

**AGENDA**  
**Transit Committee Meeting**

**April 15, 2021**

**9:00 AM**

**MEETING ACCESSIBLE VIA ZOOM AT: <https://gosbcta.zoom.us/j/96330251687>**

**Teleconference**

Dial: 1-669-900-6833

Meeting ID: 963 3025 1687

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

***Transit Committee Membership***

**Chair**

Mayor L. Dennis Michael  
City of Rancho Cucamonga

Mayor Pro Tem Alan Wapner  
City of Ontario

**Vice Chair**

Vice Mayor Ray Marquez  
City of Chino Hills

Mayor Deborah Robertson  
City of Rialto

Mayor Frank Navarro  
City of Colton

Mayor John Valdivia  
City of San Bernardino

Mayor Acquanetta Warren  
City of Fontana

Council Member David Avila  
City of Yucaipa

Mayor Pro Tem Larry McCallon  
City of Highland

Council Member Rick Denison  
Town of Yucca Valley

Mayor John Dutrey  
City of Montclair

Supervisor Dawn Rowe  
County of San Bernardino

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

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Interested persons may submit Public Comment in writing to the Clerk of the Board at [clerkoftheboard@gosbcta.com](mailto:clerkoftheboard@gosbcta.com). Written comments must acknowledge the Agenda Item number, and specify whether the commenter wishes the comment be included with the minutes or read into the record. Comments read into the record will be read for three minutes; if three minutes pass and there is comment still unread, the time will not be extended and the remaining comment will not be read. Public Comment must be submitted no later than 5:00 pm on April 14, 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 L. Dennis Michael)

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

**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**

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

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

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## 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 - Transit

2. **Contract Change Orders to on-going Contracts with Stadler US, Flatiron West, Inc., and Granite Construction Company** Pg. 12

Receive and file change order report.

**Presenter: Victor Lopez**

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

## DISCUSSION ITEMS

### Discussion - Transit

3. **West Valley Connector Project- Amendment No. 3 to Contract No. 18-1001870 with Parsons Transportation Group, Inc.** Pg. 19

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

A. Approve Amendment No. 3 to Contract No. 18-1001870 with Parsons Transportation Group, Inc., for environmental, architectural, engineering, and final design services for the West Valley Connector Project, increasing the contract amount by \$1,894,812.00 for an amended not-to-exceed amount of \$14,830,113.11.

B. Approve an increase of contingency for a not-to-exceed amount of \$190,000.00 for Contract No. 18-1001870 and authorize the Executive Director, or his designee, to release contingency as necessary for the project.

**Presenter: Victor Lopez**

**This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel, Procurement Manager and Risk Manager have reviewed this item and the draft amendment.**

4. **West Valley Connector- Affordable Housing and Sustainable Communities Program Grant Application** Pg. 59

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

Adopt Resolution No. 21-036 authorizing the Executive Director, or his designee, to apply for the Affordable Housing and Sustainable Communities Grant Program as a joint applicant with the City of Pomona and the Cesar Chavez Foundation, through which the San Bernardino County Transportation Authority (SBCTA) would request \$8,175,000 to be used

towards the West Valley Connector Project, and to execute the Standard Agreement and associated documents, including indemnity agreements with joint applicants, upon General Counsel's approval as to legal form, should SBCTA be awarded the grant.

**Presenter: Victor Lopez**

**This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel has reviewed this item and the draft Resolution.**

**5. Amendment No. 1 to Contract No. 16-1001329 with Nossaman, LLP for Legal Services for the Redlands Passenger Rail Project** Pg. 64

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

Approve Amendment No. 1 to Contract 16-1001329 with Nossaman, LLP for Right-of-Way Legal Services on the Redlands Passenger Rail Project to extend the contract term through June 30, 2023; this increases the total contract term to just over seven years. Amendment No. 1 also increases the amount of professional liability coverage required.

**Presenter: Victor Lopez**

**This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel, Procurement Manager and Risk Manager have reviewed this item and the draft amendment.**

**6. Amendment No. 2 to Work Order No. 8 for Cooperative Agreement No. 15-1001125 with Southern California Regional Rail Authority** Pg. 68

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

A. Approve Amendment No. 2 to Work Order No. 8, issued under Cooperative Agreement No. 15-1001125 with the Southern California Regional Rail Authority, to provide rail related support services related to a light pole defect for lighting at the San Bernardino Santa Fe Depot and the Downtown San Bernardino Metrolink station, extending the term to June 30, 2021 and increasing the amount by \$200,000, for a new total not-to-exceed amount of \$450,000, to be funded with Rail Asset Funds.

B. Approve a budget amendment to the Fiscal Year 2020/2021 Budget, Task No. 0314 Transit Operations, to increase Sub-Task 0377 by \$200,000 in Rail Asset Funds.

C. Approve increasing the original allocation of \$500,000 by \$200,000, for a new total amount of \$700,000, in Rail Asset Funds to address issues related to a light pole defect for lighting at the San Bernardino Santa Fe Depot and the Downtown San Bernardino Metrolink station.

**Presenter: Victor Lopez**

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

## 7. SCRRRA Lead Rancho Cucamonga Siding Project: Right-of-Way Acquisitions

Pg. 73

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

A. Receive a report on parcels impacted by the Rancho Cucamonga Siding Project.

B. Authorize the Director of Transit and Rail Programs, or her designee, at their discretion, to approve the addition or deletion of such parcels as are necessary for the Rancho Cucamonga Siding Project.

**Presenter: Ryan Aschenbrenner**

**This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel has reviewed this item.**

## 8. Zero Emission Multiple Unit Update

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Receive and file an update on the Zero Emission Multiple Unit and the infrastructure needed to maintain and operate it.

**Presenter: Carrie Schindler**

**This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel has reviewed this item and a draft of the proposed Environmental Impact Report.**

## **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](mailto:clerkoftheboard@gosbcta.com). Written comments must acknowledge the Agenda Item number, and specify whether the commenter wishes the comment be included with the minutes or read into the record. Comments read into the record will be read for three minutes; if three minutes pass and there is comment still unread, the time will not be extended and the remaining comment will not be read. Public Comment must be submitted no later than 5:00 pm on April 14, 2021.

## **Comments from Board Members**

Brief Comments from Board Members

## **ADJOURNMENT**

## **Additional Information**

Attendance  
Acronym List  
Mission Statement

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**The next Transit Committee Meeting is scheduled for May 13, 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](mailto:clerkoftheboard@gosbcta.com).

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

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

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

**Public Testimony on an Item** – Public Comment may be submitted in writing to the Clerk of the Board via email at [clerkoftheboard@gosbcta.com](mailto:clerkoftheboard@gosbcta.com). Written comments must acknowledge the Agenda Item number, and specify whether the commenter wishes the comment be included with the minutes or read into the record. Comments read into the record will be read for three minutes; if three minutes pass and there is comment still unread, the time will not be extended and the remaining comment will not be read. Public Comment must be submitted no later than 5:00 pm the day before the meeting. Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should indicate their request when Public Comment is called for during the meeting. This request to speak can be achieved by either using the ‘Raise Hand’ feature in Zoom platform or by verbally stating interest when the Chair calls for Public Comment. When recognized by the Chair, speakers should be prepared to announce their name for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations. Members of the public requesting information be distributed to the Board of Directors must provide such information electronically to the Clerk of the Board via email at [clerkoftheboard@gosbcta.com](mailto:clerkoftheboard@gosbcta.com) no later than 5:00 pm the day before the meeting. The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar

items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

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

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

**Disruptive or Prohibited Conduct** – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to be removed from the virtual meeting. Disruptive or prohibited conduct includes without limitation: addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, posting profane or rude content in the virtual meeting environment, or otherwise preventing the Board from conducting its meeting in an orderly manner. Your cooperation is appreciated!

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

### **Attendance.**

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

### **Basic Agenda Item Discussion.**

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

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

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

### **Amendment or Substitute Motion.**

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



**Call for the Question.**

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

**The Chair.**

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

**Courtesy and Decorum.**

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

*Adopted By SANBAG Board of Directors January 2008*

*Revised March 2014*

*Revised May 4, 2016*

## *Minute Action*

AGENDA ITEM: 1

**Date:** April 15, 2021

**Subject:**

Information Relative to Possible Conflict of Interest

**Recommendation:**

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

**Background:**

In accordance with California Government Code 84308, members of the Board may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual, except for the initial award of a competitively bid public works contract. This agenda contains recommendations for action relative to the following contractors:

<b>Item No.</b>	<b>Contract No.</b>	<b>Principals &amp; Agents</b>	<b>Subcontractors</b>
2	17-1001705	Flatiron West, Inc. <i>Dale A. Nelson</i>	All American Asphalt Hayward Baker, Inc. Pacific Steel Group Southwest V-Ditch, Inc. Schuff Steel Company Paramount Metal Supply Perimeter Security Group Alcorn Fence Company BC Traffic Specialist Select Electric, Inc. Mass Electric Const. Co. R. Dugan Construction, Inc. Rock Structures Advanced Geosolutions, Inc. Veolia Transportation Maintenance and Infrastructure
3	18-1001870	Parsons Transportation Group, Inc. <i>Chris A. Johnson, P.E.</i>	None
5	16-1001329	Nossaman, LLP <i>Rick E. Rayle</i>	None
7	APN 0209-013-85	City of Rancho Cucamonga	None
7	APN 0209-013-87	City of Rancho Cucamonga	None
7	APN 0209-032-13	Zarp Properties, LLP	None
7	APN 0209-032-63	Kinsman, Craig Trust	None

Entity: San Bernardino County Transportation Authority

7	APN 0209-032-11	Wilkinson Family Trust	None
7	APN 0209-032-17	Wong, Robert K & May L Family	None
7	APN 0209-032-29	JNS Investments LLC	None

***Financial Impact:***

This item has no direct impact on the budget.

***Reviewed By:***

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

***Responsible Staff:***

Carrie Schindler, Director of Transit and Rail Programs

## *Minute Action*

AGENDA ITEM: 2

**Date:** *April 15, 2021*

**Subject:**

Contract Change Orders to on-going Contracts with Stadler US, Flatiron West, Inc., and Granite Construction Company

**Recommendation:**

Receive and file change order report.

**Background:**

San Bernardino County Transportation Authority (SBCTA) has two ongoing construction contracts and one vehicle procurement contract related to the Transit and Rail Program. The following Construction Change Orders (CCO) were approved since the last reporting to the Transit Committee:

- A. Contract No. 16-1001531 with Stadler US for Redlands Passenger Rail Project (RPRP) vehicle procurement has had no CCOs executed since the last report.
- B. Contract No. 17-1001705 with Flatiron West, Inc. (Flatiron) for the RPRP Mainline Construction has had the following CCOs executed since the last report:
  - 1) CCO 047: Due to field meetings and coordination with Southern California Edison (SCE) the meter location at Waterman Avenue changed. This resulted in changes for an agreed lump sum amount of \$27,248.73.
  - 2) CCO 048: As a result of higher than anticipated levels of contaminated soil in the last 6 miles of the RPRP alignment, the contractor was directed to perform more robust soil sampling procedures, and conduct soil analysis within the front 3 miles to minimize associated costs for an agreed lump sum amount of \$9,359.49.
  - 3) CCO 049: A commercial driveway in the vicinity of Arrowhead Avenue road crossing was required to be replaced as part of the original plans, however the original plans called for the driveway to be replaced during normal business hours. To minimize disruption to the business, the contractor was directed to reconstruct the driveway during the weekend. This CCO encompasses the premium time required to complete work on the weekend for an agreed lump sum amount of \$4,408.05.
  - 4) CCO 050: The original fencing alignment would have cut off access to City of San Bernardino sewer and water facilities and as a result the alignment was refined to accommodate access. This CCO resulted in an increase of 921 linear feet of fence for an agreed lump sum cost of \$33,704.20.
  - 5) CCO 051: As a result of street grade elevation differences at E Street, a signal vault needed to be raised with a collar extension. This CCO has an agreed upon lump sum amount of \$3,090.07.

*Entity: San Bernardino County Transportation Authority*

- 6) CCO 052: The original contract documents specified that the City of Redlands (City) would perform water service and water connections at the station platforms. During stakeholder coordination, the City specified that the contractor would need to perform the work resulting in a contract change. This CCO has an agreed upon lump sum amount of \$34,040.49.
- 7) CCO 053: The RPRP project plans indicated that the Inland Valley Development Agency (IVDA) road widening project at Mountain View Avenue would have been complete by June of 2019, and the crossing would be available to the contractor at that time. Due to delays in that project, the contractor was directed to construct temporary skeleton track to allow continued construction and material delivery east of Mountain View Avenue. This resulted in a CCO with an agreed upon lump sum amount of \$64,034.97.
- 8) CCO 054: As a result of the Arrow operator changing from Omnitrans to Metrolink, the communication systems had to be redesigned to meet current SCRRA standards in the Customer Information Systems (CIS), Video Surveillance Systems (VSS), and the communication cases. The resulting design change rendered the original shop drawings and engineering submittals no longer applicable. This CCO covers the engineering costs associated with the communication system redesign with an agreed upon lump sum amount of \$453,945.69.
- 9) CCO 056: The original contract bid schedule for bid item number 265, furnish and install communication duct-bank and slurry, was 40,000 linear feet (LF) at \$225.00 per LF. After installation, the total linear footage was determined to be 40,591 feet. This CCO compensates the contractor for the 591 additional LF at the bid unit price for an agreed upon lump sum amount of \$132,975.00.

C. Contract No. 19-1002070 with Granite Construction Company (Granite) for the Redlands Passenger Rail Project Arrow Maintenance Facility has had no CCOs executed since the last report.

***Financial Impact:***

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

***Reviewed By:***

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

***Responsible Staff:***

Victor Lopez, Director of Capital Delivery

## Rail and Transit Construction Contracts

<b>RPRP- Mainline Construction Flatiron West, Inc (17-1001705)</b>		
<b>Executed Change Orders</b>		
Number	Description	Amount
1	No cost change order, adjusting insurance language for SCRRRA's ROE req's	\$0.00
2	Increase Bid Item #23 - Removal and Disposal of contaminated soil with a not-to-exceed value of \$5,300,000 to compensate the contractor for unforeseen contaminated soil levels within the back 6 miles of the RPRP and anticipated levels of contaminated soil within the front 3 miles.	\$5,300,000.00
3	Railroad Signal (existing) at Arrowhead Avenue damaged due to 3rd party traffic incident.	\$4,394.91
4	Increase track subgrade compaction from 90% to 95% along the guideway to comply with SCRRRA standards.	\$175,000.00
5	Increase pothole bid item for additional potholes required for the project. Original bid item included 200 potholes and amount of potholes needed has increased to approximately 860 potholes.	\$584,326.00
6	Modifications to the Best Management Practices (BMP) required by the Storm Water Pollution Prevention Plan (SSWPP) at 133 E Street (future parking lot).	\$26,511.09
7	CN 027 - Emergency repairs to Twin Creek Bridge following transient activity.	\$35,077.95
8	CN 027 - Upsize Casing for Pier Protection Wall CIDH due to unforeseen constructability issues.	\$41,650.83
9	CN 017 - Subsurface investigation at Santa Ana River Bridge Cast in Drilled Hole (CIDH) to determine extent of unsuitable material.	\$8,923.65
10	CN 039 - Alt Supplier for Wayside Messaging Server as previous Supplier no longer manufactures it.	\$30,703.15
11	CN 040 - Battery Chargers Proh by Cal Energy Commission and required an alternate product.	\$9,435.76
12	CN 004 - Encasement of City of Riverside 36" Water Transmission Main to bring up to SCRRRA standards.	\$131,249.27
13	CN 005 - Storm Drain DS17 Design Revision.	\$3,983.65
14	CN 020 - Revised Signal Vault Layout at Richardson Street.	\$6,863.27
15	CN 041 - Bid Item 532 Increase in QTY.	\$2,369.00
16	CN 015 - Temporary Construction Easement revision at Mad Atom/Pacific Desert Property due to access point change and revised TCE area from owner.	\$36,110.15

**Bold-**Construction Change Orders approved since the last reporting to the Transit Committee  
Amounts shown in parentheses represent a credit to the Agency

