 per mile for a total of approximately \$53,000,000. In addition, it is estimated that approximately 75% of the system controllers (approximately 740) and approximately 25% of system cabinets (approximately 250) would require replacement at a cost of approximately \$7,200,000. Upon implementation of an upgraded communication system and installation of new controllers and approximately 10 local central signal systems, approximately \$5,000,000 to \$7,000,000 would be needed to retune the key system corridors. Due to funding constraints, it is not possible to fully upgrade the system with the state-of-the-practice communication infrastructure and controller equipment. As a result, a piecemeal approach to upgrading the system is necessary.

As noted, Contract No. 16-1001515 with Iteris includes On-Call System Support services to assist local jurisdictions in maintaining the implemented SBVCTSS program. While that contract expires in January 2022, it would be cost-effective to maintain support for local jurisdictions to troubleshoot issues encountered with the existing system. An investment of up to \$200,000 per year would provide the ability to continue to diagnose technical issues on behalf of local jurisdictions who lack sufficient resources. Assessments of the existing system could be performed at a cost of \$50,000 per year to identify how the existing system is performing.

An effort was undertaken to evaluate the potential for implementation of a state-of-the-practice pilot project along the top priority corridors within the Valley to maximize corridor benefits. Drawing from the experience with the system to date, success requires an investment from local agencies to ensure that benefits associated with the program are sustained. The Cities of Rancho Cucamonga and Ontario have invested significantly in signal system infrastructure. To showcase continued benefits of signal synchronization, in December 2019 the Board directed staff to partner with the Cities of Rancho Cucamonga and Ontario to develop parameters and guidelines to implement, monitor and maintain a state-of-the-practice signal synchronization corridor that could be the baseline for broader application throughout the Valley.

Through coordination with the Cities of Rancho Cucamonga and Ontario, Haven Avenue was identified as an ideal candidate as the City of Rancho Cucamonga is currently planning on installing fiber optic communication lines on Haven Avenue between the City of Ontario border and north of State Route 210 (SR 210). Haven Avenue is a heavily traveled corridor serving the heart of the City of Rancho Cucamonga and is a gateway into the City of Ontario and the

Ontario International Airport. The corridor is approximately 10.3 miles long and currently includes 39 signalized intersections. Currently, only five signalized intersections along the corridor are not connected via fiber optic communication lines.

Iteris, in cooperation with staff from the Cities of Rancho Cucamonga and Ontario, developed a thorough evaluation of Haven Avenue, including potential deployment of technology throughout the corridor and the ability to maintain a state-of-the-practice multijurisdictional system. Recommendations have been identified for partnering potential with SBCTA to implement, monitor, and maintain a state-of-the-practice signal synchronization corridor that would showcase system success, which could lead to broader application throughout the Valley. Recommendations were categorized as short-term, mid-term and long-term implementation options as outlined in Table 1, with projected element costs categorized as Low (\$0-\$100,000), Moderate (\$100,000 - \$500,000) and High (>\$500,000).

Table 1 Smart Travel Management Projects for the Haven Avenue Corridor

	Project Description	Cost
Short-Term	Complete fiber optic communications deployment in the Haven Avenue corridor. Ensure all traffic signals/intersections in the corridor are fully connected and in coordination with the traffic signal central system. Enable and ensure connection of other intelligent transportation management field elements – primarily closed-circuit television (CCTV) cameras – to the fiber optic communications infrastructure.	High <ul style="list-style-type: none"> • It appears 5 corridor intersections are not connected to central system via fiber
	Implement off the shelf network monitoring and management tools on the local agency fiber optic communications network to automatically and continuously monitor network equipment, as well as field traffic management devices (i.e., traffic signal controllers, CCTV cameras, detection [in-pavement and video], signs, etc.).	Low <ul style="list-style-type: none"> • \$8,000 initial purchase • \$3,000 annual
	Perform an inventory of detection and detection placement at signalized intersections on Haven Avenue, and verify that quantity of detection and placement of in-pavement detection is optimal for traffic operations. Ensure optimal configuration for video detection zones, and determine if additional detection might be warranted. Develop a detection maintenance strategy with a plan for rapid response to detect outages.	Low <ul style="list-style-type: none"> • \$20,000 inventory and evaluation • \$15,000 detection maintenance strategy
	Determine feasibility of additional CCTV camera deployment along the Haven Avenue corridor . Investigate the feasibility of placement of pan/tilt/zoom CCTV cameras at Haven Avenue freeway interchanges and enable shared monitoring and control of those cameras with Caltrans .	Moderate <ul style="list-style-type: none"> • \$20,000 CCTV study • \$10,000-50,000 per new CCTV site • Deployment with Caltrans TBD
	Enable and ensure that video images from video detection systems along Haven Avenue are available for viewing in a central location at city facilities (i.e., city hall, roadway maintenance yards, etc.). Assumes fiber optic communications already in place.	Low-Moderate <ul style="list-style-type: none"> • \$4,000 per intersection
	Implement an Automated Traffic Signal Performance Measures (ATSPM) platform for traffic signals along Haven Avenue. Deploy as a multi-agency platform – Ontario/Rancho Cucamonga. Enable and allow cities and SBCTA access to the platform.	Moderate <ul style="list-style-type: none"> • \$800 - \$1,000 per intersection to set-up • \$800 - \$1,000 per intersection annual • \$5,000 training

Board of Directors Metro Valley Study Session Agenda Item

June 10, 2021

Page 6

	Project Description	Cost
	Implement/expand corridor- and regional-level performance measurement program that reports corridor-level, and regional-level travel trends, travel times, choke points, congestion hot spots, and other travel-related factors. This would be an expansion of the capabilities SBCTA currently has with the ClearGuide platform. Develop a routine reporting regimen that provides comprehensive and summary information and data on corridor-level and regional travel trends. Coordinate with the Automated Traffic Signal Performance Measures (ATSPM) platform deployed for Haven Avenue. Produce and disseminate comprehensive reports that include data and visual depictions of travel trends.	High <ul style="list-style-type: none"> • \$125,000 - \$200,000 annual • \$5,000 to establish initial reporting metrics and report formats, some customized reports, and establish regimen
	Evaluate feasibility and rationality of implementing Adaptive Traffic Signal Control in the Haven Avenue Corridor. Utilize ATSPM data and information as one input into the feasibility analysis. Consider utilizing the higher level (regional) corridor performance measurement program operated by SBCTA in the feasibility analysis.	Moderate <ul style="list-style-type: none"> • \$50,000 study • \$250,000 adaptive control system • \$15,000 annual • \$25,000 detection
	Study feasibility and rationality of implementing arterial Changeable Message Signs (CMS) in the Haven Avenue Corridor. Investigate the feasibility of placement of arterial CMS on Haven Avenue at approaches to freeway interchanges (SR-60, I-10, SR-210), and enable shared monitoring and control of those cameras with Caltrans. In peak periods, the signs could be controlled by Caltrans, and populated with travel time and incident information. Outside peak periods, the cities could place other messages of interest to residents on those signs.	High <ul style="list-style-type: none"> • \$20,000 CMS feasibility study and recommendations • \$200,000 per CMS site • Deployment with Caltrans TBD
	Support Omnitrans in the deployment of roadside transit traveler information systems (next bus arrival signs) at transit stops along Haven Avenue. Assist with permitting, plan reviews, and acquisition of electric power (if necessary).	Low <ul style="list-style-type: none"> • \$25,000 per sign site • In-vehicle technology believed to be in place
Medium-Term	Support Omnitrans in the deployment of Transit Signal Priority (TSP) in conjunction with Omnitrans' West Valley Connector (WVC) Bus Rapid Transit (BRT) project. The initial intersection in the Haven Avenue corridor to receive TSP treatment would be the intersection of Haven Avenue and Inland Empire Boulevard, serving east/west BRT service on Inland Empire Boulevard. Subsequent expansion of the WVC BRT service would implement TSP in a 2.3 mile long segment of Haven Avenue, between from Inland Empire Boulevard to Foothill Boulevard.	Moderate <ul style="list-style-type: none"> • \$10,000 per intersection (PLUS design, construction, integration) • \$1,500 - \$4,000 per vehicle
Long-Term	Plan a pilot Connected Vehicle (CV) corridor project for the Haven Avenue Corridor. Initiate stakeholder coordination to determine which CV application(s) is (are) desired for early deployment and testing. Consult lead stakeholders for other local CV pilot deployments in Anaheim (city of Anaheim) and Riverside (UC Riverside CE-CERT Research) to obtain lessons learned. Seek out CV education opportunities and other material from the USDOT and Federal Highway Administration (FHWA).	Moderate-High <ul style="list-style-type: none"> • \$30,000 feasibility study • \$75,000 implementation plan • Design, construction, and integration TBD

