

SBCTA AGREEMENT NO. 26-1003389

FUNDING AGREEMENT

BETWEEN THE

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND CITY OF UPLAND

FOR THE

FOOTHILL BOULEVARD SMART CORRIDOR

I. PARTIES AND TERM

- A. This Funding Agreement (“AGREEMENT”) is entered into by and between the San Bernardino County Transportation Authority (“SBCTA”) and City of Upland (“CITY”) (each individually a “PARTY” and collectively, the “PARTIES”) on the Effective Date (as defined herein). The PARTIES hereby mutually agree to all of the following terms and provisions of this AGREEMENT, including the Recitals in Section II.
- B. This AGREEMENT shall be effective as of the last date of execution by SBCTA and CITY (“Effective Date”) and shall terminate two years from “Effective Date”, but may be extended for an additional year at the sole discretion of SBCTA or terminated earlier in accordance with the provisions of this AGREEMENT.
- C. SBCTA may terminate this AGREEMENT if CITY fails to perform according to the terms of this AGREEMENT and if this jeopardizes the delivery of the PROJECT, as defined below, according to the terms herein.

II. RECITALS

- A. WHEREAS, CITY desires to implement smart corridor improvements on Foothill Boulevard (PROJECT).
- B. WHEREAS, SBCTA has an interest in facilitating the upgrade of communications and controller technology to improve traffic flow and establish a foundation for implementation of transit signal priority in the San Bernardino Valley.
- C. WHEREAS, the CITY’s Scope of Work attached hereto as Attachment “A” (Scope of Work) includes the smart corridor improvements, or PROJECT, to be undertaken in this AGREEMENT, and is currently estimated to cost a total of \$885,000.

- D. WHEREAS, SBCTA shall pay 60.000% of qualifying PROJECT expenditures, up to a maximum total amount of \$531,000, to the CITY for performing the PROJECT in accordance with the Scope of Work included in ATTACHMENT A, on a cost reimbursement basis (SBCTA AWARD AMOUNT). The current estimated PROJECT cost, and each PARTY's estimated funding obligation, is shown in the FUNDING TABLE in ATTACHMENT B.
- E. WHEREAS, the CITY is obligated to fund the difference between the actual PROJECT cost and the actual SBCTA AWARD AMOUNT.
- F. WHEREAS, CITY is qualified to manage the project delivery of the PROJECT.
- G. WHEREAS, SBCTA desires that CITY deliver the Scope of Work identified under this AGREEMENT, and CITY agrees to perform these services as set forth below.

III. RESPONSIBILITIES

- A. CITY Responsibilities:
 - i. CITY shall be the lead agency for the PROJECT's Scope of Work and agrees to diligently undertake and complete the Scope of Work in a timely manner.
 - ii. CITY shall procure all consulting services, traffic control equipment and construction support necessary and required to deliver the PROJECT as generally described and as set forth in Attachment A to this AGREEMENT.
 - iii. CITY shall provide funding for the PROJECT in accordance with Section V. Fiscal Provisions.
 - iv. CITY shall submit an electronic copy of signed invoices for reimbursement of eligible PROJECT expenses as frequently as monthly but not less frequently than quarterly in accordance with Section V. Fiscal Provisions. The invoice shall include appropriate backup documentation to support and justify payment of invoices. No CITY staff time shall be charged to SBCTA under this AGREEMENT.
 - v. On a quarterly basis, the CITY shall submit to SBCTA progress reports and documentation of work performed on the PROJECT under this AGREEMENT, due not later than 30 days following the end of each calendar quarter.
 - vi. Upon completion of PROJECT, City shall provide a project completion memorandum with the final invoice that describes PROJECT benefits in accordance with Section V. Fiscal Provisions.
 - vii. CITY shall post signs, if feasible, at the boundaries of the PROJECT noting that PROJECT is funded with Measure I funds. Signs shall bear the logos of SBCTA and CITY.
 - viii. CITY shall protect from unauthorized use or disclosure of names and other Personally Identifiable Information (PII) concerning persons receiving services pursuant to this AGREEMENT, except for anonymous statistical information that does not identify participants. PII is defined as any information that identifies or

describes a person, including, but not limited to: name; social security number; date of birth; driver license number; home address; telephone number; billing address; e-mail address; credit card number and expiration date; bank account information; medical and health information, including digital copies of personal, or protected, health information; health insurance; user name or email address, in combination with a password or security question and answer that would permit access to an online account; and other PII as defined by California or Federal law. CITY shall not use or disclose any PII for any purpose other than carrying out the obligations under this AGREEMENT, except as may be otherwise required by law. This provision will remain in the force even after the termination of the AGREEMENT.