## Rail and Transit Construction Contracts

17	CN 003 - Flatiron West, Inc. to install 68 linear feet of casing for Frontier at Arrowhead Avenue.	\$71,235.58
18	CN 083 - Increase Bid Item 10 - Permit allowance.	\$90,000.00
19	CN 058 - Arrowhead Avenue SCE conduit and casing installation.	\$207,714.40
20	CN 092 - Increase Bid Item 23 - Removal and disposal of contaminated soil to eliminate remaining contaminated soil along the RPRP.	\$3,300,000.00
21	CN 024 - Confirmation and establishment of new survey control points due to variances and discrepancies with survey design.	\$89,672.02
22	CN 048 - Orange Show Road Utility Protection Slab.	\$32,867.10
23	CN 057 - Arrowhead Avenue sewer bypass and sewer line replacement.	\$26,232.96
25	CN 016 - Easement at Mad Atom Revised TCE.	\$4,151.63
26	CN 022 - Soil Sampling and Analysis at University Station.	\$9,845.51
27	CN 055 - Hanging Scaffolding at Twin Creek Bridge to allow work to commence prior to issuance of the 408 Environmental Permit.	\$51,802.36
24	CN 52 - Elimination of earthen ditch at Tennessee Street.	\$7,665.25
28	CN 89 - 6th Street SCE distribution facility relocation by FWI.	\$119,443.92
29	CN 79 - Install 20" steel casing for SCG at CP Redlands (Stoddard Ave).	\$13,590.42
30	CN 49 - FWI to construct return walls at each station per revised design.	\$39,524.11
31	CN 69 - Construct dry utility protection slab at D Street for SCE facility.	\$24,956.12
32	CN 70 - Construct dry utility protection slab at 5th Street for SCE facility.	\$25,254.81

**Bold**-Construction Change Orders approved since the last reporting to the Transit Committee  
Amounts shown in parentheses represent a credit to the Agency

## Rail and Transit Construction Contracts

33	CN 71 - SCE metering pedestal location revisions at Sierra Way.	\$1,957.71
34	CN 107 - Waterman 36" water main protection slab precast material costs .	\$96,273.62
35	CN 51 & CN 56 - Welded wire mesh installation at two locations to fill in gaps for protection of ROW.	\$14,469.64
36	CN 073 - SCE metering pedestal location revisions at Orange Show Road.	\$6,882.01
37	CN 84 - Replace existing IJ at CP Redlands due to rail continuity test defect.	\$9,006.27
38	CN 29 - Install 2 headwalls at DS-6 per SCRRA standards.	\$20,424.41
39	CN 59 - Revised grades at Colton due to changes in survey data.	\$1,800.22
40	CN 36 - Due to Esri adjacent project, increase depth of SCRRA turndown wall at Downtown Redlands Station platform.	\$33,290.41
41	CN 28 - Revisions to Gage Canal Blow Off Line	\$18,188.39
42	CN 80 - SCE Metering revisions to 7th street	\$41,855.16
43	CN 43 - E Street paving revisions due to ADA compliance.	\$4,083.49
44	CN 132 - SCE Manhole construction at 6th street	\$59,199.57
45	CN 94 - VCP Sewer bypass at Arrowhead Avenue	\$27,384.35
46	CN 82 - Waterman Avenue Waterline Slab Protection	\$184,133.88
<b>47</b>	<b>CN 76 - SCE metering provisions at Waterman Avenue.</b>	<b>\$27,248.73</b>
<b>48</b>	<b>CN 23 - Soil Sampling and Analysis for Front 3.</b>	<b>\$9,359.49</b>

**Bold**-Construction Change Orders approved since the last reporting to the Transit Committee  
Amounts shown in parentheses represent a credit to the Agency



## Rail and Transit Construction Contracts

49	CN 116 - Commercial driveway Arrowhead Ave premium time.	\$4,408.05
50	CN 103 - Revised Fencing Alignment	\$33,704.20
51	CN 124 - E Street Signal vault elevation adjustment	\$3,090.07
52	CN 44 - City of Redlands Water Service and connection construction at Redlands stations.	\$34,040.49
53	CN 53 - Mountain View skeleton track construction during IVDA construction	\$64,034.97
54	CN 96 - Operator Change Engineering costs associated with communication systems redesign	\$453,945.69
56	CN 117 - Communication Ductbank and Slurry Bid Item #265 increase	\$132,975.00
<b>CCO TOTAL</b>		<b>\$11,792,310.69</b>
<b>APPROVED CONTINGENCY</b>		<b>\$15,423,207.19</b>
<b>REMAINING CONTINGENCY</b>		<b>\$3,630,896.50</b>

Attachment: Copy of Rail Transit Committee Oct 2020 RK MS [Revision 1] (7555 : Contract Change Orders to on-going Contracts with Stadler,

**Bold**-Construction Change Orders approved since the last reporting to the Transit Committee  
 Amounts shown in parentheses represent a credit to the Agency

## Rail and Transit Construction Contracts

<b>RPRP- Arrow Maintenance Facility (AMF) Granite Construction Company (19-1002070)</b>		
<b>Executed Change Orders</b>		
Number	Description	Amount
1	Increase to the contract permit allowance (bid item 3)	\$110,000.00
2	Demolish and rebuild two active junction structures. One structure was unknown and buried beneath the future location of the AMF building footing. The other structure was found in a location that varied from the as-builts and in conflict with a new storm drain construction.	\$127,069.75
3	Sanitary Sewer Relocation - Relocate existing sanitary sewer trunk line per SBMWD approved design revision.	\$470,000.00
4	36" Storm Drain Realignment & Water Quality Revisions.	\$25,727.85
5	Site Domestic & Fire Water Revisions - Implement revisions to site domestic and fire water lines, per design revision.	\$60,000.00
6	Building Footing & Slab Revisions - Increased some building footings and thickened slab dimensions.	\$118,107.28
8	Site lighting revisions.	\$234,400.83
9	Deductive Change - Deductive credit for elimination of Operations Building, vehicle lifts & landscaping.	(\$1,027,276.00)
11	RPRP Communication Site Redesign - Revisions in site communications due to change in operators (i.e. from Omnitrans to SCRRRA).	\$297,393.47
12	Time Impact Analysis 1.2 (Sewer) - Increase time related overhead for sewer delays.	\$300,000.00
<b>CCO TOTAL</b>		<b>\$715,423.18</b>
<b>APPROVED CONTINGENCY</b>		<b>\$1,363,400.00</b>
<b>REMAINING CONTINGENCY</b>		<b>\$647,976.82</b>
<b>RPRP- Vehicle Procurement from Stadler US (16-1001531)</b>		
<b>Executed Change Orders</b>		
Number	Description	Amount
1	Additional ADA seating and bicycle storage capacity.	\$118,500.00
2	Engineering and testing for modifications to the SBCTA DMU in preparation for future retractable steps.	\$222,300.00
3	Adjustment of the contract milestone schedule.	\$93,400.00
4	Adjustment of DMU color scheme to match SCRRRA branding.	\$49,434.00
5	Modification of the propulsion master controller.	\$118,890.83
<b>CCO TOTAL</b>		<b>\$602,524.83</b>
<b>APPROVED CONTINGENCY</b>		<b>\$3,390,508.00</b>
<b>REMAINING CONTINGENCY</b>		<b>\$2,787,983.17</b>

**Bold**-Construction Change Orders approved since the last reporting to the Transit Committee  
Amounts shown in parentheses represent a credit to the Agency

Attachment: Copy of Rail Transit Committee Oct 2020 RK MS [Revision 1] (7555 : Contract Change Orders to on-going Contracts with Stadler,

## *Minute Action*

### AGENDA ITEM: 3

***Date:*** April 15, 2021

***Subject:***

West Valley Connector Project- Amendment No. 3 to Contract No. 18-1001870 with Parsons Transportation Group, Inc.

***Recommendation:***

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

A. Approve Amendment No. 3 to Contract No. 18-1001870 with Parsons Transportation Group, Inc., for environmental, architectural, engineering, and final design services for the West Valley Connector Project, increasing the contract amount by \$1,894,812.00 for an amended not-to-exceed amount of \$14,830,113.11.

B. Approve an increase of contingency for a not-to-exceed amount of \$190,000.00 for Contract No. 18-1001870 and authorize the Executive Director, or his designee, to release contingency as necessary for the project.

***Background:***

In May 2020, the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) adopted Resolution No. 20-046, making findings necessary to approve the Mitigation Monitoring and Reporting Program, adopting a Statement of Overriding Considerations, and approving and certifying the Final Environmental Impact Report (EIR) for the West Valley Connector (WVC) Project in compliance with the California Environmental Quality Act (CEQA). Subsequently, on May 12, 2020, the Federal Transit Administration (FTA) rendered its approval of the Findings of No Significant Impact (FONSI), which concluded the Environmental Clearance of the WVC Project.

In September 2020, the Board approved deferring the construction of a new operations and maintenance facility and implementing 40-foot battery electric buses for the new Bus Rapid Transit (BRT) route. The existing West Valley maintenance facility located in Montclair has the capacity to maintain the eighteen (18) buses needed to operate the new BRT route. The additional capacity at the existing facility is a result of Omnitrans' implementation of the Connect Forward service reduction plan, which reduces the number of fixed route buses in service and thus frees up capacity at the existing maintenance facility. The introduction of battery electric buses (BEB) was based on the successful Transit and Intercity Rail Capital Program (TIRCP) grant award of \$15 million towards the cost of BEBs for the project. The use of 40-foot BEBs instead of the 60-foot compressed natural gas (CNG) buses as originally proposed in the environmental document requires incorporating en-route chargers as well as retrofitting the existing maintenance facility with charging infrastructure. Furthermore, staff continued to coordinate with FTA environmental staff to determine the scope of additional environmental clearance work needed as a result of the proposed changes. The additional environmental clearance work requires preparing a CEQA EIR addendum and a National Environmental Policy Act Environmental Assessment FONSI reevaluation. The additional environmental clearance work is additional contract work and is further described in the attached scope of work. Furthermore, the design team also needs to complete preliminary engineering for

*Entity: San Bernardino County Transportation Authority*

Transit Committee Agenda Item

April 15, 2021

Page 2

the en-route chargers and charging infrastructure at the existing West Valley maintenance facility. Preliminary engineering work, including supplemental topographic surveys for the existing maintenance facility, is also additional out-of-scope work and is included with this amendment. The results of the additional environmental work and preliminary engineering will inform the final design scope of work for the charging infrastructure. Once the charging infrastructure final design scope of work is defined, staff will need to bring an additional amendment for the final design of the charging infrastructure back to the board for approval.

The final Mitigation Monitoring and Reporting Program (MMRP) for the project approved in September 2020 identified a total of 32 mitigation measures for operations and 51 mitigation measures for construction, all of which are required to be undertaken to mitigate the potentially significant impacts and unavoidable adverse effects associated with this project. The various mitigation measures require additional work by the environmental and design staff during the final design and construction phase. Such additional work is further described in the attached scope of work and includes the various pre-construction surveys such as tree surveys, burrowing owl surveys, and nesting surveys. The mitigation measures also include additional out-of-scope work that needs to be conducted during the construction phase, such as archeological monitoring.

In addition to the MMRP item, the final environmental clearance technical studies and refinements to the locally preferred alternative resulted in additional or modified final design scope of work. The more significant changes to the scope include additional field and office survey work associated with property acquisitions. The original scope included a budget to prepare 110 plat/legal descriptions for property acquisitions if needed, but the alternative selected now requires preparing 350 plat/legal descriptions. Furthermore, the final design scope of services was scheduled to be completed in 2017 and is now scheduled to be completed in late 2021. This has resulted in additional project management costs due to the revised project duration and additional escalation costs associated with the revised project duration. Other additional items identified as a result of the adopted project alternative are further described in the attached scope of work.

Staff recommends approval of Amendment No. 3 to Contract No. 18-1001870 with Parsons Transportation Group, Inc., for work needed to complete the final design of the mainline corridor, environmental revalidation, and additional environmental support associated with the MMRP during final design and construction. Staff also recommends increasing the contract contingency by 10% of the current amendment to efficiently address other minor out-of-scope items that might arise during project development.

***Financial Impact:***

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

***Reviewed By:***

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel, Procurement Manager and Risk Manager have reviewed this item and the draft amendment.

***Responsible Staff:***

Victor Lopez, Director of Capital Delivery

**Contract Summary Sheet**

**General Contract Information**

Contract No: 18-1001870 Amendment No.: \_\_\_\_\_  
 Contract Class: Payable Department: Transit  
 Vendor No.: 01600 Vendor Name: Parsons Transportation Group, Inc.  
 Description: Services Agreement for Architectural, Engineering, and Final Design Services for the West valley Connector Project  
 List Any Related Contract Nos.: \_\_\_\_\_ 17-1001636

Dollar Amount					
Original Contract	\$	6,495,780.54	Original Contingency	\$	-
Prior Amendments	\$	2,320,000.00	Prior Amendments	\$	900,000.00
Current Amendment	\$	1,894,812.00	Current Amendment	\$	190,000.00
<b>Total/Revised Contract Value</b>	<b>\$</b>	<b>10,710,592.54</b>	<b>Total Contingency Value</b>	<b>\$</b>	<b>1,090,000.00</b>
<b>Total Dollar Authority (Contract Value and Contingency)</b>				<b>\$</b>	<b>11,800,592.54</b>

**Contract Authorization**

Board of Directors Date: 5/5/2021 Committee \_\_\_\_\_ Item # \_\_\_\_\_

**Contract Management (Internal Purposes Only)**

Other Contracts \_\_\_\_\_ Sole Source? No No Budget Adjustment \_\_\_\_\_  
 Federal/State/Local \_\_\_\_\_ Environmental Design \_\_\_\_\_

**Accounts Payable**

Estimated Start Date: 7/1/2021 Expiration Date: 12/31/2023 Revised Expiration Date: \_\_\_\_\_  
 NHS: N/A QMP/QAP: N/A Prevailing Wage: N/A

Fund	Prog	Task	Sub-Task	Object	Revenue	PA Level	Revenue Code Name	Total Contract Funding:	Total Contingency:
GL	4160	30	0315	0334	52001	41100000	MSI Valley Fund-Express	\$ 10,710,592.54	\$ 1,090,000.00
GL								10,710,592.54	1,090,000.00
GL								-	-
GL								-	-
GL								-	-
GL								-	-
GL								-	-
GL								-	-
GL								-	-
GL								-	-

Victor Lopez Carrie Schindler  
 Project Manager (Print Name) Task Manager (Print Name)

Original contract between Omnitrans and Vender was \$9,837,512.11; however, SBCTA assumed only \$6,495,780.54 of original agreement as Omnitrans already expended \$3,341,731.57 with vendor. Current contract authority is to include original contract amount, all amendments, and all contingency releases. Therefore, full contract authority to vendor is as follows: Original contract amount (\$9,837,512.11) + Amendment 1 (\$1,275,000) + Amendment 2 (\$1,045,000) + Amendment 3 (\$1,894,812) + Contingency Releases 1 thru 7 (\$777,789) = \$14,830,113.11. Contract was assumed by SBCTA under Assignment, Assumption and Amendment Agreement No. 17-1001636.

Attachment: 18-1001870\_Amendment 3 CSS for WVC\_ [Revision 4] (7344 : West Valley Connector Project- Amendment No. 3 to Parsons

**AMENDMENT NO. 3 TO CONTRACT NO. 18-1001870, SERVICES AGREEMENT  
WITH PARSONS TRANSPORTATION GROUP, INC.,  
FOR  
ENVIRONMENTAL, ARCHITECTURAL, ENGINEERING AND FINAL DESIGN  
SERVICES FOR THE WEST VALLEY CONNECTOR CORRIDOR**

This Amendment No. 3 to the SERVICES AGREEMENT ("Amendment") is made by and between the San Bernardino County Transportation Authority ("SBCTA") and Parsons Transportation Group, Inc. ("CONSULTANT"). SBCTA and CONSULTANT are each a "Party" and are collectively the "Parties" herein.

**RECITALS:**

- A. Omnitrans ("OMNITRANS") and CONSULTANT entered into an Agreement for Architectural, Engineering and Final Design Services ("SERVICES AGREEMENT") for the West Valley Connector Corridor ("PROJECT"), effective November 17, 2015 (OMNITRANS Ref No. MKP15-37).
- B. Under Contract No. 17-1001636, Assignment, Assumption, and Amendment Agreement ("AAA AGREEMENT"), OMNITRANS assigned, and SBCTA assumed, OMNITRANS' rights, duties and obligations under the SERVICES AGREEMENT (with the exception of the Active Transportation Program (ATP)).
- C. On December 15, 2017, the CONSULTANT and SBCTA entered into Amendment 1 to increase the contract price by \$1,275,000 for additional support required and procurement of project-specific insurance as required by SBCTA.
- D. On May 2, 2018, the CONSULTANT and SBCTA entered into Amendment 2 to increase the contract price by \$1,045,000 for Federal Transit Administration (FTA)-directed inclusion of the operations and maintenance facility required for the PROJECT.
- E. Between March 3, 2019, and March 16, 2021, SBCTA approved seven (7) Contingency Releases to the CONSULTANT, increasing the contract price by \$777,789, to complete PROJECT requirements imposed by SBCTA and FTA.
- F. CONSULTANT and SBCTA desire to amend the aforesaid SERVICES AGREEMENT to increase the contract price by \$1,894,812 for additional project management services, environmental re-evaluation and mitigation, and other engineering, right of way, modeling and permitting work, as detailed in Exhibits A.3 and B.3.

**NOW, THEREFORE**, in consideration of the terms and conditions set forth herein, SBCTA and CONSULTANT agree as follows:

- 1. The Scope of Work for the SERVICES AGREEMENT shall be amended to reflect the changes and additions described in Exhibit B.3 to this Amendment No. 3, all to be performed to SBCTA's satisfaction. Except as specifically provided in Exhibit B.3, the current provisions of the Scope of Work, as previously amended, shall remain in force and effect.