Note: Cost categories – Low: \$0-\$100K, Moderate \$100K-\$500K, High >\$500K

As noted in Table 1, various options have been identified for potential implementation in the Haven Avenue corridor. Most of these initiatives could be implemented independent from one another and benefit the corridor. Implementation of the short-term measures from Table 1 could

San Bernardino County Transportation Authority

cost up to \$1,150,000 with ongoing annual costs of up to \$200,000. Implementing adaptive traffic signal control along Haven Avenue would further improve operations and cost up to \$350,000. These improvements would still allow each agency to manage their signals with information readily available for the entire Haven Avenue corridor available to each jurisdiction to streamline maintenance and provide operational capabilities to each city to manage the corridor as appropriate during special events, emergency events, etc., if necessary agreements are in place.

While SBCTA may not be positioned to fully fund a pilot project at this juncture without a dedicated funding source for a SSP, SBCTA could work with the Cities of Rancho Cucamonga and Ontario to implement technology solutions throughout the corridor. As ultimate responsibility to maintain the SBVCTSS program lies with respective jurisdictions, it is difficult to develop clear roles and responsibilities for SBCTA since local intersections are owned, operated and maintained by local jurisdictions. It would seem that SBCTA's primary role in a revamped program would be from a funding perspective and based on funding needs, a prioritized focus of investment would achieve the greatest benefits. While SBCTA could champion individual pilot projects and broader Valley-wide implementation, success of the system lies with local jurisdiction maintenance of the system.

Development of a central traffic management and control center could be a role that SBCTA leads. A centralized traffic management center would assist in maintaining and operating the system. However, as SBCTA does not currently own, operate or maintain any signals, it would prove challenging from an operational and legal perspective to take on an operation and maintenance role for local Valley signals. To be effective, such a center would require buy-in and funding support from all, or at least most, of the Valley jurisdictions. Participating jurisdictions would have to allow the central system, likely manned by consultant staff, to access and operate local signals as necessary to maintain system benefits and react to incidents or special events. While the cost to implement a center would not be unmanageable, the complexities associated with implementation and operation of a centralized traffic management center lead to a recommendation to not consider such a system at this point. The perceived complexities stem from implementation and maintenance of the existing system. While each jurisdiction signed an agreement to provide electronic access to their signal systems for maintenance and assessment purposes at least five jurisdictions never allowed such access to our consultant and one city opted out of the SBVCTSS maintenance program entirely.

Based on experience with the development and implementation of Tiers 1 – 4, funding further implementation may not be in the best interests of SBCTA without assurances that the investment will be well maintained. To date, SBCTA has developed two programs to incentivize local jurisdictions to maintain the initial investment and the system continues to operate with approximately 50% of the signals being online and operating as anticipated.

In an attempt to maintain current system benefits, staff recommends that SBCTA continue to provide consultant support to local jurisdictions on an as-needed basis in an amount not-to-exceed \$250,000 annually over the next five years, allocate \$1,000,000 to implement appropriate technology solutions in the Haven Avenue corridor, as well as allocate an additional \$2,000,000 to implement SBVCTSS improvements in the West Valley. Performance of the Haven Avenue corridor and other corridors that are allocated funding will be measured as a basis for educating

Board of Directors Metro Valley Study Session Agenda Item

June 10, 2021

Page 8

the Board prior to determining the long-term direction of the SBVCTSS program. As a priority East Valley corridor has not been identified as a strong candidate for a pilot project, staff recommends development of a grant program that will make \$3,000,000 available for East Valley jurisdictions through a competitive application process subject to local jurisdiction financial contributions and mechanisms to ensure system maintenance.

Financial Impact:

This item is consistent with the Fiscal Year 2021/2022 Budget under Task No. 0860 Arterial Projects, Sub-Task No. 0701 Valley Signal Coordination.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:

Timothy Byrne, Director of Toll Program

Approved
Board of Directors Metro Valley Study Session
Date: June 10, 2021

Witnessed By:

San Bernardino County Transportation Authority

Minute Action

AGENDA ITEM: 5

Date: June 10, 2021

Subject:

Work Order No. 11 to Cooperative Agreement No. 15-1001125 with Southern California Regional Rail Authority

Recommendation:

That the following be reviewed and recommended for final approval by the Board of Directors, acting as the San Bernardino County Transportation Authority, at a regularly scheduled Board meeting:

Approve Work Order No. 11 to Cooperative Agreement No. 15-1001125 with the Southern California Regional Rail Authority, in the amount of \$152,700, to provide rail related support services to San Bernardino County Transportation Authority, related to the Euclid Avenue Pedestrian Gates as part of the Metrolink Active Transportation Program Phase-II Project.

Background:

San Bernardino County Transportation Authority (SBCTA) through an Active Transportation Grant is making improvements near several Metrolink stations for pedestrian accessibility. Part of those improvements include providing pedestrian gates at the Euclid Avenue crossing of an active Southern California Regional Rail Authority (SCRRA) line in the City of Upland.

SBCTA has a Cooperative Agreement No. 15-1001125 with SCRRA which is a work order contract for the execution and funding of various tasks required between the two agencies. This new work order with SCRRA under this Cooperative Agreement will be for their efforts in coordination, design support, signal design, review and development of a construction and maintenance (C&M) agreement for the Euclid Avenue Pedestrian Gates. The C&M agreement will be executed before the project goes into the construction phase. At that time all future project work will be done under the C&M agreement and will terminate activities under this Work Order No. 11.

Staff recommends approval of Work Order No. 11 with SCRRA under Cooperative Agreement No. 15-1001125.