B. SBCTA Responsibilities

- i. SBCTA shall provide funding for the PROJECT in accordance with Section V. Fiscal Provisions.
- ii. SBCTA shall provide payment of CITY invoice within 30 days after receiving an invoice determined to be complete and in accordance with the Scope of Work and general provisions provided under this AGREEMENT.
- iii. SBCTA shall reimburse the CITY in an amount equal to the costs incurred and invoiced to SBCTA minus the CITY match percentage in accordance with Section V. Fiscal Provisions.
- iv. SBCTA shall not reimburse CITY for any project cost overruns.

IV. **MUTUAL RESPONSIBILITIES**

- A. SBCTA and CITY will establish mutually satisfactory methods for dispute resolution at the lowest possible level, with a procedure to mobilize dispute resolution up through the PARTIES' respective chains of command.
- B. SBCTA and CITY will cooperate and coordinate with project delivery team and other parties in providing the services and responsibilities required under this AGREEMENT to the extent practicable with respect to the performance hereunder.
- C. SBCTA and CITY will abide by all applicable Federal, State, and local laws and regulations pertaining to the PROJECT's Scope of Work and this AGREEMENT.

V. **FISCAL PROVISIONS**

- A. CITY shall fund the difference between the actual PROJECT cost and the actual SBCTA AWARD AMOUNT, as provided for in this AGREEMENT. SBCTA shall reimburse the CITY 60.000% of allowable PROJECT expenditures incurred by CITY, as the actual SBCTA AWARD AMOUNT. In no event shall SBCTA reimbursements, or the actual SBCTA AWARD AMOUNT, under this AGREEMENT, exceed \$531,000. If the actual PROJECT cost exceeds the current estimate of \$885,000, then

CITY shall pay the match of \$354,000 plus 100% of the total PROJECT cost in excess of \$885,000. Eligible reimbursements shall include only those costs incurred by CITY for PROJECT-specific work activities that are described in this AGREEMENT and shall not include escalation or interest.

- B. CITY shall not more frequently than monthly and not less frequently than quarterly prepare and submit an electronic copy of signed invoices to SBCTA in a form satisfactory to SBCTA for reimbursement of eligible PROJECT expenses. SBCTA shall pay the invoice to the CITY within 30 days of receipt of CITY's invoice that is determined to be complete. At the conclusion of the PROJECT, CITY shall provide a project completion memorandum with the final invoice not later than 60 days following completion of the project summarizing total expenditures incurred and project benefits. The SBCTA ClearGuide system is available for quantifying traffic speed and delay benefits.
- C. CITY shall include in its project completion memorandum to SBCTA a final summary of all funds expended on the PROJECT and provide documentation of all CITY funds used for the local match on the PROJECT. Should it be determined that the CITY spent less on its local match than identified in this AGREEMENT, the CITY shall reimburse SBCTA in an amount that brings the total PROJECT expenditures into compliance with the local match percentage established in the Recitals above.
- D. CITY shall maintain all source documents, books and records connected with its performance under this AGREEMENT for a minimum of five (5) years from the date of the project completion memorandum submittal to SBCTA or until audit resolution is achieved, whichever is later, and to make all such supporting information available for inspection and audit by representatives of SBCTA during normal business hours at CITY Hall. Copies will be made and furnished by CITY upon written request by SBCTA.
- E. CITY shall establish and maintain an accounting system conforming to Generally Accepted Accounting Principles to support CITY's requests for reimbursement, payment vouchers, or invoices which segregate and accumulate costs of PROJECT's Scope of WORK elements and produce monthly reports which clearly identify reimbursable costs, matching fund costs, indirect cost allocation, and other allowable expenditures by CITY.

VI. GENERAL PROVISIONS

- A. No waiver of any of the provisions of the AGREEMENT shall be effective unless it is made in a writing which specifies the provision(s) so waived and which is executed by both PARTIES. No course of dealing and no delay or failure of a PARTY in exercising any right under any AGREEMENT shall affect any other or future exercise of that right or any exercise of any other right. A PARTY shall not be precluded from exercising a right by its having partially exercised that right or its having previously abandoned or discontinued steps to enforce that right.