- 2. Article 3-COMPENSATION of the SERVICES AGREEMENT shall be deleted and replaced in its entirety with the following:

"3. COMPENSATION

For CONSULTANT’s full and complete performance of its obligations under this Agreement, SBCTA shall pay CONSULTANT on a LUMP SUM basis as shown in Exhibit A.3 and subject to the maximum cumulative payment obligation.

SBCTA’s maximum payment obligation to CONSULTANT under the SERVICES AGREEMENT shall be Fourteen Million Eight Hundred-Thirty Thousand One Hundred Thirteen Dollars and eleven cents (\$14,830,113.11), excluding any amounts for such task already paid to CONSULTANT by Omnitrans prior to the Effective Date of the AGREEMENT."

- 3. Except as otherwise specified herein or in Exhibit B.3, the modified and additional services set forth in Exhibit B.3 shall be compensated in the same manner and under the same procedures as provided in the SERVICES AGREEMENT and are subject to the amended maximum payment obligation figure set forth in paragraph 2 above. Exhibit A.3 to this Amendment No. 3 contains the projected budget for the cost components of the price increase negotiated by the parties for the completion of the modified and additional services set forth in Exhibit B.3.
- 4. The Recitals set forth above are incorporated herein by this reference.
- 5. Except as amended by this Amendment No. 3, all provisions of the SERVICES AGREEMENT, as amended, shall remain in full force and effect and are incorporated herein by this reference.
- 6. Exhibits A.3 and B.3 are attached to and incorporated into this Amendment No. 3.
- 7. This Amendment No. 3 is effective on the date executed by SBCTA.

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

IN WITNESS WHEREOF, the parties hereto have executed this Amendment No. 3 below.

**PARSONS TRANSPORTATION GROUP, INC.**

**SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY**

By: \_\_\_\_\_  
Chris A. Johnson, P.E.  
Vice President

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

**APPROVED AS TO FORM:**

By: \_\_\_\_\_  
Julianna K. Tillquist  
General Counsel

**CONCURRENCE:**

By: \_\_\_\_\_  
Jeffrey Hill  
Procurement Manager

Attachment: 18-1001870 Amendment 3 for WVC (7344 : West Valley Connector Project- Amendment No. 3 to Parsons Contract)



**EXHIBIT A.3**  
**Contract No. 18-1001870 - AMENDMENT No. 3**  
**TASK SUMMARY**

TASK	WEST VALLEY CONNECTOR TASKS (Assumed by SBCTA)	AMENDMENT 3	TOTAL
Task 1.0 Project Management	\$460,302.00	\$799,497.00	\$1,259,799.00
Task 2.0 Public Relations	\$442,725.00	\$0.00	\$442,725.00
Task 3.0 Refinement of Routing & Station Locations	\$240,718	\$0.00	\$240,718.00
Task 4.0 Pedestrian & Bicycle Locations	\$0.00	\$0.00	\$0.00
Task 5.0 Phasing & Financing Plan	\$199,985.00	\$0.00	\$199,985.00
Task 6.0 Small Starts Process	\$236,560.00	\$0.00	\$236,560.00
Task 7.0 Environmental Clearance	\$1,434,095.00	\$551,405.00	\$1,985,500.00
Task 8.0 Preliminary Engineering	\$1,977,569.00	-\$503,056.00	\$1,474,513.00
Task 9.0 Final Design of Phase 1	\$1,093,860.00	\$1,076,966.00	\$2,170,826.00
Task 10.0 Final Design of Phase 2	\$2,111,857.00	\$0.00	\$2,111,857.00
Task 11.0 Bid Period Services	\$46,031.00	\$0.00	\$46,031.00
Task 12.0 Design Services During Construction	\$848,123.00	\$0.00	\$848,123.00
Task 13.0 Transit Planning Support	\$234,788.00	\$0.00	\$234,788.00
Task 14.0 Miscellaneous Services	\$2,347,899.11	-\$30,000.00	\$2,317,899.11
Other Direct Cost - Project Specific Insurance	\$483,000.00	\$0.00	\$483,000.00
Contingency Releases (3/28/19-3/16/21)	\$777,789.00	N/A	\$777,789.00
<b>TOTAL AMOUNT</b>	<b>\$12,935,301.11</b>	<b>\$1,894,812.00</b>	<b>\$14,830,113.11</b>

Task #	Scope Deliverable	Reasons for Amendment	Amendment 3 Totals
<b>Project Management</b>			
Task 1.19	Contract, subcontracts, design change notices, meetings, minutes, action items, schedule	Since project management was originally bid based on managing the project for a certain amount of time (3 years total: 2016, 2017, and 2018), this amendment provide project management budget for 4 additional years: 2019, 2020, 2021, and 2022.	\$ 799,497.00
<b>SUBTOTAL TASKS</b>			<b>\$ 799,497.00</b>
<b>Environmental Clearance</b>			
Task 7.56	Environmental Reevaluation: Technical Evaluation	Parsons will assess impacts to environmental resources analyzed in the EIR/FONSI as a result of the proposed project changes.	\$ 149,761.00
Task 7.57	CEQA Addendum	Based on the results of the technical studies prepared under Task 7.56, Parsons will prepare an EIR Addendum describing the changes in project description, project objectives, and construction schedule since the Final EIR was certified, and the impacts to various environmental resources associated with the changes in project description.	\$ 14,609.00
Task 7.58	NEPA Revalidation Document	Based on the results of the technical studies prepared under Task 7.56, Parsons will prepare a NEPA Revalidation document describing the changes in project description, purpose and need, cost estimate, funding strategy, construction schedule, since the FONSI was issued, and the impacts to various environmental resources associated with the changes in project description.	\$ 20,130.00
Task 7.59	Mitigation Monitoring and Reporting Program (MMRP)	The Final MMRP for the project identified a total of 32 mitigation measures for operations and 51 mitigation measures for construction. Those that are out of scope are included in this task item.	\$ 347,475.00
Task 7.60	Survey for Maintenance Facility	Aerial and topographic ground mapping at the current Omnitrans West Valley Facility.	\$ 19,430.00
<b>SUBTOTAL TASKS</b>			<b>\$ 551,405.00</b>
<b>Preliminary Engineering</b>			
Task 8.1	TASK REMOVAL - Aerial Mapping	Additional mapping for O&M Facility site.	\$ (18,980.00)
Task 8.2	TASK REMOVAL - Site Visit	Field visit with SBCTA and Omnitrans to review sites, document existing conditions and review opportunities.	\$ (4,260.00)
Task 8.3	TASK REMOVAL - Industrial Engineering/Equipment Selection	Develop and update room program and equipment list for O&M Facility.	\$ (36,070.00)
Task 8.4	TASK REMOVAL - Geotechnical Analysis	Research existing geotechnical data for development of O&M Facility geotechnical baseline report (GBR).	\$ (57,870.00)
Task 8.5	TASK REMOVAL - Demolition and Site Cleanup	Identify required demolition and site cleanup associated with O&M Facility.	\$ (12,700.00)
Task 8.6	TASK REMOVAL - Site Work	Develop grading and drainage plans for selected site.	\$ (45,570.00)
Task 8.7	TASK REMOVAL - Civil Design	Develop layout for access and roadway access throughout site. Utilize AutoTurn to evaluate circulation.	\$ (57,640.00)
Task 8.8	TASK REMOVAL - Utilities Design	Identify existing utilities at selected site.	\$ (39,870.00)
Task 8.9	TASK REMOVAL - Personnel and Storage Facility Design	Develop design drawings for Personnel and Storage Facility at selected site.	\$ (195,820.00)
Task 8.10	TASK REMOVAL - System Safety Program Plan	Develop System Safety Program Plan (SSPP) for selected site.	\$ (14,240.00)
Task 8.11	TASK REMOVAL - Landscape and Hardscape Design	Develop typical designs for landscape and hardscape areas at selected site.	\$ (36,170.00)
Task 8.12	TASK REMOVAL - Omnitrans Stakeholder Coordination	Coordinate with Omnitrans departments and obtain approval from Omnitrans staff and CEO.	\$ (35,030.00)
Task 8.13	TASK REMOVAL - Performance Specifications	Develop Performance Specifications including Buy-America requirements.	\$ (23,720.00)
Task 8.14	TASK REMOVAL - Cost Estimate	Develop a draft and final cost estimate for facility.	\$ (32,570.00)
Task 8.24	Preliminary Engineering Support of Environmental Document Changes	Consultant will provide the preliminary engineering design of two (2) en-route chargers for BEB's at Pomona Transit Center Station and up to nine charging stations for the existing WV facility. Consultant will obtain supplementary survey consisting of survey shots as needed for these designs.	\$ 59,915.00
Task 8.25	FTA CIG Support Relative to Design	Consultant to attend 16 monthly CIG meetings with FTA and prepare meeting minutes for the first 13 of these meetings. Consultant will also attend two (2) risk workshops and prepare and distribute meeting minutes and action items for these workshops.	\$ 41,023.00
Task 8.26	Right of Way Savings Additional Exhibits	Exhibits per City of Ontario request showing where parkway reduction would eliminate full right of way acquisitions.	\$ 6,516.00
<b>SUBTOTAL TASKS</b>			<b>\$ (503,056.00)</b>

Attachment: 18-1001870 Amendment 3 for WVC\_Attachment A.3\_Fee\_2 [Revision 1] (7344 : West Valley Connector Project- Amendment No. 3

## Exhibit A.3

Final Design			
Task 9.2	Re-Modeling roadway based on R/W Savings Design Changes	Consultant to update the roadway model at all five (5) R/W savings locations.	\$ 15,766.00
Task 9.3	2nd Pylon Design & Center Station Redesign with Bike Ramps	Incorporation of 2nd pylon design and bike ramps into center station design.	\$ 56,833.00
Task 9.4	Geotechnical Boring Encroachment Permits and Traffic Control Permits	(4) Encroachment and Traffic Control permits for geotechnical boring work and additional coordination with City of Ontario to successfully obtain permit.	\$ 18,912.00
Task 9.5	Additional Legal Descriptions	Consultant to provide updated right of way base mapping and 240 additional Legal Descriptions.	\$ 411,394.00
Task 9.6	Escalation	Since the project has gone approximately 4 years longer than anticipated, an escalation factor is being applied from the year in which tasks were projected to be completed to the currently projected completion years.	\$ 611,119.00
Task 9.7	Southern California Edison - Application for New Electric Meters	Parsons will perform the requirements to submit five (5) complete applications to SCE for a new electric meter at each station location within the current Phase 1 project.	\$ 38,920.00
Task 9.8	Scope Change	Removal of the stations in Fontana which came after the Victoria Gardens station.	\$ (90,252.00)
Task 9.9	Final Caltrans Encroachment Permit for Euclid Ave Improvements	The consultant shall submit a final encroachment permit application to Caltrans District 8 for the improvements within Caltrans right of way, at State Route 83 (Euclid Avenue) and Holt Boulevard.	\$ 14,274.00
<b>SUBTOTAL TASKS</b>			<b>\$ 1,076,966.00</b>
Miscellaneous Services			
Task 14K	TASK REMOVAL - Design-Build Procurement	The proposed improvements for the new O&M Facility are no longer required and this task shall be removed.	\$ (30,000.00)
<b>SUBTOTAL TASKS</b>			<b>\$ (30,000.00)</b>
<b>GRAND TOTAL</b>			<b>\$ 1,894,812.00</b>

## EXHIBIT B.3

### SERVICES AGREEMENT - AMENDMENT No. 3

#### ADDITIONAL SCOPE OF WORK TO THE SERVICES AGREEMENT

#### BACKGROUND

This amendment contains additional services for pertinent tasks performed at the request of SBCTA and other stakeholders. Parsons' original scope and budget did not cover these items.

#### TASK 1.0 PROJECT MANAGEMENT

##### Task 1.19 – Project Management

Parsons previously requested additional project management due to the project delay between September 2018 and June 2019. This, however, did not consider that project management was originally bid based on managing the project for a certain amount of time (3 years total: 2016, 2017, and 2018). Since the project has now gone past that amount of time, the budget for project management has been expended. Parsons is now requesting additional budget to manage the project for 4 more years (2019, 2020, 2021, and 2022). Subtracting out the previous amendment which provided 10 months of budget, this leaves 3 years and 2 months in which budget is needed. This will provide project management through the expected right of way completion date of October 2022. Project management during construction is covered under Design Services during Construction (Task 12), Item N, of the original scope.”

The original scope covered PDT meetings for the duration of the project through the original project schedule. The requested budget accounts for PDT meetings through the current Final design schedule.

#### TASK 7.0 ENVIRONMENTAL CLEARANCE

The West Valley Connector (WVC) Project, as evaluated in the Final EIR/FONSI (March 2020), proposed the use of 60-foot-long articulated compressed natural gas (CNG) propulsion buses as part of the project operation. Under the original plan, the bus fleet would be parked and maintained at the proposed new Operations & Maintenance (O&M) facility to be located at 1333 S. Bon View Avenue in Ontario. The project is currently in the final design stage.

The following changes to the WVC Project are proposed, as stated in a letter from Omnitrans CEO/General Manager, Erin Rogers, to SBCTA Executive Director, Raymond Wolfe, dated July 27, 2020:

1. Change in Bus Type from 60-foot-long articulated CNG propulsion buses to 40-foot zero-emission battery electric buses (BEBs).
2. Change the use of O&M Facility from the proposed location at 1333 S. Bon View Avenue in Ontario to the existing West Valley (WV) maintenance facility located at 4748 E Arrow Hwy, within the City of Montclair, owned and operated by Omnitrans. In order to use the existing WV facility, some retrofits would be required including the electrical

infrastructure upgrades and the installation of up to nine charging stations within the facility's premises. Excavation for trenching within the existing WV facility to install the chargers would be needed. The BRT bus route going to and from the WV maintenance facility will likely following the same routes currently used by Omnitrans local buses.

3. The use of 40-foot BEBs would also require the installation of one on-route charger at the Pomona Metrolink Station. This station is located at the western end of the Phase 1 route.

The environmental clearance associated with the changes in project description outlined above includes the preparation of environmental reevaluation of both CEQA (EIR) and NEPA (FONSI) documents.

### **Task 7.56 – Environmental Reevaluation: Technical Evaluation**

Parsons will assess impacts to environmental resources analyzed in the EIR/FONSI as a result of the proposed project changes. Preparation of a Supplementary Historic Preservation Study Report (HPSR) will be prepared separately. However, the results of the HPSR analysis and the additional analysis below will be presented in the NEPA Reevaluation and CEQA Addendum. Each of the technical studies below require the following:

- Review of project changes and existing conditions of the new O&M facility pertaining to the topics covered under this report.
- Coordination with project engineers to obtain necessary information about the new bus operations, the existing WV maintenance facility operations, and the future WV maintenance facility operations.
- Coordination with FTA to clarify and finalize the work product.