Financial Impact:

This item is consistent with the Fiscal Year 2021/2022 Budget for Task 860 Arterials Projects, Subtask 0810 ATP Metrolink Phase II Project.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel and Risk Management have reviewed this item and the draft Work Order.

Responsible Staff:

Juan Lizarde, Project Manager

Entity: San Bernardino County Transportation Authority

Board of Directors Metro Valley Study Session Agenda Item
June 10, 2021
Page 2

Approved
Board of Directors Metro Valley Study Session
Date: June 10, 2021
Witnessed By:

San Bernardino County Transportation Authority

General Contract Information

Contract No: 15-1001125 Amendment No.: _____

Contract Class: Payable Department: Project Delivery

Vendor No.: 02003 Vendor Name: Southern California Regional Rail Authority

Description: Metro ATP Euclid Ave Pedestrian Gates - Work Order No. 11

List Any Related Contract Nos.: _____

Dollar Amount							
Original Contract		\$	152,700.00	Original Contingency		\$	-
Prior Amendments		\$	-	Prior Amendments		\$	-
Current Amendment		\$	-	Current Amendment		\$	-
Total/Revised Contract Value		\$	152,700.00	Total Contingency Value		\$	-
	Total Dollar Authority (Contract Value and Contingency)					\$	152,700.00

Contract Authorization

Board of Directors Date: 7/7/2021 Committee _____ Item # _____

Contract Management (Internal Purposes Only)

Other Contracts _____ Sole Source? N/A _____ N/A _____

Local _____ Services _____

Accounts Payable

Estimated Start Date:				<u>7/7/2021</u>		Expiration Date:				<u>7/7/2022</u>		Revised Expiration Date:					
NHS:		<u>N/A</u>		QMP/QAP:		<u>N/A</u>		Prevailing Wage:				<u>N/A</u>					
										Total Contract Funding:				Total Contingency:			
	Fund	Prog	Task	Sub-Task	Object	Revenue	PA Level	Revenue Code Name				\$	152,700.00		\$	-	
GL:	6010	40	0860	0810	52001	42432010	630	City of Upland					152,700.00			-	
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Juan Lizarde

Paula Beauchamp

Project Manager (Print Name)

Task Manager (Print Name)

Additional Notes:

Attachment: CSS_15-1001125 Work Order-11_SCRRA [Revision 1] (7497 : Work Order No. 11 to Cooperative Agreement No. 15-1001125 with

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

CONTRACT NO. 15-1001125 - WORK ORDER NO. 11

Date: May ____ 2021

PROJECT NAME: Euclid Avenue Pedestrian Gates – Design Review**LOCATION:** San Gabriel Subdivision – Euclid Avenue, Upland**PROJECT DESCRIPTION/SCOPE OF WORK:**

The San Bernardino County Transportation Authority (SBCTA) through an Active Transportation Grant is making improvements near several Metrolink Stations for pedestrian accessibility. Part of those improvements include providing pedestrian gates at the Euclid Avenue crossing in the City of Upland.

This work order with the Southern California Regional Rail Authority (SCRRA) is for coordination, design support, signal design, review of the Euclid Avenue Pedestrian Gates based on Scope of Work items listed in Exhibit-A and development of a construction and maintenance (C&M) agreement. This C&M agreement will be executed before the project goes into the construction phase and will terminate the work under this work order 11.

Reference Documents

- Work Order No. 11 Scope & Fee (Exhibits A and B) attached and Contract No. 15-1001125

Estimated Start Date: July 7, 2021**Estimated Duration:** One year**SBCTA Designated Project Manager:** Juan Lizarde**SCRRA Designated Project Manager:** Anh Truong**Work Order Amount:** \$152,700

Cash Flow Plan: Multiple payments up to a total of \$152,700 upon receipt of invoice and appropriate back-up documentation.

SBCTA SIGN OFF:**SCRRA SIGN OFF:**

Frank J. Navarro
Board President

Arnold Hackett
Interim Chief Executive Officer

Date: _____**Date:** _____

Attachment: Work Order No. # 11 [Revision 4] (7497 : Work Order No. 11 to Cooperative Agreement No. 15-1001125 with SCRRA)



Juan Lizarde
Project Manager, Project Delivery
San Bernardino County Transportation Agency (SBCTA)
1170 W. Third St., 2nd Floor
San Bernardino, CA 92410-1715

March 5, 2021

SCRRA SCOPE OF SERVICES Euclid Ave Pedestrian Safety Improvements

The San Bernardino County Transportation Agency ("SBCTA") desires to install pedestrian safety improvements at the Euclid Ave highway-rail grade crossing, DOT No. 026173P, CPUC No. 101SG-36.81 that crosses above the railroad right of ways and track of the Southern California Regional Rail Authority's ("SCRRA") San Gabriel Subdivision. This widening is part of the overall SBCTA Active Transportation Program (ATP). The proposed pedestrian safety improvements at Euclid Ave will include automatic pedestrian gates on all four quadrants of the crossing, emergency swing gates, pedestrian channelization, and other various civil infrastructure improvements. These pedestrian safety improvements at the Euclid Ave crossing over the SCRRA San Gabriel Subdivision is hereinafter called the PROJECT.

Herein SBCTA and SCRRA are sometimes individually referred to as "PARTY", and collectively referred to as "PARTIES".

SBCTA plans to utilize the traditional Design-Bid-Build process to design and construct the PROJECT. SBCTA's current schedule is to complete the design by February 2022 and obtain construction authorization from Caltrans (CON E-76) by July 2022.

The PARTIES plan to enter into a Work Order (WO) under the existing SCRRA/SBCTA Rail and Transit Agreement for SCRRA design support services for the PROJECT.

The scope of services for SCRRA design support services may not be fully defined at this point therefore the PARTIES agree that subsequent amendment(s) to the WO may be necessary as the PROJECT evolves and the level and extent of SCRRA design support services become more fully defined.

The PARTIES acknowledge and agree that a separate Construction and Maintenance (C&M) Agreement will be negotiated and entered into as part of the Scope of Services for design support. Once the C&M Agreement has been fully executed for the PROJECT, an amendment to this WO or a new WO will be issued to SCRRA for construction support services.

Furthermore, the PARTIES acknowledge and agree that design and construction of the pedestrian safety improvements shall be in accordance with Chapter 8 "Highway-Rail Grade Crossings" of the SCRRA Design Criteria Manual and the SCRRA Engineering Standards for crossings (4000 Series).

Euclid Ave Pedestrian Safety Improvements SCRRA Scope of Services

SCRRA agrees as follows:

Generally, the Scope of Services for design support shall consist of:

1. Provide project management, coordination and review of SBCTA submittals for compliance to SCRRA standards and operating train service, including construction phasing plans, attend project development and coordination meetings, and coordinate preparation of all agreements.
2. Attend project diagnostics meetings with the CPUC.
3. Provide plans, specifications, scope of work, and cost estimates for any modifications to the signal and communication system required to accommodate the PROJECT.
4. Provide plans, specifications, scope of work, and cost estimates for any and all necessary changes to Positive Train Control (PTC) facilities and appurtenances required to accommodate the PROJECT.
5. Administer and process SCRRA permits for SBCTA's consultants and surveyors performing work on the Railroad right of way, as necessary.
6. Locate and mark signal and communications cables for SBCTA's consultants and surveyors performing work on the Railroad right of way, as necessary.
7. Provide Railroad Protective and Inspection Services, including flagging, railroad safety training to SBCTA's third party personnel performing work on the railroad right of way.
8. Prepare Contract Task Orders (CTOs) for SCRRA Engineering Consultants and Contractors and other tasks as may be required to manage and coordinate SCRRA interests.
9. Provide SCRRA administrative support for the project necessary to assist SBCTA in the development of the PROJECT and including all interdepartmental support.
10. Develop Construction and Maintenance Agreement for the PROJECT. Said agreement must be in place prior to permitting construction on SCRRA right of way.