- B. This AGREEMENT will be considered terminated upon reimbursement of all eligible costs by SBCTA or CITY, whichever is sooner, provided that the provisions of Section V and Section VII shall survive termination of this AGREEMENT.
- C. Any modifications of any terms or conditions of this AGREEMENT shall be valid only when reduced to writing, duly signed and approved by the authorized representatives of all PARTIES.
- D. This AGREEMENT constitutes the sole and entire agreement among the PARTIES governing the matters set forth herein and supersedes any prior understandings, negotiations, agreements, arrangements and undertakings, written or oral, between the PARTIES respecting the subject matter herein. All previous proposals, offers, and other communications, written or oral, relative to this AGREEMENT, are superseded to the extent that they are not incorporated into this AGREEMENT. It is the intent of the PARTIES that this AGREEMENT is an integrated agreement and that no evidence may be introduced to vary in any manner its terms and conditions. No representation, warranty, covenant, inducement or obligation not included in this AGREEMENT shall be binding.
- E. Without the prior written consent of the other PARTY, the AGREEMENT is not assignable by either PARTY, in whole or in part.
- F. If any legal action is instituted to enforce any PARTY's rights hereunder, each PARTY shall bear its own costs and attorney fees, regardless of who is the prevailing PARTY. This paragraph shall not apply to those costs and attorney fees directly arising from a third-party legal action against a PARTY hereto and payable under any indemnification or insurance requirements.
- G. This AGREEMENT shall be governed by and construed according to the laws of the State of California.
- H. The PARTIES acknowledge and agree that this AGREEMENT was entered into and intended to be performed in Upland, California. The PARTIES agree that the venue of any action or claim brought by any PARTY to this AGREEMENT will be the Superior Court of California, San Bernardino County. Each PARTY hereby waives any law or rule of the court, which would allow them to request or demand a change of venue. If any action or claim concerning this AGREEMENT is brought by any third party and filed in another venue, the PARTIES hereto agree to use their best efforts to obtain a change of venue to the Superior Court of California, San Bernardino County.

VII. MUTUAL INDEMNIFICATION

- A. Neither SBCTA, nor any officer, employee, or agent thereof, is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by CITY under or in connection with any work, authority or jurisdiction assigned or delegated to CITY under this AGREEMENT. It is understood and agreed that, pursuant to Government Code Section 895.4, CITY shall fully defend, indemnify

and save harmless SBCTA, its officers, employees, and agents, from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by CITY under or in connection with any work, authority or jurisdiction assigned or delegated to CITY under this AGREEMENT. CITY's indemnification obligation applies to SBCTA's "active" as well as "passive" negligence but does not apply to SBCTA's "sole negligence" or "willful misconduct" within the meaning of Civil Code Section 2782.

- B. Neither CITY, nor any officer, employee, or agent thereof, is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by SBCTA under or in connection with any work, authority or jurisdiction assigned or delegated to SBCTA under this AGREEMENT. It is understood and agreed that, pursuant to Government Code Section 895.4, SBCTA shall fully defend, indemnify and save harmless CITY, its officers, employees, and agents, from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by SBCTA under or in connection with any work, authority or jurisdiction assigned or delegated to SBCTA under this AGREEMENT. SBCTA's indemnification obligation applies to CITY's "active" as well as "passive" negligence but does not apply to CITY's "sole negligence" or "willful misconduct" within the meaning of Civil Code Section 2782.
- C. In the event the CITY and/or SBCTA is found to be comparatively at fault for any claim, action, loss or damage which results from their respective obligations under the AGREEMENT, the CITY and/or SBCTA shall indemnify the other to the extent of its comparative fault.

VIII. INSURANCE

- A. CITY is a self-insured public entity for purposes of Professional Liability, General Liability, Automobile Liability and Workers' Compensation and warrants that through its program of self-insurance, it has adequate coverage or resources to protect against liabilities arising out of the performance of the terms, conditions or obligations of this AGREEMENT. CITY shall include in all contracts between CITY and contractors performing construction-related work in accordance with the Scope of Work that SBCTA be named as an additional insured under general liability insurance policies maintained by the contractor of the PROJECT.
- B. SBCTA is insured for Commercial General Liability, Professional Liability, Auto Liability and Workers Compensation in amounts believed to be adequate to protect against liabilities arising out of the performance of the terms, conditions or obligations of this AGREEMENT.

IX. CONCLUSION

- A. This AGREEMENT, consisting of seventeen (17) pages, including Attachment A, is the full and complete document including all covenants, conditions, and benefits.
- B. The signatures of the PARTIES affixed to this AGREEMENT affirm that they are duly authorized to commit and bind them to the terms and conditions set forth in this document.
- C. This AGREEMENT may be executed in any number of counterparts, each of which so executed shall be deemed to be an original, and such counterparts shall together constitute one and the same AGREEMENT. The PARTIES shall be entitled to sign and transmit an electronic signature of this AGREEMENT (whether by PDF or other mail transmission), which signature shall be binding on the PARTY whose name is contained therein. Each PARTY providing an electronic signature agrees to promptly execute and deliver to the other PARTY an original signed AGREEMENT upon request.