Technical evaluation scope of work is outlined in the following table:

<b>Technical Study Prepared in support of the EIR/EA</b>	<b>Re-evaluation Scope/Deliverable</b>
STOPS Travel Forecast	<ul style="list-style-type: none"> <li>• Verify bus capacity still meets ridership demand</li> <li>• Prepare a technical memo documenting the changes to project description and the impacts associated with the changes.</li> </ul>
Traffic Operations Analysis	<ul style="list-style-type: none"> <li>• Qualitatively describe no change in traffic operation impacts along the main alignment.</li> <li>• Analyze traffic impacts in the vicinity of the new O&amp;M facility location as a result of the additional bus fleet going to and from the WV maintenance facility and the additional workers at the WV maintenance facility. Up to 3 intersection analysis near the new O&amp;M facility are proposed.</li> <li>• The scope does not include the operation analysis of the existing bus routes used by Omnitrans buses from and to the WV maintenance facility.</li> <li>• Prepare a technical memo documenting the changes to project description and the impacts associated with the changes.</li> </ul>
Visual Impact Assessment	<ul style="list-style-type: none"> <li>• Qualitatively discuss changes in public views of WV facility and Pomona station based on conceptual site plans.</li> <li>• Up to one photo simulation is proposed, if needed.</li> <li>• Prepare a technical memo documenting the changes to project description and the impacts associated with the changes.</li> </ul>
Air Quality Study	<ul style="list-style-type: none"> <li>• Qualitatively substantiate that less AQ impacts from BEB operation would result from project change #1</li> <li>• Quantitatively assess the construction and operation impacts from the new O&amp;M facility and on-route charger</li> <li>• Prepare a technical memo documenting the changes to project description and the impacts associated with the changes.</li> </ul>
Greenhouse Gas Study	<ul style="list-style-type: none"> <li>• Qualitatively substantiate that less GHG impacts from BEB operation would result from project change #1</li> <li>• Quantitatively assess the construction and operation impacts from the new O&amp;M facility and on-route charger</li> <li>• Prepare a technical memo documenting the changes to project description and the impacts associated with the changes.</li> </ul>
Biological Study Report	<ul style="list-style-type: none"> <li>• Update biological resources database covering the existing Biological Study Area (BSA) and the existing WV facility area.</li> <li>• Conduct a biological survey of the existing WV facility BSA to verify vegetation/landscaping</li> <li>• Prepare a technical memo documenting the changes to project description and boundary and qualitatively discuss biological impacts associated with the changes, with updated species lists.</li> <li>• No jurisdictional delineation will be conducted for the adjacent flood control channel.</li> </ul>

Technical Study Prepared in support of the EIR/EA	Re-evaluation Scope/Deliverable
Energy Study	<ul style="list-style-type: none"> <li>• Qualitatively substantiate that less energy consumption from BEB operation would result from project change #1</li> <li>• Quantitatively assess the construction and operation impacts from the new O&amp;M facility and on-route charger</li> <li>• Prepare a technical memo documenting the changes to project description and the impacts associated with the changes.</li> </ul>
Paleontological ER/PIR	<ul style="list-style-type: none"> <li>• Substantiate the no impact conclusion by confirming that the geologic substructure at the WV maintenance facility is the same as the WVC project alignment.</li> <li>• Prepare a technical memo documenting the changes to project description and qualitatively discuss the paleontological impacts associated with the changes.</li> </ul>
Geology, Soils, and Seismicity	<ul style="list-style-type: none"> <li>• Qualitatively assess geologic and soil conditions at the new O&amp;M facility.</li> <li>• Prepare a technical memo documenting the changes to project description and qualitatively discuss the geologic impacts associated with the changes.</li> </ul>
Phase I ISA	<ul style="list-style-type: none"> <li>• Obtain database and government records for Recognized Environmental Conditions (RECs) on and near WV facility.</li> <li>• Conduct site visit and existing WV facility survey.</li> <li>• Prepare Phase I ISA for the WV facility in accordance with ASTM 1527-13</li> </ul>
Water Quality Report	<ul style="list-style-type: none"> <li>• Based on the conceptual site plan and operation plan, assess impacts related to stormwater and drainage at the new O&amp;M facility</li> <li>• Prepare a technical memo documenting the changes to project description and qualitatively discuss the hydrologic and water quality impacts associated with the changes.</li> </ul>
Floodplains Evaluation Report	<ul style="list-style-type: none"> <li>• Impacts to adjacent flood channel are not anticipated and no FEMA/USACE/Flood Control District coordination will be required.</li> <li>• Prepare a technical memo documenting the changes to project description and qualitatively discuss the floodplain impacts associated with the changes.</li> <li>• This technical memo can be combined with the Water Quality Report memo</li> </ul>
Community Impact Report <ul style="list-style-type: none"> <li>• Land Use and Planning</li> <li>• Parks and Recreation</li> <li>• Demographics and Neighborhoods</li> <li>• Acquisitions and Displacements</li> </ul>	<ul style="list-style-type: none"> <li>• Review Community Impact Report related public comments received during the Draft EIR and EA circulation to ensure the public concerns are addressed.</li> <li>• Assess impacts on various community impact indicators associated with construction and operations at the new O&amp;M facility.</li> <li>• Prepare a technical memo documenting the changes to project description and boundary and qualitatively discuss the changes in the level of impacts of the overall project.</li> </ul>

Technical Study Prepared in support of the EIR/EA	Re-evaluation Scope/Deliverable
<ul style="list-style-type: none"> <li>• Public Services and Utilities</li> <li>• Safety and Security</li> </ul>	
Draft Relocation Impact Report	<ul style="list-style-type: none"> <li>• No land acquisition is required at the O&amp;M facility.</li> <li>• Prepare a statement of no impact as part of the Relocation Impact Report.</li> </ul>
Noise and Vibration	<ul style="list-style-type: none"> <li>• Review Noise and Vibration related public comments received during the Draft EIR and EA circulation to ensure the public concerns are addressed.</li> <li>• Reanalyze noise levels generated by the project using the noise level to be generated by the BEB buses, which will be obtained from the manufacturer's specifications.</li> <li>• Identify sensitive receptors along routes near the new O&amp;M facility</li> <li>• Reanalyze noise impacts along the main alignment and route to and from the new O&amp;M facility using the recalculated noise levels. Ambient noise measurements along the new routes to and from the new O&amp;M facility would be conducted where sensitive receptors are identified.</li> <li>• Assess noise impact from the construction and operation of the new O&amp;M facility at the existing WV maintenance facility. Ambient noise measurements at nearby sensitive receptors will be conducted.</li> <li>• Assess construction vibration impacts from the construction of charging stations, as well as modification of existing WV maintenance facility</li> <li>• Prepare Technical Noise and Vibration Technical Memorandum documenting the changes to project description and the operational and construction impacts associated with the use of BEB, WV facility, and routes to and from WV facility.</li> </ul>
Section 4(f) Evaluation	<ul style="list-style-type: none"> <li>• Prepare a technical memo documenting the changes to project description and boundary and qualitatively discuss nearby public parks and recreational facilities and historic resources that may be affected by the changes.</li> </ul>

*Deliverables:*

- *Draft and final technical memorandum of each study outlined above with up to one round of comments from SBCTA, Omnitrans, and FTA.*

**Notes:**

Includes preparing the project description and data needs list necessary to conduct the analysis of each resource under consideration. Includes coordination with agencies to resolve on-going technical issues that might arise during the course of the study.



### **Task 7.57 – CEQA Addendum**

Based on the results of the technical studies prepared under Task 7.56, Parsons will prepare an EIR Addendum describing the changes in project description, project objectives, and construction schedule since the Final EIR was certified, and the impacts to various environmental resources associated with the changes in project description. Parsons will submit the Draft and Final EIR Addendum to SBCTA/Omnitrans for review. Parsons will also assist SBCTA in preparing a staff report summarizing the findings of the EIR Addendum at SBCTA's request.

For cost estimate purposes, Parsons assumes one round of review by SBCTA/Omnitrans staff and one round of review by SBCTA legal per each submittal. It is also assumed that no public circulation is required for the EIR Addendum.

#### *Deliverables:*

- *Draft and final EIR Addendum if no new significant impacts beyond that disclosed in the original EIR are identified.*
- *Assist in preparing a staff report summarizing the findings of the EIR Addendum*

### **Task 7.58 NEPA Revalidation Document**

Based on the results of the technical studies prepared under Task 7.56, Parsons will prepare a NEPA Revalidation document describing the changes in project description, purpose and need, cost estimate, funding strategy, construction schedule, since the FONSI was issued, and the impacts to various environmental resources associated with the changes in project description.

The NEPA Reevaluation will summarize the results of impact analysis of each resource analyzed in the EA/FONSI and provide a conclusion if the previously approved FONSI is still valid. No new mitigation measures in addition to those approved as part of the FONSI are anticipated. Parsons will also provide assistance in drafting the Amended FONSI, as maybe directed by FTA.

For cost estimate purposes, it is assumed that no public outreach activities and public circulation of the NEPA Reevaluation is required. NEPA deliverables will be reviewed one round by SBCTA/Omnitrans, up to two rounds by FTA staff, and one round of legal review before being finalized. The cost estimates also include the project management and coordination times with all parties involved during the course of the revalidation process.

#### *Deliverables:*

- *Draft and final Revalidation Document*
- *Mitigation Monitoring Plan*
- *Assist in preparing an Amended FONSI as maybe requested by FTA*

**Task 7.59 – Mitigation Monitoring and Reporting Program (MMRP)**

The Final Mitigation Monitoring and Reporting Program (MMRP) for the project identified a total of 32 mitigation measures for operations and 51 mitigation measures for construction, all of which are required to be undertaken to mitigate the potentially significant impacts and unavoidable adverse effects associated with this project. Of these, those that require out of scope work include:

<b>EIR/EA Mitigation Measure No.</b>	<b>Avoidance, Minimization, and/or Mitigation Measures</b>	<b>Implementation Tasks</b>	<b>Scope of work and assumption used in preparing cost estimate</b>
<p align="center"><b><u>AV-1</u></b></p> <p align="center"><b><u>TREE SURVEY</u></b></p>	<p>Conduct a final tree survey for all trees that will be impacted by the project. Complete survey prior to final design efforts and minimize tree removal to the greatest extent possible.</p>	<ol style="list-style-type: none"> <li>1. Implement as part of final design.</li> <li>2. Include in bid and specification package.</li> <li>3. Monitor to ensure the contractor complies with tree removal plan.</li> <li>4. Implement tree removal plan.</li> </ol>	<p>Parsons biologist to conduct tree survey during final design. It is estimated that approximately 600 trees would need to be surveyed to identify the species; measure trunk size, height, and canopy size, and document the health of each tree. A stand-alone tree survey report will be prepared and the tree location will be plotted on the GIS map per the City of Ontario's request.</p>
<p align="center"><b>BR-1</b></p> <p align="center"><b>*Pre-Construction Burrowing Owl Surveys</b></p>	<p>Burrowing Owl (BUOW) Protection. To ensure that any BUOW that may occupy the site in the future are not affected by the construction activities, pre-construction BUOW surveys will be required within 7 to 10 days prior to any ground-disturbing activities in the areas identified as potential BUOW habitat.</p> <p>If any of the preconstruction surveys determine that BUOW are present, one or more of the following mitigation measures may be required: (1) avoidance of active nests and surrounding buffer areas during construction activities; (2) passive relocation of individual owls; (3) active relocation of individual owls; and (4)</p>	<ol style="list-style-type: none"> <li>1. Include the requirements in bid and specification package.</li> <li>2. Monitor to ensure the contractor complies with the requirements.</li> <li>3. Follow mitigation measure requirement.</li> </ol>	<p>Parsons biologist or its subcontractor will conduct BUOW survey 7-10 days prior to ground-disturbing activities in areas identified as potential BUOW habitat. Parsons will implement agreed-upon mitigation, as it applies, and coordinate with CDFW if BUOW are present.</p>

	<p>preservation of on-site habitat with long-term conservation value for the owl.</p>		
<p><b>BR-2 CI-BR-5</b></p> <p><b>*Pre-Construction Survey by Wildlife Biologist of all potential nesting habitat within 500' of construction activities</b></p>	<p>Nesting Birds Protection. Avoid disturbance of any nests protected by the Migratory Bird Treaty Act (MBTA). If tree and shrub removal activities are scheduled to occur during the breeding season (February 1 through August 31), then SBCTA will implement the following measures to avoid potential adverse effects on birds covered by the MBTA:</p> <ul style="list-style-type: none"> <li>• No more than 1 week prior to construction, a qualified wildlife biologist will conduct preconstruction survey of all potential nesting habitat within 500 feet of construction activities where access is available.</li> <li>• If active nests are found during preconstruction surveys, then the project proponent will create a no-disturbance buffer (acceptable in size to the California Department of Fish and Wildlife [CDFW]) around active raptor nests and nests of other special-status birds during the breeding season, or until it is determined that all young have fledged. Typical</li> </ul>	<ol style="list-style-type: none"> <li>1. Include the requirements in bid and specification package.</li> <li>2. Monitor to ensure the contractor complies with the requirements.</li> <li>3. Follow mitigation measure requirement.</li> </ol>	<p>Parsons biologist or its subcontractor will conduct pre-construction nesting survey no more than 1 week prior to tree and shrub removal activities in areas within sensitive seasonal timeframe. Parsons will implement agreed-upon mitigation, as applicable, and coordinate with CDFW, as appropriate.</p>

	<p>buffers include 500 feet for raptors and 250 feet for other nesting birds. The size of these buffer zones and types of construction activities restricted in these areas may be further modified during coordination and in consultation with CDFW, and it will be based on existing noise and human disturbance levels at the project site. Nests initiated during construction are presumed to be unaffected, and no buffer would be necessary; however, the “take” (e.g., mortality, severe disturbance to) of any individual birds will be prohibited.</p> <p>If preconstruction surveys indicate that nests are inactive or potential habitat is unoccupied during the construction period, then no further mitigation is required. Trees and shrubs within the construction footprint that have been determined to be unoccupied by birds covered by the MBTA or that are located outside the no-disturbance buffer for active nests may be removed.</p>		
<p><b>BR-3 &amp; CI-BR-1</b></p>	<p>Coastal Sage Scrub Protection. During final design, the Project</p>	<p>1. Include the requirements in bid and specification package.</p>	<p>Since ESAs are not identified as temporarily or permanently impacted</p>

<p><b>*Biologist to Delineate all Environmentally Sensitive Areas (ESAs)</b></p>	<p>Engineer will coordinate with a qualified biologist to delineate all environmentally sensitive areas (ESAs) within the project footprint and immediately surrounding areas. ESAs are not identified as temporarily or permanently impacted in the environmental document.</p> <p>Prior to clearing vegetation or <u>construction</u> within or adjacent to ESAs, the Contractor will install highly visible barriers (e.g., orange construction fencing) adjacent to the project impact area to designate ESAs to be preserved in place. No grading or fill activity of any type will be permitted within these ESAs. In addition, no construction activities, materials, or equipment will be allowed within the ESAs. All construction equipment will be operated in a manner to prevent accidental damage to nearby ESAs. No structure of any kind, or incidental storage of equipment or supplies, will be allowed within the ESAs. Silt fence barriers will be installed at the ESA boundaries to prevent accidental deposition of fill material in areas where vegetation is adjacent to planned grading activities. A qualified</p>	<p>2. Monitor to ensure the contractor complies with the requirements.</p> <p>3. Follow mitigation measure requirement.</p>	<p>in the environmental document, this CI-BR-1 will not be required.</p> <p>No task will be performed.</p>
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	biologist will supervise the placement of ESA fencing.		
<b>CI-BR-3</b>  <b>*Biologist to Prepare List of Native Plants to be Hydroseeded</b>	Prior to the completion of construction, the Contractor will hydroseed temporarily impacted vegetation communities with appropriate native plant species. Plant species used in the seeding shall be determined in coordination with a qualified biologist.	<ol style="list-style-type: none"> <li>1. Coordinate with Biologist to include planting list with native plants in landscape /streetscape plans.</li> <li>2. Include the requirements in bid and specification package.</li> <li>3. Monitor to ensure the contractor complies with the requirements for hydroseeding per landscape /streetscape plans.</li> <li>4. Implement requirements for hydroseeding per landscape /streetscape plans.</li> </ol>	Parsons landscape architect or biologist will prepare a planting list with native plants in landscape /streetscape plans and include the requirements in bid specification package. CM manager will monitor to ensure the contractor complies with the requirements for hydroseeding per landscape /streetscape plans.
<b>CI-CR-1</b>  <b>*Archaeological &amp; Tribal Monitor(s) During Construction</b>	Archaeological and Native American monitoring shall be limited to any project-related, ground-disturbing construction activities (e.g., grading, excavation, drilling) that may affect previously undisturbed sediments anticipated within the Holt Boulevard Corridor to be between 3 feet and 5 feet below the existing ground surface where electrical and communication utilities have been placed, and up to 20 feet below ground surface in areas in which the sewer main is located. Project activities involving utility relocation and establishment of storm drain laterals along Holt Boulevard may involve	<ol style="list-style-type: none"> <li>1. SBCTA shall hire both an Archaeologist and Native American Monitor.</li> <li>2. Archaeologist and Native American Monitor shall coordinate with SBCTA Construction Manager to identify areas that require monitoring.</li> <li>3. An Updated/Final CRMMP shall be developed in accordance with this mitigation measure.</li> <li>4. Archaeologist and Native American Monitor shall monitor during ground-disturbance activities to implement the CRMMP.</li> </ol>	In advance of construction, during final design, Parsons will identify subcontractor to provide archaeological monitoring, and also engage Native American tribal monitors and serve as liaison with Construction Manager. Parsons will oversee revision of CRMMP during final design by same archaeological subcontractor firm to include specific areas for monitoring during final design in consultation with Native American tribe(s). Should buried sites or human remains be discovered during construction, measures identified in the CRMMP shall be adhered to.