The Scope of Services for design support may not be fully defined at this point. If at any time, the actual cost, including the estimated allocated overhead, exceeds 80% of SCRRA estimate for the Railroad Work in Exhibit B, SCRRA shall, at its sole discretion, revise its estimates of the amount of RAILROAD WORK added or remaining, and SBCTA shall amend this WO to authorized additional funding in excess of the original authorized funding.

Nothing contained in this Scope of Services for design support shall oblige SCRRA to perform work which in SCRRA's opinion is not relevant to SCRRA's participation in the PROJECT.

Euclid Ave Pedestrian Safety Improvements SCRRA Scope of Services

Exhibit B RAILROAD WORK SCRRA SCOPE OF WORK AND COST ESTIMATE EUCLID AVE PEDESTRIAN SAFETY IMPROVEMENTS

Date		19-Feb-21							
SCRRA Project No.		TBD							
Project Name		Euclid Ave Ped Safety Improvements							
Schedule		Feb 2021 to Feb 2022							
NO.	ITEM	QUANTITY					UNIT	UNIT COST	TOTAL COST
		No. of Months	Meeting per Month	Hours	No. of Persons	Total			
Scope of Work for RAILROAD DESIGN REVIEW SERVICES									
1 Project Management and Administration									
1.1	General PM Work	12	1	2	1	24	HR	\$250	\$6,000
1.2	Design Coordination Meetings	12	1	2	2	48	HR	\$250	\$12,000
1.3	Develop and coordinate Construction and Maintenance Agreements after design completion and prior to Construction					40	HR	\$250	\$10,000
	Sub-Total					112	HR		\$28,000
2 Document Review/Design Support									
2.1	Review Design Documents by Engineering, Safety, Operations								
	65%	1		8	3	24	HR	\$250	\$6,000
	90%	1		4	3	12	HR	\$250	\$3,000
	100% / IFB / Conformed Documents	1		4	3	12	HR	\$250	\$3,000
2.2	Assist in GO88-B Preparation	3	1	2	2	12	HR	\$250	\$3,000
2.3	Site Visits	2	1	3	2	12	HR	\$250	\$3,000
	Sub-Total					48	HR		\$18,000
4 Signal Design									
4.1	Review of Communications & Signal Design			30	2	60	HR	\$250	\$15,000
4.2	PTC Support			10	2	20	HR	\$250	\$5,000
4.3	Signal Design Consultant					1	LS	\$50,000	\$50,000
	Sub-Total								\$70,000
4 Flagging & Safety Training									
4.1	Flagging					5	DAYS	\$1,750	\$8,750
4.2	Safety Training					1	EA	\$1,500	\$1,500
4.3	SCRRA Cable Marking					2	EA	\$500	\$1,000
	Sub-Total								\$11,250
	Sub-Total (Items 1-5)								\$127,250.00
	Contingency (20%)								\$35,450.00
	TOTAL ESTIMATED COST								\$152,700.00
Notes:									
1	The anticipated duration of the design phase of the project is 12 months.								
2	The cost of the SCRRA services shown is an estimate only and SBCTA will reimburse SCRRA on the basis of actual costs and expenses.								
3	SBCTA shall reimburse SCRRA the actual costs and expenses incurred by SCRRA and its contractors and consultants for all services and work performed in connection with this project, including an allocated overhead representing SCRRA's costs for administration and management.								
Task 4.2	Roadway Worker Protection trainings based upon 10 trainees per session.								

Minute Action

AGENDA ITEM: 6

Date: June 10, 2021

Subject:

Capital Project Needs Analysis Submittals and Funding Allocations for the Measure I Valley Major Street Program/Arterial Sub-program for Fiscal Year 2021/2022

Recommendation:

That the following be reviewed and recommended for final approval by the Board of Directors, acting as the San Bernardino County Transportation Authority, at a regularly scheduled Board meeting:

Approve the Project List for the Measure I Valley Major Street Program/Arterial Sub-program allocations for Fiscal Year 2021/2022 as referenced in Attachment A.

Background:

In the Measure I 2010-2040 Strategic Plan, the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) approved creation of the San Bernardino Valley Arterial Sub-program under the Major Street Projects Program. Strategic Plan Policy No. 40006 requires each Valley Subarea jurisdiction to execute a Jurisdiction Master Agreement (JMA) to be eligible for reimbursement of Measure I San Bernardino Valley Arterial Sub-program funds. The agreement serves as a multi-year contract for the entirety of Measure I 2010-2040. The City of Chino Hills is the only jurisdiction that has not yet executed a JMA as they had the majority of their funds allocated to them through the Project Advancement Agreement process.

Additionally, as required by policy, Valley jurisdictions must prepare, adopt, and annually submit to SBCTA by September 30th, their Capital Project Needs Analysis (CPNA), a list of projects for which they plan to request reimbursement of the public share in the next five years as shown in Attachment A. Projects listed in the first two years and any unreimbursed expenditures from prior years are eligible for reimbursement in Fiscal Year (FY) 2021/2022. Besides identifying the need for Measure I funds by project phase, the complete submittal also lists other anticipated funding sources, including the required development mitigation fair share funds.

Reimbursement is subject to each jurisdiction's equitable share and arterial fund allocation limits; therefore, approval of the list does not guarantee availability of funds for reimbursement. However, there is an allowance for a jurisdiction to advance up to five years of allocations if there is a sufficient fund balance in the cumulative arterial fund and the advance is approved by the SBCTA Board. To date, advances have been approved for the cities of Montclair, Ontario, San Bernardino, Upland, and Yucaipa. The arterial project list also contains projects where arterial funds have been pledged as collateral for development share term loans. These projects are prioritized for use of arterial funds.

The Arterial Sub-program current year funding allocations were approved by the SBCTA Board on April 7, 2021, as part of the FY 2021/2022 Budget planning process. Attachment B shows the Board-approved total allocations to date, project reimbursements to date, and arterial funds identified as collateral for development impact fee term loans. Beginning in FY 2021/2022, adjustments are made to each city's share over a fifteen-year period to achieve fair share equity

Entity: San Bernardino County Transportation Authority

Board of Directors Metro Valley Study Session Agenda Item

June 10, 2021

Page 2

between actual program revenue and approved allocations among jurisdictions. Also listed as additional information is the total of each agency's five-year CPNA need for funds and whether they have a Board-approved five-year advance. Based on the submittals, additional cities may be in need of five-year advances in order to complete their projects, but these would be presented to the Board at a future date as needed.