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

In witness whereof the PARTIES have executed this AGREEMENT on the dates written below and this AGREEMENT is effective upon the last date of execution below.

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

By: *Carolyn Schindler*
Carolyn Schindler (Dec 22, 2025 09:04:41 PST)
Carolyn Schindler, Executive Director
Date: Dec 22, 2025

CITY OF UPLAND

By: *MB*
Michael Blay (Dec 15, 2025 21:52:51 PST)
Michael Blay, City Manager
Date: Dec 15, 2025

APPROVED AS TO FORM:

By: *Iain MacMillan*
Iain MacMillan (Dec 16, 2025 15:25:19 PST)
Iain MacMillan
Assistant General Counsel

ATTEST:

By: *Keri Johnson*
Keri Johnson (Dec 16, 2025 06:41:27 PST)
Keri Johnson, City Clerk

APPROVED AS TO FORM:

By: *Stephen P. Deitsch*
Stephen P. Deitsch (Dec 15, 2025 19:40:44 PST)
Stephen P. Deitsch, City Attorney

**ATTACHMENT A
SCOPE OF WORK**

City of Upland Project Proposal

ATTACHMENT B

**FUNDING TABLE FOR UPLAND FOOTHILL BOULEVARD
SMART CORRIDOR**

A. Estimated Total Cost	\$885,000
B. Maximum Award Amount	\$531,000
C. Match commitment	\$354,000
D. Match percentage of award amount	66.67%
E. Match percentage of total estimated cost	40.00%
F. Percentage of eligible costs billable with each invoice (B divided by A)	60.000%

INVOICING INSTRUCTIONS:

Invoices may be submitted to SBCTA as frequently as monthly

SBCTA reimbursement available at 60.000% of eligible expenses in each invoice

Jurisdiction is responsible for remainder of each invoice (local match share)

Maximum total SBCTA reimbursement (award amount) is \$531,000

Jurisdiction is responsible for 100% of expenditures after maximum award amount is reached

If actual expenditures are less than Estimated Total Cost above, SBCTA is responsible only for 60.000% of actual expenditures

Invoices must document the work accomplished and expenses incurred for each period

Invoices must include cumulative totals for SBCTA reimbursement and local expenditures

CITY OF UPLAND
Public Works Department
Engineering Division



RESPONSE TO SBCTA
REQUEST FOR INFORMATION
FOR
DEVELOPMENT OF SMART ARTERIAL CORRIDORS
IN THE SAN BERNARDINO VALLEY

FOOTHILL BOULEVARD SMART CORRIDOR
FROM
MONTE VISTA AVENUE TO GROVE AVENUE

Due Date: March 17, 2025

Engineering Manager: Bob Critchfield, PE
Phone: (909) 291-2946
bcritchfield@uplandca.us