	<p>previously undisturbed sentiments. Archaeological monitoring, when applicable, shall be conducted by a qualified archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for Archaeology. Tribal monitor(s) shall be retained and compensated and are required to be approved by the consulting Tribal Government(s) and are listed under the Native American Heritage Commission's (NAHC) Tribal Contact list for the area of the project location. That list of individuals, however, would need to be provided to SBCTA for review and final selection. A Cultural Resources Monitoring and Mitigation Plan (CRMMP) shall be finalized prior to the start of ground-disturbing activities outlining the roles and responsibilities of the monitors, describing the protocols and procedures for monitoring, identifying locations or construction activities requiring monitoring, and defining the procedures for the recordation and treatment of new finds. No information regarding the discovery of human remains shall be publicized.</p>		<p>Due to the uncertainty of the number of days subject to monitoring at this time, for cost estimate purpose, it is assumed up to 60 days would be required for archeological and Native American monitoring at the rate of \$850 per 8-hr working day inclusive of administration, traveling, per diem, and daily reporting. The cost estimate does not include premium overtime in the event the monitoring work is extended beyond the 8-hr workday.</p>
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<p><b>CI-CR-4</b></p> <p><b>Historic Property Buffers</b></p>	<p>SBCTA will include an environmentally sensitive buffer in the plans and specifications to alert contractors to avoid character-defining features of each built environment historic property. Should any proposed project activities change in a manner that would be expected to cause an impact to character-defining features of the resource, SBCTA will be responsible for consulting with FTA and the State Historic Preservation Officer (SHPO) to develop and apply appropriate treatment measures under the Secretary of the Interior's Standards for the Treatment of Historic Properties, as determined by a qualified Architectural Historian (as defined at 36 CFR 61). No project construction work will occur within 50 feet of any of the character-defining features of the specific historic building in question until agreement has been reached among consulting parties under Section 106.</p>	<ol style="list-style-type: none"> <li>1. Implement as part of final design.</li> <li>2. Include in bid and specification package.</li> <li>3. Monitor to ensure the contractor complies with project plans.</li> <li>4. Implement project plans.</li> <li>5. Consult with FTA and SHPO and develop treatment measures.</li> </ol>	<p>Parsons SOI-qualified professional architectural historian or its subcontractor will review final plans and prepare memo for SBCTA to submit to FTA/SHPO.</p>
<p><b>CI-CR-5</b></p> <p><b>Protective Measures for Historic Features</b></p>	<p>Alterations to each of the historic properties will adhere to the Secretary of the Interior's Standards (SOIS) for the Treatment of Historic Properties (36 CFR 68). The Standards provide</p>	<p>SBCTA to hire Certified Arborist to propose protective measures for historic date palms at the Jacob Lerch House (541 E. Holt Boulevard). A historic low rock wall and two columns located near front sidewalk are to</p>	<p>Since no date palm removal is planned, no certified arborist is warranted.</p> <p>Parsons will review final plans by SOI-qualified professional and prepare memo for SBCTA to submit to FTA on</p>

	<p>guidance for making alterations to historic resources, including related landscape features and the building's site and environment. The historic character of each property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a historic property will be avoided. The new work will protect the historic integrity of each historic property and its environment. BMPs will be incorporated to minimize short-term, temporary noise and vibration impacts to the following historic property. This includes provisions for vibration monitoring by the contractor and having a plan in place before construction begins for the use of alternative equipment and techniques when established thresholds may be exceeded. More specifically:</p> <p><u>Jacob Lerch House (541 E. Holt Boulevard, Ontario)</u></p> <p>The affected area of the historic property consists of a sliver portion, which is currently lawn. Turf grass will be replaced in areas to match pre-project conditions in consultation with the</p>	<p>be reconstructed at same property.</p> <p>The contractor will be required to relocate, temporarily protect, and finally reestablish the historic neon sign on The Grinder Haven parcel (724 W. Holt Boulevard, Ontario)</p> <ol style="list-style-type: none"> <li>1. Implement as part of final design.</li> <li>2. Include in bid and specification package.</li> <li>3. Project plans related to historic elements need approval from SOI-qualified historic architect/architectural historian. Plans must also be submitted to FTA</li> <li>4. Monitor to ensure the contractor complies with project plans.</li> <li>5. Implement project plans.</li> </ol>	<p>adjacent historic wall and columns on the Jacob Lerch House and also the historic commercial sign at The Grinder Haven parcels. Parsons work will include specification development/review and coordination with FTA on behalf of SBCTA. The historic sign on The Grinder Haven parcel requires special protection and treatment. The requirement will include development of a standard special in the specification and bid package. The contractor is required to develop a plan for the historic sign for approval by FTA prior to work commencing. Parsons' SOI-qualified Historic Architect and Architectural Historian may approve plans and submit to SBCTA/FTA.</p>
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property owner during and at the completion of construction. Two historic Canary Island date palms would be relocated within 8 to 10 feet of their existing location, in parallel fashion. If the certified Arborist determines that their condition would not allow for successful survival, two replacement Canary Island date palms, 17 feet in height, would be installed.

In addition, a curb-wall and columns adjacent to the front sidewalk will be reconstructed. The new work will protect the historic integrity of the property and its environment, and will be reviewed and approved by a California-licensed Historic Architect.

Project features will not be close to the historic residential building, and they will not damage or destroy character-defining materials or any features associated with the historic property, or substantially alter or destroy any primary views of the historic property.

The Grinder Haven parcel (724 W. Holt Boulevard, Ontario)

A historic neon sign near the edge of the property, between the two driveways, will be retained as required by FTA and SHPO. The

	<p>sign is to be carefully removed and properly stored by the contractor to prevent accidental damage or vandalism between removal prior to construction and placement back on the parcel after completion and placed in close proximity and with same street orientation as present. The contractor shall institute appropriate protective measures. A plan identifying the protective measures for the sign are required to have FTA approval</p>		
<p><b>CI-CR-6</b></p> <p><b>Paleontologist to Prepare PMP, WEAP, and PMR</b></p> <p><b>*Paleontologist to Conduct Field Checks during Ground Disturbance</b></p>	<p>Prepare and implement a Paleontological Monitoring Plan (PMP), which will include the following:</p> <ul style="list-style-type: none"> <li>• Workers Environmental Awareness Program (WEAP). The WEAP shall be presented to all construction personnel prior to the start of ground-disturbing activities.</li> <li>• Periodic paleontological spot checks shall be conducted by a qualified paleontologist in any location along the alignment where excavation exceeds depths of 5 feet into the younger Quaternary deposits to check for the presence of older, more paleontologically</li> </ul>	<ol style="list-style-type: none"> <li>1. SBCTA to hire Paleontologist.</li> <li>2. Paleontologist to prepare PMP and WEAP, and submit to SBCTA for approval.</li> <li>3. Include information in bid and specification package.</li> <li>4. Paleontologist to monitor and conduct field checks during ground-disturbance activities per PMP.</li> <li>5. Paleontologist to stop work if paleontological resources are found and evaluate the discovery.</li> <li>6. Prepare PMR; submit to SBCTA and FTA.</li> </ol>	<p>Parsons to contract and manage paleontological subcontractor to prepare PMP during final design, which will include development and delivery of WEAP training, and identify spot monitoring of 5' or deeper excavations in a review of the final plans.</p> <p>Paleontologist to coordinate with Construction Contractor on delivery of WEAP to construction personnel and identify prospective locations for monitoring.</p> <p>If fossils are identified during construction, nearby work stopped until evaluated by paleontologist.</p> <p>Paleontologist to prepare PMR for SBCTA and</p>

	<p>sensitive geologic units (including older Quaternary alluvium). The specific locations where excavation will exceed the 5-foot threshold will be determined once final construction plans are available and will be included in the PMP. If paleontologically sensitive geologic units are observed during spot checking, full-time monitoring shall be implemented during excavations into the sensitive sediments. The 5-foot depth at which spot checking shall be triggered will initially be implemented, but it shall be modified as needed by the qualified paleontologists, in consultation with SBCTA and FTA, based on the sediment types, depths, and distributions observed during monitoring during the life of the project.</p> <ul style="list-style-type: none"> <li>• If unanticipated paleontological resources are discovered during project-related activities, work must be halted within 100 feet of the discovery until it can be evaluated by a qualified paleontologist.</li> </ul> <p>Upon completion of ground-disturbing activities, a</p>		<p>FTA upon completion of ground-disturbing activities.</p> <p>Due to the uncertainty of the number of days subject to monitoring at this time, for cost estimate purpose, it is assumed up to 30 days would be required for paleontological monitoring at the rate of \$850 per 8-hr working day inclusive of administration, traveling, per diem, and daily reporting. The cost estimate does not include premium overtime in the event the monitoring work is extended beyond the 8-hr workday.</p>
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Attachment: 18-1001870 Amendment 3 for WVC\_Attachment B.3\_Scope [Revision 2] (7344 : West Valley Connector Project- Amendment No. 3

	<p>Paleontological Monitoring Report (PMR) shall be prepared and submitted to SBCTA, FTA, and the fossil repository.</p>		
<p><b>CI-CR-7</b></p> <p><b>Document Historic Resources</b>  <b>*Pay Fees, Obtain Certificate, and Salvage Historic Artifacts prior to Demolition Permit</b></p>	<p>In compliance with the City of Ontario's Historic Preservation regulations, and CEQA, the following measures will be implemented to mitigate impacts on the City's locally designated historical resources:</p> <ol style="list-style-type: none"> <li>1. Each historic resource shall be fully documented and cataloged pursuant to Historic American Building Survey/Historic American Engineering Record (HABS/HAER) standards, to provide a record of the resource, including but not limited to: (i) preparation of site plans, floor plans, exterior and interior elevations, and detailed drawings of character-defining features (e.g., moldings, stairs); and (ii) photographs of the resource, including interior and exterior character-defining features (e.g., moldings, light fixtures, trim patterns).</li> <li>2. A mitigation fee established pursuant to Ontario Development Code</li> </ol>	<ol style="list-style-type: none"> <li>1. Prepare HABS/HAER.</li> <li>2. Pay mitigation fee.</li> <li>3. Obtain Certificate of Appropriateness.</li> <li>4. Salvage historic items.</li> </ol>	<p>Parsons' senior cultural resources specialist has discussed with the City of Ontario senior planner (Diane Ayala) on December 3, 2020 on the requirement to complete this mitigation measure. The scope of work proposed herewith is based on this discussion.</p> <p>During final design and before demolition of buildings, Parsons architectural historian will prepare written component as part of HABS documentation and hire and work with professional HABS photographer subcontractor to prepare the special record for each impacted City historical resource.</p> <p>Parsons architectural historian will measure site plan drawings, floor plans, etc., on each of the five buildings per the City's requirement.</p> <p>Parsons will coordinate with City of Ontario to identify which building features and artifacts shall be preserved prior to building demolition permit issuance. Parsons will also coordinate the effort to collect, store, and donate to institutions</p>

	<p>Section 7.01.030 (Historic Preservation Mitigation Fee) shall be paid to the City prior to the issuance of a demolition permit for Tier III historic resources. Fees for Tier I and II historic resources shall be determined during the EIR process. The fees established for Tier III will be used as a reference point for establishing fees for Tier I and II historic resources.</p> <p>3. A Certificate of Appropriateness shall not be issued for the demolition of a historic resource, either in whole or in part, until such time that a demolition permit application and a replacement structure have been approved by the City, and appropriate permits have been issued for its construction, unless</p> <ul style="list-style-type: none"> <li>(i) a waiver is granted pursuant to Subsection H (Replacement Structure Waiver for Historic Resources Located within Industrial Zoning Districts) of Section 4.02.050 of the Ontario Development Code;</li> <li>(ii) a deferral of the replacement structure</li> </ul>		<p>interested in collecting the selected artifacts.</p> <p>For cost estimate purpose, the cost to shoot required photographs by the experienced HABS photographer is estimated at \$25,000 for five properties. This cost is included as an ODC to this estimate.</p> <p>Note that this scope of work and cost estimate does not include the payment of mitigation fee for the five historic properties subject to demolition set forth by the City of Ontario.</p>
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	<p>requirement is granted pursuant to Subsection G (Replacement Structure Deferral) of Section 4.02.050 of the Ontario Development Code; or (iii) demolition is required pursuant to Ontario Development Code Section 7.01.055 (Unsafe or Dangerous Conditions).</p> <p>To preserve features and artifacts from historic resources, a determination of the items within or on the resource that should be salvaged must be made by the Planning Department and may include the local historical society prior to the issuance of the demolition permit. The applicant shall be responsible for the removal, relocation, storage, and donation of such items selected for salvaging. The applicant shall provide an inventory of salvaged items to the Planning Department, and shall include a list of each item name, description, dimension (as necessary), and location of each item on the floor plan.</p>		
<p><b>CI-NC-2</b></p>	<p>The Contractor shall implement the following control measures, as applicable, to minimize the potential impacts</p>	<ol style="list-style-type: none"> <li>1. Include the requirements in bid and specification package.</li> <li>2. Monitor to ensure the contractor implements the</li> </ol>	<ul style="list-style-type: none"> <li>• Parsons will identify the buildings subject to preconstruction inspection (i.e. buildings located</li> </ul>



	<p>from construction vibration:</p> <ul style="list-style-type: none"> <li>• Hours of vibration-intensive activities, such as vibratory rollers, shall be restricted to minimize adverse impacts to the residents (e.g., weekdays during daytime hours only).</li> <li>• When possible, the use of construction equipment that creates high vibration levels, such as vibratory rollers operating within 20 feet of commercial buildings, within 26 feet of residential buildings, and within 36 feet of sensitive land uses, such as historic properties, shall be limited.</li> <li>• Contractors will be required to have a plan in place to use alternative procedures of construction, selecting the proper combination of equipment and techniques to generate the least overall vibration, in those cases where vibration from construction activities would exceed the established thresholds for buildings susceptible to vibration damage.</li> <li>• Conduct a preconstruction building inspection/survey to document the preconstruction</li> </ul>	<p>vibration control measures.</p> <p>3. Follow mitigation measure requirements.</p>	<p>within 30 feet from the roadway construction zone)</p> <ul style="list-style-type: none"> <li>• Parsons will include the number of buildings and locations subject to preconstruction inspection in the construction specifications.</li> <li>• Parsons will estimate the cost of pre and post construction inspections for SBCTA use in reviewing contractor's cost estimate.</li> </ul>
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	<p>condition of building structures that are located within approximately 30 feet of planned construction activities that could generate high vibration levels (e.g., activities associated with vibratory rollers).</p> <ul style="list-style-type: none"> <li>• Conduct vibration monitoring at nearest buildings (within approximately 30 feet of activity) during vibration-intensive construction activities.</li> <li>• To the extent practicable, construction activities near the school would be scheduled outside of school hours.</li> </ul>		
<p><b>Specifications for meeting Environmental Compliance Measures</b></p>	<p>To comply with mitigation measures AV-1; BR-1; BR-2 and CI-BR-5; BR-3 and CI-BR-1; CI-BR-3, CI-CR-4, CI-CR-5, and CI-CR-6, standard special provisions will need to be included in the bid and specification package to ensure project complies with NEPA and CEQA requirements.</p>	<ol style="list-style-type: none"> <li>1. Prepare draft specifications for bid package for review by SBCTA.</li> <li>2. Prepare final specifications for bid package.</li> </ol>	<p>Parsons engineering design and environmental specialists will coordinate to develop the necessary language for the specifications and bid package.</p>

\*Note: Items marked above are scheduled to take place during or near the time of project construction and costs for these items have been escalated as such.

**Task 7.60 Survey for Maintenance Facility**

**Project Limits**

This scope covers the aerial and ground mapping to be performed at the current Omnitrans West

Valley Facility located at 4748 E Arrow Highway, Montclair, Ca. The aerial mapping will extend beyond the current yard limits of the facility, but the supplemental ground survey will be limited to features inside the facility only.

### **Aerial Mapping**

Aerial mapping and imagery will be obtained for the limits shown in the photo above. 40 scale mapping with 1ft contours will be prepared with DTM and planimetrics of the area highlighted above. Mapping will be delivered in Microstation DGN format. Targets will be set to control the aerial mapping and imagery.

Survey control will be set to control the aerial targets and for use in the supplemental ground surveys. This control will be based on NAD83 coordinate system and NAV88 elevation values. This survey control will be set for use in later phases of the project.

### **Supplemental Topographic Surveys**

Topographic field surveys will be performed to collect more detailed ground surveys in the yard area.

The field survey crew will collect the following features:

- Surface visible utilities including fire hydrants, pull boxes and poles;
- Location of electrical transformers and other power boxes;
- Manholes (includes dips if possible);
- Drainage improvements;
- Visible grade breaks in the existing ground;
- Limits of building structure/corners;
- Outline all existing visible concrete pads and pull boxes (corners);

The topographic survey data will be processed and plotted in a Microstation DGN format 40 scale.

#### *Deliverables:*

- *Topographic Survey Mapping at a 40-scale in Microstation DGN format*
- *XYZ description point list of all shots processed*
- *Hard Copies of survey field notes*

## **TASK 8.0 – PRELIMINARY ENGINEERING**

Due to the change in scope stated in Task 7.0 above, the proposed improvements for the new O&M Facility are no longer required. These tasks are listed below and can be removed from the scope of work for this project.