Financial Impact:

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

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:

Michele Fogerson, Chief of Fund Administration

Approved
Board of Directors Metro Valley Study Session
Date: June 10, 2021

Witnessed By:

San Bernardino County Transportation Authority

ATTACHMENT A

CAPITAL PROJECT NEEDS ANALYSIS
VALLEY ARTERIAL SUB-PROGRAM - FY2021/2022 to FY2025/2026

Jurisdiction	Project	DEV LOAN?	5-YR Advance	Nexus Project Cost	Current Cost Estimate	MI Prior	MI FY 21/22	MI FY 22/23	MI FY 23/24	MI FY 24/25	MI FY 25/26	MI Future	MI Total
Chino	Widen Pine Ave from El Prado Rd to SR-71 from 2 to 4 lanes			27,948,000	40,000,000	0	0	4,000,000	4,000,000	4,000,000	4,101,848	0	16,101,848
	Widen Edison Ave from Central Ave to Euclid Ave from 4 to 6 lanes			8,546,376	10,500,000	0	2,000,000	0	0	0	0	0	2,000,000
						0	2,000,000	4,000,000	4,000,000	4,000,000	4,101,848	0	18,101,848
Chino Hills	Widen Pine Ave from SR-71 to Chino Creek (north side only)			4,201,000		0	0	0	0	0	3,625,463	0	3,625,463
						0	0	0	0	0	3,625,463	0	3,625,463
Colton	Improvement of La Cadena Dr from Rancho Ave to Litton Ave including bridge replacement at Santa Ana River			4,514,025	26,054,640	572,263	447,730	392,743	291,087	0	0	0	1,703,823
	Widen Reche Cyn Rd from S. Crystal Ridge to Riverside County Line from 2 to 4 lanes			3,338,430		50,754	0	225,600	225,600	451,200	451,200	0	1,404,354
	Widen Mount Vernon Ave grade separation on the Alhambra Line			9,494,000	11,149,708	351,015	300,412	279,123	279,123	0	0	0	1,209,673
						974,032	748,142	897,466	795,810	451,200	451,200	0	4,317,850
Fontana	Widen Sierra Ave from Summit Av to I-15 Widen from 2 to 6 lanes			9,258,000		271,600	0	0	0	0	0	6,014,582	6,286,182
	Widen Foothill Blvd from Hemlock to Almeria from 4 to 6 lanes			11,897,000		1,222,200	0	0	0	0	0	0	1,222,200
	Widen Citrus Ave from Jurupa Ave to Slover Ave from 2 to 4 lanes			6,747,218		0	0	0	0	0	0	0	0
	Widen Foothill Blvd from Citrus Ave to Maple Ave from 4 to 6 lanes			8,353,966		112,826	0	0	0	0	0	0	112,826
	Widen Sierra Ave from Foothill Blvd to Baseline Ave from 4 to 6 lanes			10,353,020		6,902,938	0	0	0	0	0	0	6,902,938
	Widen Beech Ave from Miller Ave to Foothill Blvd from 2 to 4 lanes			5,358,448		3,248,879	0	0	0	0	0	0	3,248,879
	Widen Slover Ave from Etiwanda Ave to 800' e/o Etiwanda from 2 to 4 lanes			6,943,848	5,059,440	5,297,037	0	0	0	0	0	0	5,297,037
						17,055,480	0	0	0	0	0	6,014,582	23,070,062
Fontana Sphere	Widen Cherry Ave Bridge from Merrill Ave to Whittram from 4 to 6 lanes			10,200,000	10,957,067	584,205	0	0	0	0	0	5,803,765	6,387,970
	Ph1: Widen San Bernardino Ave from Cherry Ave to Fontana City Limits from 2 to 4 lanes			2,031,000	15,000,000	74,516	302,227	4,590,292	2,096,961	2,776,270	0	0	9,840,266
						658,721	302,227	4,590,292	2,096,961	2,776,270	0	5,803,765	16,228,236
Grand Terrace	Extend Commerce Wy from 900' n/o DeBerry Rd to Main St from 0 to 4 lanes			3,500,000		0	550,000	600,000	950,000	200,000	0	0	2,300,000
						0	550,000	600,000	950,000	200,000	0	0	2,300,000
Highland	SR-210 / 5th Ave Interchange			3,300,000	16,300,000	0	263,816	263,816	175,322	1,288,749	1,288,749		3,280,452
	SR-210 / Baseline Interchange	Yes		13,260,000	31,730,814	564,144	2,877,979	2,877,979	2,877,977	0	0		9,198,079
						564,144	3,141,795	3,141,795	3,053,299	1,288,749	1,288,749	0	12,478,531

ATTACHMENT A

CAPITAL PROJECT NEEDS ANALYSIS
VALLEY ARTERIAL SUB-PROGRAM - FY2021/2022 to FY2025/2026

Jurisdiction	Project	DEV LOAN?	5-YR Advance	Nexus Project Cost	Current Cost Estimate	MI Prior	MI FY 21/22	MI FY 22/23	MI FY 23/24	MI FY 24/25	MI FY 25/26	MI Future	MI Total
Loma Linda	Intersection Improvements at Mound St and Anderson St			1,000,000	500,000	0	306,000	0	0	0	0	0	306,000
	Widen California St from Barton Rd to Redlands Blvd from 2 to 6 lanes			4,100,000	4,206,000	178,300	1,046,620	1,346,400	0	0	0	0	2,571,320
						178,300	1,352,620	1,346,400	0	0	0	0	2,877,320
Montclair	I-10 / Monte Vista Ave interchange	Yes	Yes	5,850,000	33,005,900		182,230			0	0	0	182,230
						0	182,230	0	0	0	0	0	182,230
Ontario	Spot Widen Airport Dr from Kettering to Etiwanda Ave from 2 to 4 lanes, including intersection at Etiwanda/Slover			5,270,000		958,098	902,498	0	0	0	0	0	1,860,596
	Widen Holt Blvd from Benson Ave to Vineyard Ave from 4 to 6 lanes			48,817,215	4,419,234	1,990,466	465,063	0	0	0	0	0	2,455,529
	Replace 4th St structure between I-10 westbound ramps and I-10 eastbound ramps and widen to 5 lanes			21,567,000	21,566,769	9,873,149	2,117,973	0	0	0	0	0	11,991,122
	Replace 4th St structure between I-10 westbound ramps and I-10 eastbound ramps and widen to 5 lanes	Yes	Yes			1,210,265	1,691,332	0	0	0	0	0	2,901,597
	Widen Grove Ave from I-10 to Holt Blvd from 4 to 6 lanes, Including W. Cuc. Creek Bridge			32,200,000	4,100,000	205,065	347,500	729,750	0	0	0	0	1,282,315
	Widen Holt Blvd from Benson Ave to Vineyard Ave from 4 to 6 lanes			48,817,215	2,400,000	199,476	347,500	729,750	0	0	0	0	1,276,726
	Widen Mountain Ave from Sixth Street to s/o Holt Blvd			7,467,000	4,419,234	1,990,466	465,063	0	0	0	0	0	2,455,529
						16,426,985	6,336,929	1,459,500	0	0	0	0	24,223,414
Rancho Cucamonga	Widen Wilson Ave from East Ave to Wardman/Bulloch from 0 to 4 lanes			6,000,000	7,434,218	3,209,663	794,856	709,691	685,061	0	0	0	5,399,271
	Construct a Traffic Signal at the Intersection of Milliken and 5th			350,000	738,737	526,720	0	0	0	0	0	0	526,720
	Construct a Traffic Signal at the Intersection of Rochester and Jersey			350,000	738,737	526,720	0	0	0	0	0	0	526,720
	Widen Victoria Ave from EHS to I-15			305,000	412,341	411,870	0	0	0	0	0	0	411,870
	Construct a Traffic Signal at the Intersection of East and Miller			350,000	738,737	526,720	0	0	0	0	0	0	526,720
	Construct a Traffic Signal at the Intersection of 6th and Rochester			350,000	738,737	526,720	0	0	0	0	0	0	526,720
	Construct a Traffic Signal at the Intersection of Camelian and Banyan			363,000	600,297	428,012	0	0	0	0	0	0	428,012
	Construct a Traffic Signal at the Intersection of 6th and Hellman			350,000	709,133	505,612	0	0	0	0	0	0	505,612
	Construct a Traffic Signal at the Intersection of 6th and Utica			363,000	595,946	424,910	0	0	0	0	0	0	424,910
						7,086,947	794,856	709,691	685,061	0	0	0	9,276,555