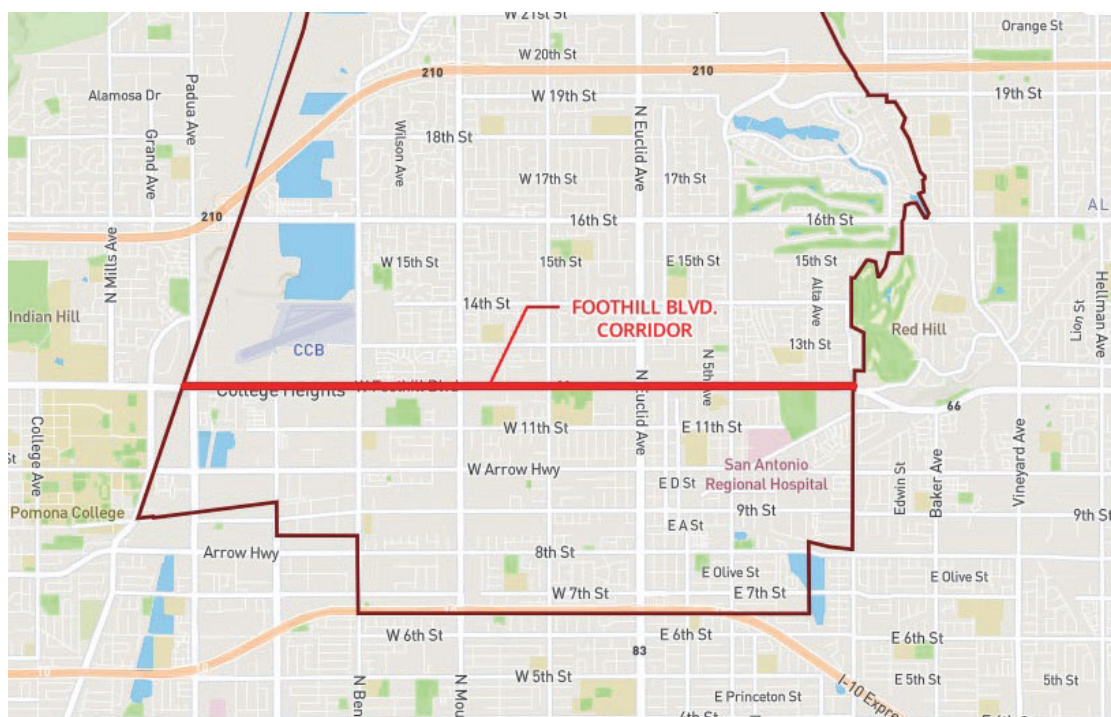
INTRODUCTION

The City of Upland greatly appreciates the opportunity to respond to the San Bernardino County Transportation Authority Request for Information (RFI) and to submit a proposal to upgrade and improve the Foothill Boulevard arterial corridor from Monte Vista Avenue to Grove Avenue, located in the West Valley of the San Bernardino Valley Coordinated Traffic Signal System (SBVCTSS).

Upland has recently increased greater focus to improving the City's traffic signal network reliability and efficiency and as such, contracted with Advantec Consulting Engineers, Inc. in November 2023 to collect traffic signal system equipment inventory condition data for the City's 89 traffic signals, establish traffic signal equipment standards, identify strategies in prioritizing and funding upgrades, and update the City's traffic signal timing sheets to meet MUTCD requirements. While this effort is currently underway, the goal is to provide a blueprint for the City to upgrade the traffic signal system to modern standards to better serve all modes of traffic including motor vehicles, pedestrians, bicycles, transit and emergency response vehicles in order to provide safe and efficient movements within the city limits, and to improve the quality of life for the residents, businesses, and visitors alike in the city.

PROJECT LOCATION AND BACKGROUND

Foothill Boulevard is an east/west directional arterial roadway that links the City of Claremont to the west, and the City of Rancho Cucamonga to the east. The Foothill corridor carries approximately 30,000 vehicles per day, is a truck route through the city, and is classified as a Principal Arterial under the California Road System (CRS) Maps. The Foothill Blvd. corridor is located on both the SBVCTSS corridor and the Omnitrans Priority Transit Corridor (Omnitrans Bus Route 66).



The Foothill Boulevard corridor is part of the historic Route 66 which was previously owned and maintained by the State of California but was later relinquished to the City in 2007. Unfortunately at the time of relinquishment the condition of traffic signal equipment along the Foothill corridor was less than ideal, consisting of old antiquated type 170 signal controllers, old 332 cabinets containing power supplies and power distribution assemblies that are not compatible with current standards and are no longer supported and available (PDA #2/2L, and model 206/206L power supplies), old vehicle loop detection and Iteris Vantage Edge/Edge 2 video detection that is no longer available or supported by Iteris, older pedestrian signals, and older pedestrian push buttons that no longer meet ADA requirements.

The following table identifies the 15 specific Foothill Blvd. corridor intersections within the project limits, existing deficiencies, and corresponding contemplated improvements for Phase 1:

Intersection	Existing Deficiencies	Proposed Improvements
Foothill & Monte Vista Ave.	<ul style="list-style-type: none"> • 170E Safetran Controller • 5 Non count-down Ped Heads • 2 Non ADA PPBs • HPSV Luminaire 	<ul style="list-style-type: none"> • 2070LX+ Controller • Count-down Ped Heads • ADA PPBs • LED Luminaire
Foothill & Dewey Way	<ul style="list-style-type: none"> • 170E Safetran Controller • No Battery Back-up System (BBS) • 8 Non count-down Ped Heads • HPSV Luminaire 	<ul style="list-style-type: none"> • 2070LX+ Controller • New Clary BBS • Count-down Ped Heads • LED Luminaire
Foothill & Central Ave.	<ul style="list-style-type: none"> • 332 Cabinet on loan from Econolite • 2070 ATC Econolite Controller • No Battery Back-up System (BBS) • 4 Non count-down Ped Heads • 8" Vehicle Head Indications • 2 EVP Cards missing • HPSV Luminaire 	<ul style="list-style-type: none"> • New 332 Cabinet • 2070 LX+ Controller • New Clary BBS • Count-down Ped Heads • 12" Vehicle Head Indications • 2 New EVP Cards • LED Luminaire
Foothill & Benson	<ul style="list-style-type: none"> • 2070E McCain Controller • No Battery Back-up System (BBS) • 6 Non count-down Ped Heads • 8" Vehicle Head Indications • HPSV Luminaire 	<ul style="list-style-type: none"> • 2070LX+ Controller • New Clary BBS • Count-down Ped Heads • 12" Vehicle Head Indications • LED Luminaire
Foothill & Mountain Ave.	<ul style="list-style-type: none"> • 2070 ATC Econolite Controller • No Battery Back-up System (BBS) • 5 Non count-down Ped Heads • 1 Non ADA PPB • HPSV Luminaire 	<ul style="list-style-type: none"> • 2070LX+ Controller • New Clary BBS • Count-down Ped Heads • ADA PPBs • LED Luminaire
Foothill & Mulberry Ave.	<ul style="list-style-type: none"> • 2070 ATC Econolite Controller • Loop Detection • No Battery Back-up System (BBS) • 3 Non count-down Ped Heads • HPSV Luminaire 	<ul style="list-style-type: none"> • 2070LX+ Controller • New Video Detection System • New Clary BBS • Count-down Ped Heads • LED Luminaire
Foothill & San Antonio Ave.	<ul style="list-style-type: none"> • 2070 ATC Econolite Controller • Loop Detection • No Battery Back-up System (BBS) • 6 Non count-down Ped Heads • 2 Non ADA PPBs • HPSV Luminaire 	<ul style="list-style-type: none"> • 2070LX+ Controller • New Video Detection System • New Clary BBS • Count-down Ped Heads • ADA PPBs • LED Luminaire
Foothill & Redding Way	<ul style="list-style-type: none"> • 170E Signal Control Co. Controller • Loop Detection • No Battery Back-up System (BBS) • 3 Non count-down Ped Heads • HPSV Luminaire 	<ul style="list-style-type: none"> • 2070LX+ Controller • New Video Detection System • New Clary BBS • Count-down Ped Heads • LED Luminaire
Foothill & Euclid Ave	<ul style="list-style-type: none"> • 170E McCain Controller • No Battery Back-up System (BBS) • 8" Vehicle Head Indications 	<ul style="list-style-type: none"> • 2070LX+ Controller • New Clary BBS • 12" Vehicle Head Indications

	<ul style="list-style-type: none"> • HPSV Luminaire 	<ul style="list-style-type: none"> • LED Luminaire
Foothill & 2 nd Ave.	<ul style="list-style-type: none"> • 2070 ATC Econolite Controller • No Battery Back-up System (BBS) • 8" Vehicle Head Indications • HPSV Luminaire 	<ul style="list-style-type: none"> • 2070LX+ Controller • New Clary BBS • 12" Vehicle Head Indications • LED Luminaire
Foothill & 5 th Ave.	<ul style="list-style-type: none"> • 2070 ATC Econolite Controller • No Battery Back-up System (BBS) • 3 Non ADA PPB • 8" Vehicle Head Indication • HPSV Luminaire 	<ul style="list-style-type: none"> • 2070LX+ Controller • New Clary BBS • ADA PPBs • 12" Vehicle Head Indications • LED Luminaire
Foothill & Campus Ave.	<ul style="list-style-type: none"> • 2070 McCain Controller • No Battery Back-up System (BBS) • HPSV Luminaire 	<ul style="list-style-type: none"> • 2070LX+ Controller • New Clary BBS • LED Luminaire
Foothill & Hospital Pkwy.	<ul style="list-style-type: none"> • 170E McCain Controller • No Battery Back-up System (BBS) • HPSV Luminaire 	<ul style="list-style-type: none"> • 2070LX+ Controller • New Clary BBS • LED Luminaire
Foothill & Alta Pkwy.	<ul style="list-style-type: none"> • 2070 McCain Controller • No Battery Back-up System (BBS) • 8" Vehicle Head Indications • 3 Non ADA PPBs • HPSV Luminaire 	<ul style="list-style-type: none"> • 2070LX+ Controller • New Clary BBS • 12" Vehicle Head Indications • ADA PPBs • LED Luminaire
Foothill & Grove Ave.	<ul style="list-style-type: none"> • 2070 Controller • No Battery Back-up System (BBS) • 8" Vehicle Head Indications • HPSV Luminaire 	<ul style="list-style-type: none"> • 2070LX+ Controller • New Clary BBS • 12" Vehicle Head Indications • LED Luminaire

PROJECT APPROACH AND GOALS

The City envisions a two-phased approach to improve the Foothill Blvd. corridor traffic signal functionality, reliability, and communications for all modes of transportation such as vehicles, freight movement, bus rapid transit (BRT), first responders, bicyclists, and pedestrians.