### **REMOVAL of Task 8.1 – Aerial Mapping**

### **REMOVAL of Task 8.2 – Site Visit**

### **REMOVAL of Task 8.3 – Industrial Engineering / Equipment Selection**

### **REMOVAL of Task 8.4 – Geotechnical Analysis**

**REMOVAL of Task 8.5 – Demolition and Site Cleanup**  
**REMOVAL of Task 8.6 – Site Work**  
**REMOVAL of Task 8.7 – Civil Conceptual Design**  
**REMOVAL of Task 8.8 – Utilities Design**  
**REMOVAL of Task 8.9 – Personnel and Storage Facility Design**  
**REMOVAL of Task 8.10 – System Safety Program Plan**  
**REMOVAL of Task 8.11 – Landscape and Hardscape Design**  
**REMOVAL of Task 8.12 – Omnitrans Stakeholder Coordination**  
**REMOVAL of Task 8.13 – Performance Specifications**  
**REMOVAL of Task 8.14 – Cost Estimate**

### **Task 8.24 – Preliminary Engineering Support of Environmental Document Changes**

#### Assumptions:

- Public circulation for reevaluation of the Environmental Document will not be required.
- Layouts and mapping not needed for Traffic analysis.
- Layouts and mapping not needed for Noise analysis.
- Floodway or floodplain analysis not needed.
- Coordination with FEMA, Army Corps of Engineers, and San Bernardino Flood Control District will not be needed.
- SBCTA survey mapping provided at the West Valley Maintenance Facility covers areas potentially needing improvements and includes right of way mapping necessary for design.
- Final design of the West Valley Maintenance Facility and en-route chargers at the Pomona Transit Center will be included via a separate Contingency Release or Amendment.

Consultant will provide the preliminary engineering design of two (2) en-route chargers for BEB's at Pomona Transit Center Station. Consultant will also provide the preliminary engineering design of up to nine charging stations within the existing WV facility. Consultant will obtain supplementary survey consisting of survey shots will be added for the en-route station and the West Valley Maintenance Facility to support preliminary engineering efforts.

#### *Deliverables:*

- Supplemental field survey of the en-route station, consisting of survey shots.*
- 30% plan sheets of preliminary engineering of two (2) en-route BEB chargers at Pomona Transit Center Station (assumes 2 sheets)*
- 30% plan sheets of preliminary design of up to nine BEB charging stations within the existing WV facility (assumes 2 sheets)*

### **Task 8.25 – FTA CIG Support Relative to Design**

Consultant will attend and provide support to CIG meetings monthly for the first 12 months, then quarterly thereafter for the following 2 years. Consultant prepared and distributed meeting minutes and action items for the first thirteen (13) meetings. Consultant will also attend two (2) risk workshops and prepare and distribute meeting minutes and action items for these workshops. This task includes updating the Risk Register per FTA format and provide the supporting documentation required by FTA.

#### *Deliverables:*

- *Attend 16 monthly meetings followed by quarterly meetings for 2 years*
- *Prepare and Distribute Minutes and Action Items for each of the thirteen (13) monthly CIG meetings done to date*

- Attend up to two (2) Risk Workshops
- Prepare and distribute minutes and action items for two (2) Risk Workshop meetings
- Updated Risk Register and Supporting Documentation

### **Task 8.26 – Right of Way Savings Additional Exhibits**

The Consultant identified full-take parcels which could be reduced to partial take if parkway width were reduced at spot locations. Consultant prepared a strip plot exhibit identifying these particular parcels and met with SBCTA to present what exactly was required to switch each parcel to a partial take. SBCTA presented these strip plots to the City of Ontario, who then requested (5) individual exhibits that showed shapes within the parkway areas for each location. Parsons prepared these exhibits, which were then sent to the city for review. After review, the city approved of the parkway reduction at all five locations.

#### *Deliverables:*

- (5) Exhibits of R/W Savings Locations

### **TASK 9.0 – FINAL DESIGN**

#### **Task 9.2 – Re-Modeling roadway based on R/W Savings Design Changes**

The City of Ontario responded with their approval to move forward with the SBCTA requested design changes after the dedicated lanes segment in Ontario had already been designed and modeled by Parsons' team. This meant going back to the profiles at each of the locations and modifying the top of curb elevations so that the back of sidewalk would match the survey shots along the buildings which were now to be protected in place. Then, to maintain as close to a 2% cross-slope as possible, the median profiles had to be modified wherever the top of curbs changed. The changes had to be coordinated with drainage to adjust for low points and flows. This design change added time and effort to the preparation of the 65% submittal.

#### *Deliverables:*

- Updated Roadway Model at all five (5) R/W Savings Locations

#### **Task 9.3 – 2<sup>nd</sup> Pylon Design & Center Station Redesign with Bike Ramps**

The scope of work for this project included the design of a single pylon to be used at all station locations. This pylon included a variable message sign, downlighting, PA speaker, and a security camera. Omnitrans provided comments requesting a new pylon design which would include an integrated dynamic screen, E-paper, emergency call button, and visually impaired/braille information, as well as the same other amenities previously proposed. The Consultant responded to the comment by providing an integrated design. This new pylon design requires coordination with fabricators to confirm feasibility of adding the requested features. The architect is now proceeding with the design of a second pylon which will include these features, to be used specifically at side station locations. The pylon with integrated screens will replace the separate kiosk previously planned to accompany the pylon at the side stations. The original pylon design, minus the circular message sign, will be used at only the center station locations. This is because the placement of the pylons for the center stations is close to the intersections and not within the space where passengers will be standing and reading the information.

At the request of SBCTA, bike ramps to street level are being added within the center station design. The detailed layout of the center stations created by the architect during the preliminary engineering phase will therefore need to be redone to include these bike ramps, and additional construction details will be added to the civil drawings.

*Deliverables:*

- *Incorporation of 2<sup>nd</sup> Pylon Design into PS&E*
- *Incorporation of Bike Ramps into Center Station Design*

#### **Task 9.4 Geotechnical Boring Encroachment Permits and Traffic Control Permits**

The project Scope of Work does not include preparing and obtaining Encroachment and Traffic Control permits for drilling the geotechnical borings within each city. To obtain these permits, a customized work plan report and city-specific forms had to be submitted. Additionally, each city required customized traffic control plans. The scope of work states that ‘a standard plan for an exterior temporary lane closure’ would be used. However, standard plans pulled from the MUTCD was not acceptable to any of the four cities. Each required a detailed plan showing at least one of the locations within their city. The Traffic Control plans submitted for these permits will be provided to SBCTA for informational purposes.

The City of Ontario also had the following requirements to obtain an Encroachment Permit:

- Contractor must have a Class A General Engineering Contractor’s License, OR
- Contractor must have all of the following Class C Contractor’s Licenses: C-57 (Drilling license), C-31 (Construction Zone Traffic Control license), and C-12 (Paving and Earthwork license).

For geotechnical borings, it is typical for the driller to have a C-57 license, and the traffic control subconsultant to have a C-31 license. Since no paving is needed when drilling geotechnical borings, a contractor with a C-12 license should not be required. To meet the city’s requirement, Parsons had to bring in a Paving contractor with a C-12 license. This paving contractor then needed to obtain a City of Ontario Business License as well as Liability Insurance with the city named as additionally insured before the city would grant Parsons the Encroachment permit. In the end, the city inspector did not require a paving contractor to patch the bore holes, so this paving contractor was not actually needed or used. However, there was significant additional effort required in obtaining this permit due to the city’s unusual requirements.

*Deliverables:*

- *(4) Encroachment and Traffic Control Permits for Geotechnical Boring Work*
- *Additional Coordination with City of Ontario to Successfully obtain Permit*

#### **Task 9.5 Additional Legal Descriptions**

The current estimated number of partial acquisitions plus TCE’s is 350. The project’s original scope of work included 200 legal descriptions. However, due to the time that has passed, the original budget now covers a total of 110 legal descriptions. Therefore, budget is now needed to cover 240 legal descriptions. A legal description is required for both temporary construction easements (TCE’s) and partial acquisitions, counted separately. No escalation is being requested

for this work.

*Deliverables:*

- R/W Base Mapping
- 240 Additional Legal Descriptions

### **Task 9.6 Escalation**

Since the project has gone approximately 4 years longer than anticipated, an escalation factor of 4% per year is requested from the year in which tasks were projected to be completed to the currently projected completion years, outlined below.

-Final Design (Tasks 9 and 10) was originally scheduled to end in 2017. It is now scheduled to end 2021. This is 4 years of escalation.

-Bid Period Services (Task 11) was originally scheduled to take place in 2017. It is now scheduled to take place in 2021. This is 4 years of escalation.

-Design Services during Construction (Task 12) was originally scheduled to take place from 2017 to 2019 and is now scheduled to take place 2022 to 2024. This is 5 years of escalation.

-The following tasks under Miscellaneous Services (Task 14) require escalation for their changes in schedule:

- C. Additional Signal Modifications - was originally scheduled to take place September 2016 to April 2017 and is now scheduled to take place March 2020 to August 2021. This is 4 years of escalation.
- D. Flood Channel Impact Requirements - was originally scheduled to take place at the end of 2015 and is now scheduled to take place at the end of 2020. This is 5 years of escalation.
- E. Major Sewer/Water Utility Relocation – was originally scheduled to take place December 2016 to January 2017 and is now scheduled to take place December 2020 to January 2021. This is 4 years of escalation.
- I. Survey/Engineering support of R/W Acquisition – Parsons’ portion of this task was originally scheduled to take place in the beginning of 2017 and is now scheduled to take place beginning of 2021. This is 4 years of escalation. No escalation is being requested for the Psomas portion of this task.

### **Task 9.7 Southern California Edison – Applications for New Electric Meters**

The project scope of work does not include Southern California Edison (SCE) applications for new electric meters. Parsons will perform the requirements to submit five (5) complete applications to SCE for a new electric meter at each station location within the current Phase 1 project. Parsons has already reached out to SCE regarding these applications and SCE has supplied Parsons with the names of the five (5) SCE planners in which applications are to be submitted. Each SCE planner is responsible for certain territories, and the proposed locations within West Valley Connector cover five different planners’ territories. Parsons will prepare all five (5) application packages, including the applicable forms, which are to be signed by Omnitrans. Each package will include the appropriate forms, signed by Omnitrans and Parsons, a PDF of the meter locations being requested, and CAD files showing the proposed meter locations in SCE’s specified format.

In total, Parsons will apply for 33 meters for 33 station locations.

### **Task 9.8 Scope Change**

The original scope of work had two phases related to design:

- Phase 1: encompasses the Rapid line of all side stations on the entire 25-mile corridor from Pomona Transit Station in Pomona, CA, to Kaiser Permanente in Fontana, CA, with the exception of the 3.5 miles of dedicated lanes in Ontario.
- Phase 2: encompasses the 3.5 miles of dedicated lanes in Ontario from Benson Ave to Vineyard Ave and related streetscape improvements.

Removal of the stations in Fontana which came after the Victoria Gardens station from Phase 1 of the contract does not simply equal removal of the equivalent percentage of side stations within that phase from the total of Phase 1. Since the original scope was for one design package, items which would still need to be completed with or without these stations include:

- Mobilization for geotechnical borings
- Preparation and review of the Final Geotechnical Report
- Preparation and review of drainage and water quality reports
- Structural design (typically one or two designs are applicable to all side stations)
- Survey control
- Construction details (details apply to all stations)
- Traffic control (typically one or two designs can be applied to all side stations)
- TSP analysis and updated memorandum
- Electrical streetlighting design (no street lighting proposed at Phase 2 stations)
- Communications design (typically applicable to all or most side stations)
- Architectural design (same shelter and station designs used at all or most side stations)
- Station signs (applicable to all side stations)
- Artwork coordination
- Technical Specifications
- Quantities
- Cost estimates

Since most of the design work needs to be completed whether these stations are included in the project or not, the largest cost savings comes from the sheet production of these stations. A breakdown of costs which can be taken from the current contract and used for other items within this amendment are listed below. The number of sheets considered as “removed” from the project were estimated based on the currently proposed plans and how many stations are shown on each plan sheet:

#### **Note:**

Original Scope had 27 locations and 48 stations

Phase 1 has 21 locations and 33 stations



Difference of 6 locations and 15 stations

Scope Item	Removed from Project (Phase 2):
*Geotechnical Borings	12 borings
Roadway Typical Section Sheets	3 sheets
Roadway Layout Sheets	6 sheets
Removal Sheets	6 sheets
Utilities Sheets	6 sheets
**Architectural Sheets	13 sheets
TSP Analysis	25 Intersections

\*Note: Removal of 12 borings from the original scope and fee created in 2015 does not equal today's cost of performing 12 borings. Due to the increase in construction costs, the amount used for drilling 30 borings equaled the budgeted amount for the original 42 borings. Therefore, no cost savings can be given back to the project for this work. However, no escalation is being requested for this work.

\*\*Note: Although the architectural plan set will be reduced by 13 sheets, the architect has requested no reduction in fee for the following reasons:

- The 13 site plans are in locations that would have taken the least amount of time to prepare, so the reduction would be in the 7% range or less.
- Since the 30% drawings were developed, there have been items that must be redesigned based on changing conditions including sun shading shelter-related requirements and preferences stated by Omnitrans.

### **Task 9.9 Final Caltrans Encroachment Permit for Euclid Ave Improvements**

#### Assumptions:

- Project improvements within Caltrans right of way (R/W) will be under \$1 million and non-complex, which means the Caltrans Encroachment Permit (EP) process will be followed. This will not be a Caltrans Oversight Project (OP).
- Coordination for cooperative agreements or highway improvement agreements is not anticipated.
- Signal warrant study will not be required.
- Task includes 2 Caltrans reviews, and 3 submittals.
- Proposed improvements include replacement of one (1) signal pole and mast arm with addition of a bus queue jump/TSP, and new striping. Improvements do not include replacement of signal controllers, pedestrian curb ramps, or other roadway improvements.
- The following items will be updated in the Final Encroachment Permit Application:
  - Letter of Authorization and Letter of Concurrence (provided by SBCTA and City of Ontario)
  - Cost Estimate of items within State R/W
  - One (1) Design Standard Decision Document (DSDD), if required, will be updated and submitted. The DSDD will eliminate the need to design new curb ramps and roadway improvements.

The original scope included submittal of a Draft Encroachment Permit. The Final Encroachment Permit was not included. The consultant shall submit a final encroachment permit application to Caltrans District 8 for the improvements within Caltrans right of way, at State Route 83 (Euclid Avenue) and Holt Boulevard. Comments received from Caltrans will be addressed and incorporated into the project plans, specifications, and estimate.

*Deliverables:*

- *Final Encroachment Permit submittal to Caltrans District 8; includes initial submittal plus 2 rounds of submittals and comment incorporation*
- *Updates to project plan sheets, specifications, and estimate to match approved Encroachment Permit*

**TASK 14.0 – MISCELLANEOUS SERVICES**

**Task 14.0K – Optional Technical Support Services for Design-Build Procurement**

The proposed improvements for the new O&M Facility are no longer required and this task shall be removed.

## ***Minute Action***

AGENDA ITEM: 4

***Date:*** April 15, 2021

***Subject:***

West Valley Connector- Affordable Housing and Sustainable Communities Program Grant Application

***Recommendation:***

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

Adopt Resolution No. 21-036 authorizing the Executive Director, or his designee, to apply for the Affordable Housing and Sustainable Communities Grant Program as a joint applicant with the City of Pomona and the Cesar Chavez Foundation, through which the San Bernardino County Transportation Authority (SBCTA) would request \$8,175,000 to be used towards the West Valley Connector Project, and to execute the Standard Agreement and associated documents, including indemnity agreements with joint applicants, upon General Counsel's approval as to legal form, should SBCTA be awarded the grant.

***Background:***

The San Bernardino County Transportation Authority (SBCTA), in cooperation with Omnitrans and the cities of Pomona, Montclair, Ontario and Rancho Cucamonga, have proposed construction of the Phase I of the West Valley Connector (WVC) Bus Rapid Transit (BRT) Project. Phase I includes construction of the 19-mile Milliken Alignment, from the eastern boundary limit in Pomona to Victoria Gardens in Rancho Cucamonga. In Pomona, the alignment starts at the Pomona Regional Transit Center which includes the Downtown Pomona Metrolink Station on the Riverside Line, and traverses along Holt Avenue and into Montclair.

The City of Pomona has identified pedestrian, sidewalk, and bike improvements to improve access to the WVC Project, as well as an affordable housing development project, to increase transit ridership (collectively, the Activities). The WVC BRT Project and the Activities, are complementary by improving regional multi-modal access and connectivity to the WVC.

The Cesar Chavez Foundation is a nonprofit organization that builds and manages affordable housing for working families and seniors across the Southwest, among other activities. The Cesar Chavez Foundation will be responsible for the affordable housing development project identified as part of the Activities.

The Affordable Housing and Sustainable Communities (AHSC) Program, established under Division 44, Part 1 of the Public Resources Code commencing with Section 75200, furthers the purposes of Assembly Bill (AB) 32 (Chapter 488, Statutes of 2006), Senate Bill (SB) 375 (Chapter 728, Statutes of 2008), and SB 32 (Chapter 249, Statutes of 2016) by investing in projects that reduce greenhouse gas (GHG) emissions by supporting more compact, infill development patterns, encouraging active transportation and transit usage, and protecting agricultural land from sprawl development.

*Entity: San Bernardino County Transportation Authority*

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The AHSC Program is administered by the California Strategic Growth Council (SGC). The SGC is authorized to approve funding allocations for the AHSC Program, subject to the terms and conditions of the Notice of Funding Availability (NOFA), Program Guidelines, Application Package, and Standard Agreement. The Department of Housing and Community Development (Department) is authorized to administer the approved funding allocations of the AHSC Program. The Department will implement the transportation, housing and infrastructure components of the AHSC Program.