ATTACHMENT A

CAPITAL PROJECT NEEDS ANALYSIS
VALLEY ARTERIAL SUB-PROGRAM - FY2021/2022 to FY2025/2026

Jurisdiction	Project	DEV LOAN?	5-YR Advance	Nexus Project Cost	Current Cost Estimate	MI Prior	MI FY 21/22	MI FY 22/23	MI FY 23/24	MI FY 24/25	MI FY 25/26	MI Future	MI Total
Redlands	Construct a Traffic Signal at the Intersection of Ford St and I-10 WB			441,660	442,000	84,590	78,438	176,870	0	0	0	0	339,898
	Construct a Traffic Signal at the Intersection of Ford St and I-10			441,660	442,000	84,590	78,438	176,870	0	0	0	0	339,898
	Intersection Improvements at University and Colton			500,000	500,000	38,450	76,900	269,150	0	0	0	0	384,500
	Widen Citrus Ave from Dearborn St to Wabash Ave from 2 to 4 lanes			1,583,891	1,584,000	0	0	0	38,450	205,169	0	0	243,619
	to Texas St from 2 to 4 lanes (to be added)			1,500,000	1,500,000	0	115,350	173,025	115,350	749,775	0	0	1,153,500
	Widen San Bernardino Ave from Church St to Wabash Ave from 2 to 4 lanes			3,565,000	3,565,000	0	0	0	76,900	416,567	0	0	493,467
	I-10 / University Ave Interchange	Yes		940,000	940,000	0	652,202	0	0	0	0	0	652,202
						207,630	1,001,328	795,915	230,700	1,371,511	0	0	3,607,084
Rialto	Construct Pepper Ave from N. Terminus to Highland Ave to 4 lanes			14,882,000		8,878,008	0	0	0	0	0	0	8,878,008
	Widen Riverside Ave from Gateway Plaza to San Bernardino Ave from 4 to 6 lanes			1,233,000		2,825,497	0	0	0	0	0	0	2,825,497
	Widen Alder Ave from Baseline Rd to Renaissance Pkwy from 2 to 4 lanes			4,600,000		6,429,792	0	0	0	0	0	0	6,429,792
	Widen Randall Ave from West City Limits to Riverside Ave from 2 to 4 lanes			4,413,000		3,145,800	0	0	0	0	0	0	3,145,800
	Widen Ayala Dr from Baseline Rd to Renaissance Pkwy from 2 to 4 lanes			3,200,000		5,044,901	0	0	0	0	0	0	5,044,901
	Widen Cactus Av from Valley Bl to Foothill Bl from 3 to 4 lanes			1,775,733		481,229	0	0	0	0	0	0	481,229
	Construct a Traffic Signal at the Intersection of Riverside and Linden with intersection improvements			649,000		524,958	0	0	0	0	0	0	524,958
						27,330,185	0	0	0	0	0	0	27,330,185
San Bernardino, City of	Reconstruct Mt Vernon Bridge to 4 lanes (local match)		Yes	16,058,000	172,213,709	2,637,391	4,209,584	2,000,000	0	0	0	0	8,846,975
	Widen "H" St from Kendall Dr to 40th St from 2 to 4 lanes		Yes	1,237,753		350,641	0	0	0	0	0	0	350,641
	Widen State Street from 16th St to Foothill Blvd from 0 to 4 lanes		Yes	44,000,000	6,759,500	292,062	2,422,110	0	0	0	0	0	2,714,172
	Widen 5th St from Sterling to Victoria from 2 to 6 lanes		Yes	879,289	11,382,000	0	0	0	0	0	0	0	0
	Widen 40th St from Acre Ln to Electric Ave from 2 to 4 lanes		Yes	3,975,121	3,971,000	1,144,089	1,275,000	0	0	0	0	0	2,419,089
						4,424,183	7,906,694	2,000,000	0	0	0	0	14,330,877

ATTACHMENT A

CAPITAL PROJECT NEEDS ANALYSIS
VALLEY ARTERIAL SUB-PROGRAM - FY2021/2022 to FY2025/2026

Jurisdiction	Project	DEV LOAN?	5-YR Advance	Nexus Project Cost	Current Cost Estimate	MI Prior	MI FY 21/22	MI FY 22/23	MI FY 23/24	MI FY 24/25	MI FY 25/26	MI Future	MI Total
Upland	Widen Foothill Blvd from County Line to Central Ave from 2 to 6 lanes			5,900,000		432,543	0	0	0	0	0	0	432,543
	Widen Arrow Hwy from County Line to Central Ave from 2 to 4 lanes			2,874,000		0	0	0	0	0	0	913,220	913,220
	I-10 / Monte Vista Ave Interchange	Yes	Yes	33,000,000		0	355,918	2,760	1,499	0	0		360,177
	I-10 / Euclid Ave Interchange	Yes	Yes	9,000,000		0	160,000	1,382			0		161,382
						432,543	515,918	4,142	1,499	0	0	913,220	1,867,322
Yucaipa	Widen County Line Rd from I-10 to Calimesa Blvd from 2 to 4 lanes		Yes	14,900,000		3,360,000	200,000	200,000	200,000				3,960,000
	Widen Ave E from 14th St to Bryant St from 2 lanes to 4 lanes		Yes	22,076,000		3,954,000	250,000	250,000	250,000	250,000	250,000	250,000	5,454,000
	Widen Yucaipa Bl from I-10 to 15th St from 4 to 6 lanes		Yes	16,575,000		6,073,000	300,000	300,000	300,000	300,000	300,000	300,000	7,873,000
	Widen 5th St from Yucaipa Bl to County Line Rd from 2 to 4 lanes		Yes	6,597,000		55,000	0	0	0	0	0	0	55,000
	Widen Calimesa Bl from Oak Glen Rd to County Line Rd from 2 to 4 lanes		Yes	3,933,000		990,000	0	0	0	0	0	0	990,000
						14,432,000	750,000	750,000	750,000	550,000	550,000	550,000	18,332,000
Total						\$ 89,771,150	\$ 25,582,740	\$ 20,295,201	\$ 12,563,330	\$ 10,637,730	\$ 10,017,260	\$ 13,281,567	\$ 182,148,978