Phase 1 Improvements consist of replacing antiquated equipment along the Foothill Blvd. corridor with new modern equipment such as the following:

1. Traffic Signal Controllers. Replace older model controllers with new controllers and equipment that would be Transit Signal Priority (TSP) ready and capable of providing signal timing priority to buses under certain industry protocols. Without upgrades to the existing traffic signal controllers, there is no way forward for the corridor to be TSP ready, so the installation of modern controllers is crucial for future TSP success.
2. Video Detection Systems. Replace older loop and unsupported video detection systems with new modern video detection systems capable of distinguishing bicycles and not subject to pavement degradation by heavy truck loading along the corridor.
3. Safety Lighting. Replace inefficient High Pressure Sodium Vapor (HPSV) safety lighting with newer Light Emitting Diode (LED) lighting that is better able to distinguish colors at night and is also more energy efficient.
4. Traffic Signal Head Improvements. Replace older 8" signal head indications with newer 12" indications to provide greater visibility to motorist.
5. Pedestrian PED Heads. Replace older model PED Heads with newer Count-down PED Heads to assist pedestrians with more accurate timing to cross the Foothill corridor.

6. Pedestrian Push Buttons (PPBs). Replace non ADA pedestrian push buttons with new ADA compliant push buttons.
7. Uninterruptible Power Supply (UPS). Install new UPS systems to increase reliability and safety along the Foothill corridor by maintaining traffic signal functionality during SCE outages.

Completion of Phase 1 improvements identified above would benefit the residents of the community, visitors, businesses and services by providing improved flow of transit and goods, as well as improved accessibility for pedestrians. In addition, the Phase 1 improvements would increase safety and reliability, particularly at the intersection of Foothill Blvd. & Hospital Parkway in the vicinity of San Antonio Community Hospital, with reliable emergency vehicle preemption and back-up battery power.

Phase 2 improvements would consist of communications improvements by replacing twisted pair wiring with new fiber optic lines and/or cellular communications, and installation of a new Traffic Management Center (TMC) where the Foothill corridor could be monitored.

FINANCIAL PLAN

The City estimates Phase 1 improvement costs at approximately \$885,000. The City is requesting an award amount of \$531,000 from SBCTA, with the City providing a 40% local match amount of \$354,000, for a total Phase 1 Foothill Blvd. corridor investment of \$885,000. The City's local match will be derived from Measure I Local Street Program Funds or other local City revenue funds. A detailed breakdown of cost is attached for reference and is identified as Exhibit "A" to this proposal.

SCHEDULE

ITEM	DATE
Proposal submittal to SBCTA	March 17, 2025
SBCTA Board Approval	May 7, 2025
City Council Acceptance of Grant and Funding Agreement Approval	August 2025
PS&E for Public Bidding	September 2025 - December 2025
Public Bidding	January 2026
Award Construction Contract	March 2026
Construction	May 2026 – Oct 2026

RESOURCES AVAILABLE FOR IMPLEMENTATION

As mentioned earlier, the City contracted with Advantec in 2023 to assist staff in identifying and inventorying the traffic signal network condition data with the end goal of modernizing the network to better serve all modes of traffic (i.e. motor vehicles, pedestrians, bicycles, transit and emergency response vehicles). Drawing upon Advantec’s transportation expertise and utilizing the City’s own in-house engineering Capital Improvement Program (CIP) staff, the City is well positioned to deliver the Foothill Corridor Project in an expeditious manner.

The City’s main point of contact for this project will be Bob Critchfield. Mr. Critchfield is a licensed civil engineer in the State of California and currently serves as the engineering manager with more than 25 years of extensive experience in delivering numerous large-scale CIP projects from concept, design, through construction. Mr. Critchfield’s past projects include buildings (including essential facilities such as fire stations), water reservoirs, major pipeline replacements, and street reconstructions, including past projects on Foothill Blvd. In addition, Mr. Critchfield currently manages the City’s traffic signal maintenance services contract with Econolite.