The AHSC Program provides grants and/or loans to projects that achieve GHG emission reductions and benefit Disadvantaged Communities, Low-Income Communities, and Low-Income Households through increasing accessibility of affordable housing, employment centers and Key Destinations via low-carbon transportation resulting in fewer vehicle miles traveled (VMT) through shortened or reduced vehicle trip length or mode shift to transit, bicycling or walking.

SCG has issued a NOFA dated February 26, 2021 for Round 6 in a total amount not-to-exceed \$405,000,000, under the AHSC Program. Three Project Area types have been identified to implement the AHSC Program strategy: 1) Transit-Oriented Development (TOD) Project Areas, 2) Integrated Connectivity Project (ICP) Project Areas, or 3) Rural Innovation Project Areas (RIPA).

To fund the Activities described hereinto, SBCTA, City of Pomona and the Cesar Chavez Foundation intend to submit a joint application to the AHSC Program. SBCTA's component of the application is not-to-exceed \$6,675,000 for Sustainable Transportation Infrastructure (STI), and \$1,500,000 in Transit-Related Amenities (TRA) for a combined total of \$8,175,000 to be used toward the WVC improvements within the City of Pomona, including the modifications to the Pomona Regional Transit Center and the construction of new side running stations along the West Valley Connector Bus Rapid Transit (BRT) route. The Cesar Chavez Foundation plans on requesting a \$20,000,000 AHSC Program Loan for an Affordable Housing Development (AHD) and the City of Pomona will be requesting \$615,655 for Sustainable Transportation Infrastructure (STI) activities, as defined in the AHSC Program Round 6 Fiscal Year 2019/2020 Program Guidelines adopted by SGC on February 24, 2021.

The AHD project is located at 1321 E. Holt Avenue and is a 125-unit project, of which 100% will be affordable housing for families and special needs households. The AHD project consists of 48 one-bedroom/one-bathroom units, 39 two-bedroom/one-bathroom units, and 38 three-bedroom/one-bathroom units. All units will have a full bathroom, a full kitchen, a clothing closet, storage space, a living room, and a balcony. There will be 6 units for homeless veterans subsidized by the Pomona Housing Authority. The AHD project will have 2 levels of parking, common areas that include a community center, tot lot, laundry facilities, and management offices and a total of 167 enclosed parking spaces. Additionally, the AHD project includes a pocket park that will be open to the public.

One of the requirements for the application is a board-approved resolution and a draft resolution is included with the staff report. The AHSC staff is currently in the process of completing the Standard Agreements which are not available at this time. Staff recommends approving the resolution authorizing the Executive Director, or designee, to apply for the AHSC Grant Program

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as joint applicants with the City of Pomona and the Cesar Chavez Foundation for the AHD project, for which the grant funds will be applied towards the WVC within the City of Pomona.

***Financial Impact:***

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

***Reviewed By:***

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel has reviewed this item and the draft Resolution.

***Responsible Staff:***

Victor Lopez, Director of Capital Delivery

**RESOLUTION NO. 21-036.**

**A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR OR HIS DESIGNEE TO FILE AN APPLICATION AND EXECUTE RELATED DOCUMENTS UNDER THE STATE OF CALIFORNIA'S AFFORDABLE HOUSING AND SUSTAINABLE COMMUNITIES PROGRAM ("AHSC PROGRAM") AS A JOINT APPLICANT AND JOINT GRANTEE WITH THE CITY OF POMONA ("CITY") AND THE CESAR CHAVEZ FOUNDATION**

**WHEREAS**, the State of California, the Strategic Growth Council (SGC) and the Department of Housing and Community Development (Department) have issued a Notice of Funding Availability (NOFA) dated February 26, 2021, under the Affordable Housing and Sustainable Communities (AHSC) Program established under Division 44, Part 1 of the Public Resources Code commencing with Section 75200; and

**WHEREAS**, the San Bernardino County Transportation Authority (SBCTA or Applicant) desires to apply for AHSC Program funds and submit the Application Package released by the Department for the AHSC Program as a joint applicant; and

**WHEREAS**, the SGC is authorized to approve funding allocations for the AHSC Program, subject to the terms and conditions of the NOFA, Program Guidelines, Application Package, and Standard Agreement. The Department is authorized to administer the approved funding allocations of the AHSC Program.

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

Section 1. The Executive Director of SBCTA, or his designee, is hereby authorized and directed to apply for and submit as joint applicant to the Department the AHSC Program Application as detailed in the AHSC Round 6 NOFA dated February 26, 2021, for Round 6 on behalf of SBCTA. The total amount of the Applicant's component of the application as joint applicant is not to exceed \$6,675,000 for Sustainable Transportation Infrastructure (STI), and \$1,500,000 in Transit-Related Amenities (TRA) for a combined total of \$8,175,000, as defined in the AHSC Program Round 6 Guidelines adopted by SGC on February 24, 2021. If the application is approved, Applicant's Executive Director or designee is hereby authorized and directed to enter into, execute, and deliver a State of California Standard Agreement (Standard Agreement), for the entire amount of the joint application, and any and all other documents required or deemed necessary or appropriate to secure the AHSC Program funds from the Department, and all amendments thereto (collectively, the "AHSC Documents"), including indemnity agreements between the joint applicants, upon approval as to form by Applicant's General Counsel.

Section 2. Applicant shall be subject to the terms and conditions as specified in the Standard Agreement. Funds are to be used for allowable capital asset project expenditures to be identified in Exhibit A of the Standard Agreement. The application in full is incorporated as part of the Standard Agreement. Any and all activities funded, information provided, and timelines represented in the application are enforceable through the Standard Agreement. Applicant hereby

agrees to use the funds for eligible capital asset(s) in the manner presented in the application as approved by the Department and in accordance with the NOFA and Program Guidelines and Application Package.

Section 3. Applicant's Executive Director, or designee, is authorized to execute in the name of Applicant the AHSC Program Application Package and the AHSC Documents as required by the Department for participation in the AHSC Program.

Section 4. This resolution shall take effect immediately upon its adoption.

**APPROVED AND ADOPTED** at a meeting of the San Bernardino County Transportation Authority held on May 5, 2021.

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

ATTEST:

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

## ***Minute Action***

AGENDA ITEM: 5

***Date:*** April 15, 2021

***Subject:***

Amendment No. 1 to Contract No. 16-1001329 with Nossaman, LLP for Legal Services for the Redlands Passenger Rail Project

***Recommendation:***

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

Approve Amendment No. 1 to Contract 16-1001329 with Nossaman, LLP for Right-of-Way Legal Services on the Redlands Passenger Rail Project to extend the contract term through June 30, 2023; this increases the total contract term to just over seven years. Amendment No. 1 also increases the amount of professional liability coverage required.

***Background:***

In March 2016, the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) awarded Contract No. 16-1001329 to Nossaman, LLP (Nossaman), for Legal Services for the Redlands Passenger Rail Project (RPRP) Right-of-Way Acquisitions with an expiration date of June 30, 2021. The scope of work for the Nossaman contract consists of legal services for the right-of-way acquisitions including all customary, necessary, and/or desirable services related to negotiated purchases and/or eminent domain proceedings.

Currently, SBCTA has obtained possession of all necessary right-of-way for the RPRP, allowing mainline construction to progress; however, five proceedings still require legal services to close out the right-of-way process. In order to prevent the contract from expiring, staff is requesting SBCTA Board of Director approval for a total contract term greater than five years, extending the contract expiration date through June 30, 2023. At this time, an increase in contract amount is not anticipated. Finally, the amendment increases the required amounts of professional liability coverage, to align with the guidance of SBCTA's insurance advisor.

***Financial Impact:***

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

***Reviewed By:***

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel, Procurement Manager and Risk Manager have reviewed this item and the draft amendment.

***Responsible Staff:***

Victor Lopez, Director of Capital Delivery



**General Contract Information**

Contract No: 16-1001329 Amendment No.: 1  
 Contract Class: Payable Department: Transit  
 Vendor No.: 01519 Vendor Name: Nossaman, LLP  
 Description: Right-of-Way Legal Services for the Redlands Passenger Rail Project  
 List Any Related Contract Nos.: \_\_\_\_\_

Dollar Amount					
Original Contract	\$	3,000,000.00	Original Contingency	\$	-
Prior Amendments	\$	-	Prior Amendments	\$	-
Current Amendment	\$	-	Current Amendment	\$	-
<b>Total/Revised Contract Value</b>	<b>\$</b>	<b>3,000,000.00</b>	<b>Total Contingency Value</b>	<b>\$</b>	<b>-</b>
<b>Total Dollar Authority (Contract Value and Contingency)</b>				<b>\$</b>	<b>3,000,000.00</b>

**Contract Authorization**

Board of Directors Date: 5/5/2021 Committee \_\_\_\_\_ Item # \_\_\_\_\_

**Contract Management (Internal Purposes Only)**

Other Contracts \_\_\_\_\_ Sole Source? No No Budget Adjustment \_\_\_\_\_  
 Local \_\_\_\_\_ Professional Services (Non-A&E) \_\_\_\_\_

**Accounts Payable**

Estimated Start Date: 3/2/2016 Expiration Date: 6/30/2021 Revised Expiration Date: 6/30/2023

NHS: No QMP/QAP: No Prevailing Wage: No

							Total Contract Funding:	Total Contingency:	
Fund	Prog	Task	Sub-Task	Object	Revenue	PA Level	Revenue Code Name	\$	\$
GL	6250	30	0315	0324	52200	49053505		3,000,000.00	-
GL	4150	30	0315	0324	52200	41100000		13,170.39	-
GL								2,986,829.61	-
GL								-	-
GL								-	-
GL								-	-
GL								-	-
GL								-	-
GL								-	-
GL								-	-

Victor Lopez Carrie Schindler  
 Project Manager (Print Name) Task Manager (Print Name)

Additional Notes:

Attachment: CSS - Revised - 08-31-2020 1.21pm [Revision 2] (7560 : A amendment 1 to Contract No. 16-1001329 with Nossaman, LLP for the

AMENDMENT NO. 1 TO CONTRACT NO. 16-1001329

FOR

LEGAL SERVICES FOR THE REDLANDS PASSENGER RAIL PROJECT RIGHT-OFWAY ACQUISITIONS

(NOSSAMAN, LLP)

This AMENDMENT No. 1 to Contract No. 16-1001329 is made by and between Nossaman, LLP ("ATTORNEY") and the San Bernardino County Transportation Authority ("SBCTA"). ATTORNEY and SBCTA are each a "Party" and are collectively "Parties".

RECITALS

- A. SBCTA, under Contract No. 16-1001329, engaged the services of ATTORNEY to provide right-of-way legal services for the Redlands Passenger Rail Project ("Contract");
- B. The Parties desire to amend the Contract to extend the contract expiration date through June 30, 2023; and
- C. The Parties desire to amend the Contract to increase the requisite professional liability coverage.

NOW, THEREFORE, in consideration of the terms and conditions set forth herein, ATTORNEY and SBCTA agree as follows:

- 1. All references to "SANBAG" in the Contract shall mean the San Bernardino County Transportation Authority ("SBCTA").
- 2. Article 2 "PERIOD OF PERFORMANCE," is deleted and replaced in its entirety to read as follows:  
  
The Period of Performance by ATTORNEY under this Contract shall commence upon issuance of a written Notice to Proceed issued by SBCTA, unless agreed otherwise, and shall continue in full force and effect through June 30, 2023.
- 3. Article 19 "INSURANCE" is amended as follows:
  - a. The per claim and aggregate amounts of professional liability coverage required in Section 19.1 shall be **\$2 million** and **\$4 million**, respectively.
- 4. The Recitals set forth above are incorporated herein by this reference.
- 5. Except as amended by this Amendment No. 1, all other provisions of the Contract shall remain in full force and effect.
- 6. This Amendment No. 1 is effective upon execution by SBCTA.

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

Attachment: Contract 16-1001329 Amendment 1 [Revision 3] (7560 : Amendment 1 to Contract No. 16-1001329 with Nossaman, LLP for the

IN WITNESS WHEREOF, the parties hereto have executed this Amendment No.1 below.

**ATTORNEY**

**SAN BERNARDINO COUNTY  
TRANSPORTATION AUTHORITY**

By: \_\_\_\_\_  
Rick E. Rayl  
Partner

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

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

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

**APPROVED AS TO FORM:**

By: \_\_\_\_\_  
Julianna K. Tillquist  
General Counsel

**CONCURRENCE:**

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

Attachment: Contract 16-1001329 Amendment 1 [Revision 3] (7560 : Amendment 1 to Contract No. 16-1001329 with Nossaman, LLP for the

## *Minute Action*

AGENDA ITEM: 6

***Date:*** April 15, 2021

***Subject:***

Amendment No. 2 to Work Order No. 8 for Cooperative Agreement No. 15-1001125 with Southern California Regional Rail Authority

***Recommendation:***

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

A. Approve Amendment No. 2 to Work Order No. 8, issued under Cooperative Agreement No. 15-1001125 with the Southern California Regional Rail Authority, to provide rail related support services related to a light pole defect for lighting at the San Bernardino Santa Fe Depot and the Downtown San Bernardino Metrolink station, extending the term to June 30, 2021 and increasing the amount by \$200,000, for a new total not-to-exceed amount of \$450,000, to be funded with Rail Asset Funds.

B. Approve a budget amendment to the Fiscal Year 2020/2021 Budget, Task No. 0314 Transit Operations, to increase Sub-Task 0377 by \$200,000 in Rail Asset Funds.

C. Approve increasing the original allocation of \$500,000 by \$200,000, for a new total amount of \$700,000, in Rail Asset Funds to address issues related to a light pole defect for lighting at the San Bernardino Santa Fe Depot and the Downtown San Bernardino Metrolink station.

***Background:***

After the failure of a light stand on a platform at the San Bernardino Santa Fe Depot Metrolink Station (Depot) on October 29, 2020, the San Bernardino County Transportation Authority (SBCTA) completed a structural review of the failed post and the associated construction contract documents. The review indicated a broader issue with how the light poles were installed at both the Depot and the Downtown San Bernardino Metrolink station (Downtown Station), as part of the Downtown San Bernardino Passenger Rail Project. Coordination efforts ensued with Southern California Regional Rail Authority (SCRRA) on how to best maintain Metrolink service to San Bernardino while isolating the public from any potential risk. This included limiting the location of where riders access trains and, ultimately, the shutdown of service to the Downtown Station.

Work Order No. 8 was issued under Cooperative Agreement No. 15-1001125, to provide \$100,000 to SCRRA to respond to the needs related to this effort, including the removal of customer information signs attached to some of the poles, the shuttling and alternative transportation service between the Depot and Downtown Station from October 29, 2020 to November 2, 2020, roadway worker qualified support services for the removal and inspection of posts within the foul zone of the rail, and various other related services. Based on the initial cost received, the Work Order was increased to \$250,000 to cover all related work efforts, which included the removal and replacement of all customer information signs and installing temporary lights at the Depot. As the work progressed, the level of effort needed to remove and re-install all customer information signs was more complex than originally anticipated due to the various fiber optic cables connecting the customer information signs. The various work needed to resume operations at the Depot and Downtown station is complete. However, as part of the

*Entity: San Bernardino County Transportation Authority*

## Transit Committee Agenda Item

April 15, 2021

Page 2

detailed inspection of all poles, the inspection resulted in additional work needed to repair 8 light pole foundations. The foundation repair details and procedures are complete, and the contractor is in the process of procuring the additional materials needed to repair the light pole foundations. Although most of the repair work is being done by SBCTA, Metrolink previously re-installed most of the passenger information signs but will need to re-install 4 more passenger information signs once the foundations are repaired and light poles replaced. The work to repair the light pole foundations and re-install the passenger information signs are not anticipated to impact Metrolink operations. Furthermore, the cost to re-install the pending passenger information signs are included in the revised cost estimate provided by SCRRA.

Staff recommends approval of Amendment No. 2 to Work Order No. 8 issued under Cooperative Agreement No. 15-1001125, including extending the term to June 30, 2021, and increasing the amount by \$200,000 for a new total not-to-exceed amount of \$450,000, including adjusting the Fiscal Year budget and total allocation by the same Work Order amendment amount as noted under recommendation B. Previously, the Board also authorized allocating \$500,000 of Rail Assets Funds to cover the expenditures needed to address the issues. Under recommendation C, staff is recommending to increase the total allocation for this effort from \$500,000 to \$700,000. The Work Order is set up to capture direct costs from SCRRA, and the reimbursement of such costs, related to responding to the incident. Any issues warranting substantive costs will be approved by SBCTA prior to commencement.

***Financial Impact:***

This item is not consistent with the Fiscal Year 2020/2021 Budget. Recommendation B identifies the requested budget amendment by task, fund and amount.