ATTACHMENT B

**Measure I Valley Major Street/Arterial Sub-Program
Summary of Allocations, Balances & Future Need**

Jurisdiction	SHARES	ALLOCATIONS	BALANCES		SPECIAL ARRANGEMENTS		CPNA			
	Current Equitable Share*	FY10/11 thru FY21/22	Reimbursements FY10/11 thru 5/31/21	Allocation Balance	Approved Advances @ 5/31/21	Term Loan Collateral @ 5/31/21	Balance PLUS Anticipated Revenue FY22/23 thru FY26/27	Balance of Equitable Share Due in FY26/27	Total "Needs" from CPNA FY21/22 thru FY26/27 (incl loan collateral)	Total "Needs" thru FY26/27 when limited by 5-yr rule thru FY31/32
Chino	7.591%	\$13,725,132	\$298,946	\$13,426,186			\$22,728,112	\$1,213,867	\$18,101,848	\$18,101,848
Chino Hills	2.194%	\$3,043,718	\$0	\$3,043,718			\$3,043,718	-\$4,028,303	\$3,625,463	\$3,043,718
Colton	2.534%	\$4,912,861	\$377,632	\$4,535,229			\$7,812,055	\$706,754	\$4,317,850	\$4,317,850
Fontana	19.400%	\$30,303,280	\$6,615,447	\$23,687,833			\$38,862,672	-\$12,296,491	\$23,070,062	\$23,070,062
Grand Terrace	1.389%	\$2,692,962	\$151,462	\$2,541,500			\$4,337,676	\$387,404	\$2,300,000	\$2,300,000
Highland	6.777%	\$13,089,395	\$484,284	\$12,605,111		\$9,198,079	\$21,342,982	\$1,844,913	\$12,478,531	\$12,478,531
Loma Linda	4.074%	\$7,898,578	\$2,591,019	\$5,307,559			\$10,575,826	\$1,136,273	\$2,877,320	\$2,877,320
Montclair	0.597%	\$1,157,450	\$1,913,734	-\$756,285	\$938,515	\$182,230	\$15,722	\$166,508	\$182,230	\$182,230
Ontario	12.272%	\$23,792,673	\$10,058,185	\$13,734,488	\$6,383,764	\$2,901,597	\$29,603,946	\$3,422,763	\$24,223,414	\$24,223,414
Rancho Cucamonga	5.044%	\$8,060,841	\$5,429,607	\$2,631,234			\$7,336,632	-\$1,829,197	\$9,276,555	\$9,276,555
Redlands	4.854%	\$9,410,824	\$2,135,577	\$7,275,247		\$652,202	\$13,552,167	\$1,353,821	\$3,607,084	\$3,607,084
Rialto	3.831%	\$7,057,028	\$4,411,246	\$2,645,782			\$7,407,783	\$731,226	\$27,330,185	\$13,178,431
San Bernardino	7.857%	\$15,232,972	\$5,216,501	\$10,016,470	\$12,000,000		\$20,176,700	\$2,191,383	\$14,330,877	\$14,330,877
Upland	2.743%	\$5,318,065	\$4,666,770	\$651,295	\$2,029,872	\$521,559	\$4,198,388	\$765,046	\$1,867,322	\$1,867,322
Yucaipa	5.965%	\$10,442,960	\$11,134,493	-\$691,533	\$6,000,000		\$6,440,493	\$642,253	\$18,332,000	\$14,929,302
County	12.878%	\$24,967,572	\$6,005,479	\$18,962,093			\$35,615,197	\$3,591,782	\$16,228,236	\$16,228,236
Arterial Allocation	100.000%	\$181,106,312	\$61,490,383	\$119,615,929	\$27,352,151	\$13,455,668	\$233,050,070	\$0	\$182,148,978	\$164,012,781

Minute Action

AGENDA ITEM: 7

Date: June 10, 2021

Subject:

City of Chino Measure I Major Street Projects Program Arterial Sub-Program Advanced Funding Request

Recommendation:

That the following be reviewed and recommended for final approval by the Board of Directors, acting as the San Bernardino County Transportation Authority, at a regularly scheduled Board meeting:

Approve an advance of up to five years of the City of Chino's estimated equitable share of Measure I Valley Major Street Projects Program/Arterial Sub-program funds for various arterial widening projects in an estimated amount of \$10.5 million, to be taken from allocated but unused Arterial Sub-program funds.

Background:

The City of Chino (City) has requested to borrow up to five years of its equitable share of Measure I Major Street Projects Program/Arterial Sub-program funds to advance the widening of Pine Avenue from El Prado Road to State Route 71 and the widening of Edison Avenue from Central Avenue to Euclid Avenue. As of July 1, 2021, the City will have an equitable share balance of Measure I Arterial Sub-program funds of \$13.4 million. The City is requesting a five-year advance of funds in the approximate amount of \$10.5 million in order to assist with completion of these projects.

Measure I Policy No. 40006 Valley Major Street (VMS) Program VMS-36 states that borrowing may be authorized by the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) from the unused portion of jurisdiction accounts to deliver projects in other Valley programs or to reimburse another jurisdiction for early delivery of projects in the Major Street Projects Program. Borrowing to fund projects in another jurisdiction shall be limited such that no jurisdiction gets more than five years ahead of its projected equitable share. Because this advance requires that other Valley jurisdictions forego access to their allocations, this requires both the approval of other Valley jurisdictions and the SBCTA Board.

The current unused portion of Arterial Sub-program funds is approximately \$120 million. The anticipated revenue for the next five years, combined with the unused portion, is approximately \$233 million compared to a need of all Valley jurisdictions projected at \$170 million over the same time period, including the requested advance for the City, as identified through Capital Project Needs Analysis (CPNA) submittals. Details by jurisdiction are provided in Attachment A. Given that arterial reimbursements from 2010 to present have totaled only \$61 million and the projected need is less than the projected revenue, staff recommends approval of the advance for the City.

Financial Impact:

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

Reviewed By:

This item is scheduled for review by the Transportation Technical Advisory Committee on June 7, 2021. It is not scheduled for review by any other policy committee or technical advisory committee.