Mr. Critchfield will be assisted by Hector Gonzalez, also a California licensed civil engineer and serving as the City’s senior engineer in the CIP division. Mr. Gonzalez’s project experience includes large roadway rehabilitation, water infrastructure, and pedestrian facilities (including the current Metrolink Station Accessibility Phase 2 Project with SBCTA).

Contact information for both Mr. Critchfield and Mr. Gonzalez is noted below:

Bob Critchfield, PE
Engineering Manager
City of Upland, Public Works Dept.
Engineering Division
1370 N. Benson Avenue
Upland, CA 91786
(909) 291-2946 direct
bcritchfield@uplandca.gov

Hector Gonzalez, PE
Senior Engineer
City of Upland, Public Works Dept.
Engineering Division
1370 N. Benson Avenue
Upland, CA 91786
(909) 291-2961 direct
hgonzalez@uplandca.gov

RESOURCES FOR LONG-TERM MAINTENANCE & RELIABILITY

The City currently utilizes Econolite Systems for preventative and extraordinary maintenance of the 89 signalized intersections within the City’s jurisdiction. Econolite has been the City’s maintenance contractor for more than 15 years and is very familiar with the City’s traffic signal equipment. In addition, the City has an on-going contract with Advantec to provide professional traffic engineering services and is utilizing this relationship to help develop in-house traffic engineering staff to ensure long-term safety and reliability of the City’s traffic signal network.

Enclosures:

- Exhibit “A” – Preliminary Engineer’s Cost Estimate



**CITY OF UPLAND
PUBLIC WORKS DEPARTMENT
ENGINEERING DIVISION
1370 N. Benson Avenue
Upland, CA 91786
(909) 291-2946**

**EXHIBIT "A" - PRELIM. COST ESTIMATE
Foothill Blvd. SMART Corridor (Ph 1)
Monte Vista Ave to Grove Ave**

Date: 3/17/2025
Prepared By: Bob Critchfield, P.E.
Title: Engineering Manager

COST SUMMARY - CONSTRUCTION

Traffic Signal Improvements	\$ 772,500.00
Subtotal Construction:	\$ 772,500.00
Contingency (14.5%):	\$ 112,500.00
Total:	\$ 885,000.00

CATEGORY / DESCRIPTION	QUANTITY	UNIT	UNIT COST	ITEM TOTAL
Traffic Signal Improvements				
1 Traffic / Pedestrian Control & Safety	1	LS	\$ 37,500.00	\$ 37,500.00
2 Furnish & Install 2070 LX+ Traffic Signal Controller	15	EA	\$ 8,500.00	\$ 127,500.00
3 Furnish & Install Clary UPS System and Side Mount Cabinet	14	EA	\$ 15,000.00	\$ 210,000.00
4 Furnish & Install 332 Traffic Signal Cabinet	1	EA	\$ 25,000.00	\$ 25,000.00
5 Furnish & Install LED Count-down PED Heads	40	EA	\$ 600.00	\$ 24,000.00
6 Furnish & Install ADA compliant PPB	11	EA	\$ 1,500.00	\$ 16,500.00
7 Furnish & Install 12" Traffic Signal Indication with Yellow Reflective Borders	26	EA	\$ 1,500.00	\$ 39,000.00
8 Furnish & Install LED Safety Light Luminaire	60	EA	\$ 2,000.00	\$ 120,000.00
9 Furnish & Install Traffic Signal Pole & Mast Arm (Foothill & Euclid NWC)	1	EA	\$ 30,000.00	\$ 30,000.00
10 Furnish & Install Iteris Video Detection System including cabling, processor cards, cameras, etc. in order to have a full functioning system per intersection	3	INT	\$ 45,000.00	\$ 135,000.00
11 Furnish & Install Emergency Vehicle Preemption Cards	2	EA	\$ 4,000.00	\$ 8,000.00
				\$ 772,500.00

Limitations

This preliminary cost estimate reflects an opinion of probable quantities and associated cost based upon preliminary engineering studies at the time this estimate was prepared. Quantities and costs are subject to change as a result of improvement plan preparation, construction field conditions, market conditions, the passage of time, and changes in applicable or appropriate standards as a result of legislation, applications, or the broadening of knowledge. This estimate should not be relied upon after a period of 60 days.

If this estimate, or portions thereof, is provided to contractors, developers, or included in specifications, contracts, or agreements, it should be understood by all parties that it is provided for information only, and should be used as such. This estimate is not intended or represented to be suitable for reuse on extensions or modifications of the project for which this estimate has been prepared for, or for use on any other project.

No warranty or guarantee is included or intended by virtue of this estimate.