***Reviewed By:***

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

***Responsible Staff:***

Victor Lopez, Director of Capital Delivery

**Contract Summary Sheet**

**General Contract Information**

Contract No: 15-1001125 Amendment No.: 2 (Work Order No. 8)  
 Contract Class: Payable Department: Transit  
 Vendor No.: 02003 Vendor Name: Southern California Regional Rail Authority  
 Description: Cooperative Agreement for Rail Related Support Service - Work Order No. 8  
 List Any Related Contract Nos.: \_\_\_\_\_

Dollar Amount					
Original Contract	\$	100,000.00	Original Contingency	\$	-
Prior Amendments	\$	150,000.00	Prior Amendments	\$	-
Current Amendment	\$	200,000.00	Current Amendment	\$	-
<b>Total/Revised Contract Value</b>	<b>\$</b>	<b>450,000.00</b>	<b>Total Contingency Value</b>	<b>\$</b>	<b>-</b>
<b>Total Dollar Authority (Contract Value and Contingency)</b>					<b>\$ 450,000.00</b>

**Contract Authorization**

Board of Directors \_\_\_\_\_ Date: 5/5/2021 Committee \_\_\_\_\_ Item # \_\_\_\_\_

**Contract Management (Internal Purposes Only)**

Other Contracts \_\_\_\_\_ Sole Source? N/A \_\_\_\_\_ N/A \_\_\_\_\_  
 Local \_\_\_\_\_ Services \_\_\_\_\_

**Accounts Payable**

Estimated Start Date: 7/1/2020 Expiration Date: 1/31/2021 Revised Expiration Date: 6/30/2021

							Total Contract Funding:	Total Contingency:
							\$	\$
N/A	N/A	N/A					450,000.00	-
GL	1080	30	0314	0377	52001	48005208	450,000.00	-
GL							-	-
GL							-	-
GL							-	-
GL							-	-
GL							-	-
GL							-	-
GL							-	-
GL							-	-
GL							-	-

Victor Lopez Carrie Schindler  
 Project Manager (Print Name) Task Manager (Print Name)

Additional Notes:

Attachment: CSS - Revised [Revision 1] (7512 : Amendment No. 2 to WO No. 8 to Coop No. 15-1001125 with SCRRA)

**SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY**

**AND**

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY**

**COOPERATIVE AGREEMENT NO. 15-1001125**

**WORK ORDER NO. 8-AMENDMENT NO. 2**

**PROJECT NAME:** Defective Light Poles Response Services

**LOCATION:** San Gabriel Subdivision - San Bernardino Depot & Downtown San Bernardino

**PROJECT DESCRIPTION/SCOPE OF WORK:**

After failure of a light stand on a platform at the San Bernardino Depot Station, a structural review of the failed post and associated construction contract documents was completed on October 29, 2020. The review indicated a broader issue with how the light poles were installed at both the San Bernardino Depot and Downtown San Bernardino Stations as part of the Downtown San Bernardino Passenger Rail Project. This Work Order is being set up to capture direct costs from the Southern California Regional Rail Authority (SCRRA) related to responding to this incident.

SCRRA to provide shuttle and alternative transportation service between the San Bernardino Depot and Downtown San Bernardino Station from October 29, 2020 and November 2, 2020. On an as needed basis SCRRA to provide roadway worker qualified support services, and various other related services, at the two stations noted above. Any issues warranting substantive costs to be approved by SBCTA prior to commencement.

Amendment No.2 to Work Order No. 8 extends the term to June 30, 2021 and increases the amount by \$200,000, for a new total not-to-exceed amount of \$450,000.

**Reference Documents**

- Work Order No. 8 Cost Estimate & Cooperative Agreement No. 15-1001125

**Estimated Start Date:** October 29, 2020

**Estimated End Date:** June 30, 2021

**SBCTA Designated Project Manager:** Victor Lopez

**SCRRA Designated Project Manager:** Luis Zarza

**Original Work Order Amount:** \$100,000

**Revised Work Order Amount:** \$450,000

**Cash Flow Plan:** Multiple payments up to a total of \$450,000 upon receipt of invoice and appropriate back-up documentation.

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

**SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY SIGN OFF:**

\_\_\_\_\_

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

Frank J. Navarro  
Board President

**SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY SIGN OFF:**

\_\_\_\_\_

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

Stephanie Wiggins  
Chief Executive Officer

Attachment: Work Order No. 08 Amendment 2 (7512 : Amendment No. 2 to WO No. 8 to Coop No. 15-1001125 with SCRRA)



## *Minute Action*

AGENDA ITEM: 7

**Date:** *April 15, 2021*

**Subject:**

SCRRA Lead Rancho Cucamonga Siding Project: Right-of-Way Acquisitions

**Recommendation:**

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

- A. Receive a report on parcels impacted by the Rancho Cucamonga Siding Project.
- B. Authorize the Director of Transit and Rail Programs, or her designee, at their discretion, to approve the addition or deletion of such parcels as are necessary for the Rancho Cucamonga Siding Project.

**Background:**

In November 2020, the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) approved Memorandum of Understanding (MOU) No. 21-1002454 between SBCTA and the Southern California Regional Rail Authority (SCRRA) for the Development of the Rancho Cucamonga Siding Project (Project). SCRRA is the lead agency for delivery of the Project, which is part of the Southern California Optimized Rail Expansion (SCORE) Program. As the lead agency, SCRRA will be responsible for right-of-way acquisition for the Project, including preparation of reports, negotiation of voluntary acquisitions and payment of compensation. SBCTA will support SCRRA's right-of-way acquisition by providing legal review of documents, reviewing and approving just compensation determinations, and retaining legal counsel to pursue the eminent domain process for acquisitions should negotiations reach an impasse. The MOU provides the mechanism for SCRRA to pay for SBCTA's costs in providing support for the Project right-of-way acquisitions.

SCRRA has environmentally cleared the Project with the February 10, 2021 posting of SCRRA's Notice of Exemption (NOE) for the Project and subsequent expiration of the statutory time limit to file a challenge to the NOE. SCRRA's NOE claims the Project to be exempt, pursuant to California Code of Regulations § 15275, as a mass transit project which would increase commuter and passenger service by extending existing track siding on an existing rail line. With environmental clearance for the project complete, SCRRA is proceeding with right-of-way acquisitions.

Based upon the 30% design documents for the Project, SCRRA has identified nine parcels anticipated to be affected, as further described in Attachment A. No business relocations nor residential relocations will be required. All acquisitions identified at this time are temporary construction easements. It should be noted that SBCTA owns two parcels, which are part of the existing right-of-way and will require relocation of fencing which conflicts with the Project; however, these parcels will not require any acquisition efforts. SCRRA's capital right-of-way expenditure for the Project is estimated at \$518,000, the cost of which will be borne by SCRRA. This estimate takes into account a zero-dollar cost for the SBCTA-owned parcels.

*Entity: San Bernardino County Transportation Authority*

Transit Committee Agenda Item

April 15, 2021

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Staff recommends that this report be forwarded to the Board to provide information on the needed acquisitions, since some acquisitions may return to the Board in a Resolution of Necessity action, should voluntary acquisition efforts fail. Staff also recommends delegating authority to the Director of Transit and Rail Programs, or her designee, to approve the addition or deletion of parcels as needed, to more efficiently acquire the property rights needed to complete the Rancho Cucamonga Siding Project.

***Financial Impact:***

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

***Reviewed By:***

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel has reviewed this item.

***Responsible Staff:***

Ryan Aschenbrenner, Right of Way Manager

# ATTACHMENT A

## SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY SCORE PROGRAM - RIGHT OF WAY RANCHO CUCAMONGA SIDING PROJECT - POTENTIAL PROPERTY IMPACT LIST

Parcel No.	APN	Property Owner	Address	Zoning/Use
1	0209-013-85-0000	City of Rancho Cucamonga	9153 9th Street, Rancho Cucamonga CA	Government
2	0209-013-87-0000	City of Rancho Cucamonga	9153 9th Street, Rancho Cucamonga CA	Industrial, Vacant Land
3	0209-032-13-0000	Zarp Properties LLC	8881 Hellman Avenue, Rancho Cucamonga CA	Auto Repair, Garage/ Commercial
4	0209-032-63-0000	Kinsman, Craig Trust	9349 Feron Boulevard, Rancho Cucamonga CA	Mini warehouse, Self storage/ Commercial
5	0209-032-11-0000	Wilkinson Family Trust	9359 Feron Boulevard, Rancho Cucamonga CA	Mini warehouse, Self storage/ Commercial
6	0209-032-17-0000	Wong, Robert K & May L Family Limited Partnership	9375 Feron Boulevard, Rancho Cucamonga CA	Mini warehouse, Self storage/ Commercial
7	0209-032-29-0000	JNS Investments LLC	9509 Feron Boulevard, Rancho Cucamonga CA	Mini warehouse, Self storage/ Commercial
8	0209-062-04-0000	SBCTA	9798 8th Street, Rancho Cucamonga CA	Government
9	0209-013-22-0000	SBCTA	8892 Hellman Avenue, Rancho Cucamonga CA	General Use, Vacant Land

2/25/2021  
1 of 1

Attachment: Attachment A - Parcel List (7346 : SCRRA Lead Rancho Cucamonga Siding Project: Right-of-

## *Minute Action*

AGENDA ITEM: 8

**Date:** *April 15, 2021*

**Subject:**

Zero Emission Multiple Unit Update

**Recommendation:**

Receive and file an update on the Zero Emission Multiple Unit and the infrastructure needed to maintain and operate it.

**Background:**

The San Bernardino County Transportation Authority (SBCTA) is expanding the public transit network in the San Bernardino Valley with implementation of the Redlands Passenger Rail Project (RPRP), which facilitates the introduction of the Arrow service using 2-car Diesel Multiple Unit (DMU) rail vehicles. In conjunction with public transit expansion and providing options for our traveling public, SBCTA seeks to reduce greenhouse gas emissions (GHG) and improve air quality. The DMUs purchased for the Arrow service are powered via a diesel engine “generator” providing power to electric motors at the wheels. SBCTA recognized an opportunity to convert the power generator to an alternative propulsion technology in an effort to produce a low or zero emission multiple unit (ZEMU) that could run on existing heavy rail infrastructure, thus reducing air quality impacts while furthering the use of our existing rail infrastructure.

As part of this effort, SBCTA secured a \$30 million Transit and Intercity Rail Capital Program (TIRCP) grant to conduct the research and development (R&D) efforts necessary to purchase a vehicle, convert the vehicle to a ZEMU vehicle, construct the necessary infrastructure to support the alternative propulsion technology, and test the vehicle on the Arrow service corridor. In addition, the State of California wants the first three DMUs converted in the future, to operate the entire Arrow corridor as a low or zero emission revenue operation. The 2018 TIRCP grant award provides sufficient funding to develop and manufacture the ZEMU and provide fueling infrastructure to support delivery of hydrogen fuel to the maintenance facility. Currently, the estimated cost for the vehicle, fueling infrastructure, Arrow Maintenance Facility (AMF) modifications, and Southern California Regional Rail Authority support and positive train control is approximately \$37 million, creating a funding shortfall of approximately \$7 million. Staff is working to secure additional funding such as Mobile Source Air Pollution Reduction Review Committee grant funding, and other opportunities through Caltrans, to close the gap. However, as previously noted, additional funding will also be required to convert the first three DMUs, and if desired, an on-site hydrogen fuel production facility when the demand increases beyond the demand of the proto-type vehicle.

As staff is preparing to circulate the proposed AMF Hydrogen Fuel Upgrade Project focused Environmental Impact Report for public comment, we wanted to provide an update on the overall ZEMU effort. The following details staff undertakings since the SBCTA Board of Directors approved the recommendation to proceed with the hybrid hydrogen fuel cell-battery propulsion option in July 2019, and up-coming activities.

*Entity: San Bernardino County Transportation Authority*

### **ZEMU Vehicle Design and Federal Railroad Administration Coordination**

- September 2019 - A two-day workshop with the Federal Railroad Administration (FRA) and Stadler US Inc. (Stadler) was held to initiate discussion with both parties necessary to support development and testing of the vehicle.
- November 2019 - The contract with Stadler for production of the ZEMU was executed using the Arrow DMU as the basis for negotiations and development of the technical specification for the hybrid hydrogen fuel cell-battery ZEMU.
- July 2020 - Staff met with FRA to present the ZEMU conceptual design and the safety hazard assessment process to be completed as design progresses.
- August/September 2020 - Conceptual design of the ZEMU commenced shortly after contract execution and a 5-day workshop was held in late August 2020. FRA was briefed, including changes to the overall vehicle configuration which would allow for a 50% increase in the hydrogen fuel capacity.
- Preliminary design is currently underway and the second preliminary design review workshop is scheduled the week of April 19, 2021, with completion of final design anticipated in October 2021.
- Upon final design approval, Stadler will begin procurement and anticipated completion of ZEMU assembly in April 2022 with testing in Europe to follow.
- Regular Quarterly Updates are being held with the FRA and a site visit is scheduled for the Redlands Corridor in late May 2021.

### **Hydrogen Fueling and Arrow Maintenance Facility (AMF) Modifications**

- April 2019 - Conceptual plans for modular hydrogen fueling at the AMF were developed and needed modifications to the AMF building were identified in coordination with the ongoing AMF construction currently underway.
- April 2020 - Staff commenced environmental clearance of the Hydrogen Fueling and AMF Modifications anticipating the improvements qualifying as a Categorical Exemption of the California Environmental Quality Act (CEQA) either as under the traditional regulations or with the passage of Senate Bill (SB) 288. Upon completion of relative technical studies and consultation with General Counsel, staff determined that CEQA Categorical Exemption requirements, both prior to SB 288 and subsequent to it, do not provide for an exception. Consequently, a focused Environmental Impact Report (EIR) is being prepared.
- March 2021 - The Notice of Preparation was filed with the State Clearing House and the County of San Bernardino. Subsequently, residences and businesses within a quarter mile radius from the proposed hydrogen fueling facility were provided project information.
- The 45-day circulation for public review of the EIR is scheduled to begin on May 7, 2021 and end on June 21, 2021. Depending on comments received during the public review period, staff plans to present adoption of the EIR to the SBCTA Board of Directors for consideration on October 6, 2021.
- To bridge the funding shortfall and qualify for upcoming federal zero-emission funding programs, staff is concurrently clearing the project with Categorical Exclusion under the National Environmental Protection Act (NEPA).
- December 2020 - A request for information was released to seek input from the hydrogen fuel suppliers and station builders. Eight (8) responses were received and the information

Transit Committee Agenda Item

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provided will be used to inform development of a future request for proposal (RFP). The RFP will be released after the adoption of the EIR and completion of the NEPA clearance.

Staff continues to coordinate with the Southern California Regional Rail Authority (SCRRA), the eventual operator of the DMU and the ZEMU, to ensure seamless integration of the ZEMU train into the fleet. Additionally, staff will begin emergency responder engagement to help develop an emergency response plan and help inform the community on the safety of hydrogen fuel and hydrogen fuel cell in trains. Further, Sandia National Laboratories has been a great partner, offering technical support and input via work they are doing for the FRA related to the use of hydrogen fuel and other heavy duty transportation related hydrogen research efforts. Lastly, staff anticipates processing a purchasing order with the Center for Hydrogen Safety for use of their Hydrogen Safety Panel (HSP). The HSP is a multidisciplinary team of engineers, scientist, code officials, safety professionals, equipment providers, and testing and certification experts, available for consultation and to confirm scoping for hydrogen safety plan and hazard and operability study (commonly known as HAZOP) is sufficient. Additionally, the HSP may provide input to the project team's development of emergency procedures within AMF (i.e. what shutdowns, procedures occur depending on hydrogen detection or fire detection), review design plans for maintenance facility retrofit, and provide summary report to help ensure that hydrogen safety considerations are adequately addressed.

***Financial Impact:***

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

***Reviewed By:***

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel has reviewed this item and a draft of the proposed Environmental Impact Report.

***Responsible Staff:***

Carrie Schindler, Director of Transit and Rail Programs

## Additional Information

## TRANSIT COMMITTEE ATTENDANCE RECORD – 2021

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
<b>Ray Marquez</b> City of Chino Hills		X	X									
<b>Frank Navarro</b> City of Colton		X	X									
<b>Aquanetta Warren</b> City of Fontana		X	X									
<b>Larry McCallon</b> City of Highland		X	X									
<b>John Dutrey</b> City of Montclair		X	X									
<b>Alan Wapner</b> City of Ontario		X	X									
<b>L. Dennis Michael</b> City of Rancho Cucamonga		X	X									
<b>Deborah Robertson</b> City of Rialto		X	X									
<b>John Valdivia</b> City of San Bernardino			X									
<b>David Avila</b> City of Yucaipa		X	X									
<b>Rick Denison</b> Town of Yucca Valley	X	X	X									
<b>Dawn Rowe</b> Board of Supervisors		X	X									

Communication: Attendance (Additional Information)

X = Member attended meeting      Empty box = Member did not attend meeting  
 Crossed out box = Not a member at the time      Shaded box=The Transit Committee did not meet



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

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

## Acronym List

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



## 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