Entity: San Bernardino County Transportation Authority

Board of Directors Metro Valley Study Session Agenda Item
June 10, 2021
Page 2

Responsible Staff:

Andrea Zureick, Director of Fund Administration

San Bernardino County Transportation Authority

Approved
Board of Directors Metro Valley Study Session
Date: June 10, 2021
Witnessed By:

**Measure I Valley Major Street/Arterial Sub-Program
Summary of Allocations, Balances & Future Need**

Jurisdiction	SHARES	ALLOCATIONS	BALANCES		SPECIAL ARRANGEMENTS		CAPITAL PROJECT NEEDS ANALYSIS (CPNA)			
	Current Equitable Share	FY10/11 thru FY21/22	Reimbursements FY10/11 thru 5/31/21	Allocation Balance	Approved Advances @ 5/31/21	Term Loan Collateral @ 5/31/21	Balance PLUS Anticipated Revenue FY22/23 thru FY26/27	Balance of Equitable Share Due in FY26/27	Total "Needs" from CPNA FY21/22 thru FY26/27 (incl loan collateral)	Total "Needs" thru FY26/27 when limited by 5-yr rule thru FY31/32
Chino	7.591%	\$13,725,132	\$298,946	\$13,426,186			\$22,728,112	\$1,213,867	\$23,941,979	\$23,941,979
Chino Hills	2.194%	\$3,043,718	\$0	\$3,043,718			\$3,043,718	-\$4,028,303	\$3,625,463	\$3,043,718
Colton	2.534%	\$4,912,861	\$377,632	\$4,535,229			\$7,812,055	\$706,754	\$4,317,850	\$4,317,850
Fontana	19.400%	\$30,303,280	\$6,615,447	\$23,687,833			\$38,862,672	-\$12,296,491	\$23,070,062	\$23,070,062
Grand Terrace	1.389%	\$2,692,962	\$151,462	\$2,541,500			\$4,337,676	\$387,404	\$2,300,000	\$2,300,000
Highland	6.777%	\$13,089,395	\$484,284	\$12,605,111		\$9,198,079	\$21,342,982	\$1,844,913	\$12,478,531	\$12,478,531
Loma Linda	4.074%	\$7,898,578	\$2,591,019	\$5,307,559			\$10,575,826	\$1,136,273	\$2,877,320	\$2,877,320
Montclair	0.597%	\$1,157,450	\$1,913,734	-\$756,285	\$938,515	\$182,230	\$15,722	\$166,508	\$182,230	\$182,230
Ontario	12.272%	\$23,792,673	\$10,058,185	\$13,734,488	\$6,383,764	\$2,901,597	\$29,603,946	\$3,422,763	\$24,223,414	\$24,223,414
Rancho Cucamonga	5.044%	\$8,060,841	\$5,429,607	\$2,631,234			\$7,336,632	-\$1,829,197	\$9,276,555	\$9,276,555
Redlands	4.854%	\$9,410,824	\$2,135,577	\$7,275,247		\$652,202	\$13,552,167	\$1,353,821	\$3,607,084	\$3,607,084
Rialto	3.831%	\$7,057,028	\$4,411,246	\$2,645,782			\$7,407,783	\$731,226	\$27,330,185	\$13,178,431
San Bernardino	7.857%	\$15,232,972	\$5,216,501	\$10,016,470	\$12,000,000		\$20,176,700	\$2,191,383	\$14,330,877	\$14,330,877
Upland	2.743%	\$5,318,065	\$4,666,770	\$651,295	\$2,029,872	\$521,559	\$4,198,388	\$765,046	\$1,867,322	\$1,867,322
Yucaipa	5.965%	\$10,442,960	\$11,134,493	-\$691,533	\$6,000,000		\$6,440,493	\$642,253	\$18,332,000	\$14,929,302
County	12.878%	\$24,967,572	\$6,005,479	\$18,962,093			\$35,615,197	\$3,591,782	\$16,228,236	\$16,228,236
Arterial Allocation	100.000%	\$181,106,312	\$61,490,383	\$119,615,929	\$27,352,151	\$13,455,668	\$233,050,070	\$0	\$187,989,108	\$169,852,911

Additional Information

BOARD OF DIRECTORS METRO VALLEY STUDY SESSION ATTENDANCE - 2021

VALLEY BOARD MEMBER ATTENDANCE

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Eunice Ulloa City of Chino		X	X	X	X							
Ray Marquez City of Chino Hills		X	X	X	X							
Frank Navarro City of Colton		X	X	X	X							
Aquanetta Warren City of Fontana		X	X	X	X							
Darcy McNaboe City of Grand Terrace		X	X	X	X							
Larry McCallon City of Highland		X	X	X	X							
Rhodes 'Dusty' Rigsby City of Loma Linda												
John Dutrey City of Montclair		X	X	X	X							
Alan Wapner City of Ontario		X	X	X	X							
L. Dennis Michael City of Rancho Cucamonga		X	X	X	X							
Paul Barich City of Redlands			X	X	X							
Deborah Robertson City of Rialto		X	X									
John Valdivia City of San Bernardino		X	X	X	X							
Carlos Garcia City of Upland												
Bill Velto City of Upland		X*										
David Avila City of Yucaipa		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

Communication: Attendance (Additional Information)

BOARD OF DIRECTORS METRO VALLEY STUDY SESSION ATTENDANCE - 2021

VALLEY BOARD MEMBER ATTENDANCE (Cont.)

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Curt Hagman Board of Supervisors		X	X	X	X							
Dawn Rowe Board of Supervisors		X	X	X	X							
Janice Rutherford Board of Supervisors		X	X	X	X							
Joe Baca, Jr. Board of Supervisors		X	X	X	X							

MOUNTAIN/DESERT BOARD MEMBER ATTENDANCE

Gerardo Hernandez City of Adelanto												
Art Bishop Town of Apple Valley		X	X	X								
Paul Courtney City of Barstow												
Rick Herrick City of Big Bear Lake												
Cameron Gregg City of Hesperia												
Edward Paget City of Needles												
Joel Klink City of Twentynine Palms												
Debra Jones City of Victorville												
Rick Denison Town of Yucca Valley		X	X	X								
Paul Cook Board of Supervisors		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

Communication: Attendance (Additional Information)

Acronym List

This list provides information on acronyms commonly used by transportation planning professionals. This information is provided in an effort to assist Board Members and partners as they participate in deliberations at Board meetings. While a complete list of all acronyms which may arise at any given time is not possible, this list attempts to provide the most commonly-used terms. Staff makes every effort to minimize use of acronyms to ensure good communication and understanding of complex transportation processes.

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ARRA	American Recovery and Reinvestment Act
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation and Air Quality
CMIA	Corridor Mobility Improvement Account
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CPUC	California Public Utilities Commission
CSAC	California State Association of Counties
CTA	California Transit Association
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DBE	Disadvantaged Business Enterprise
DEMO	Federal Demonstration Funds
DOT	Department of Transportation
EA	Environmental Assessment
E&D	Elderly and Disabled
E&H	Elderly and Handicapped
EIR	Environmental Impact Report (California)
EIS	Environmental Impact Statement (Federal)
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds

Acronym List

MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
NAT	Needles Area Transit
NEPA	National Environmental Policy Act
OA	Obligation Authority
OCTA	Orange County Transportation Authority
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PNRS	Projects of National and Regional Significance
PPM	Planning, Programming and Monitoring Funds
PSE	Plans, Specifications and Estimates
PSR	Project Study Report
PTA	Public Transportation Account
PTC	Positive Train Control
PTMISEA	Public Transportation Modernization, Improvement and Service Enhancement Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
RSTIS	Regionally Significant Transportation Investment Study
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
SRTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TSM	Transportation Systems Management
TSSDRA	Transit System Safety, Security and Disaster Response Account
USFWS	United States Fish and Wildlife Service
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments



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