

**AGENDA**  
**Mountain/Desert Policy Committee**

**September 17, 2021**  
**9:30 AM**

**MEETING ACCESSIBLE VIA ZOOM AT: <https://gosbcta.zoom.us/j/87622056981>**

**Teleconference**  
Dial: 1-669-900-6833  
Meeting ID: 876 2205 6981

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

**Mountain/Desert Policy Committee Membership**

**Chair**

Dawn Rowe  
*Board of Supervisors*

Rick Herrick, Mayor  
*City of Big Bear Lake*

Debra Jones, Mayor  
*City of Victorville*

**Vice Chair**

Art Bishop, Council Member  
*Town of Apple Valley*

Cameron Gregg, Mayor  
*City of Hesperia*

Rick Denison, Council Member  
*Town of Yucca Valley*

Daniel Ramos, Mayor Pro Tem  
*City of Adelanto*

Edward Paget, Vice Mayor  
*City of Needles*

Janice Rutherford  
*Board of Supervisors*

Paul Courtney, Mayor  
*City of Barstow*

Joel Klink, Council Member  
*City of Twentynine Palms*

Paul Cook  
*Board of Supervisors*

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

**AGENDA**

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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 September 16, 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 Dawn Rowe)

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

**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 for review by Board and Committee members.**

## **DISCUSSION ITEMS**

### **Discussion - Transportation Programming and Fund Administration**

#### **2. Rural Mountain/Desert Subareas Major Local Highway Projects Program Project Lists**

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Receive information and provide direction on the proposed Rural Mountain/Desert Subareas Major Local Highway Projects Program Project Lists for the 2021 Update to the 10-Year Delivery Plan.

**Presenter: Andrea Zureick**

**The information presented in this item was reviewed by the Transportation Technical Advisory Committee on August 30, 2021, and by the City/County Managers Technical Advisory Committee on September 2, 2021. This item is not scheduled for review by any other policy committee.**

#### **3. Victor Valley Subarea Major Local Highway Projects Program Proposed Project List**

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Receive information and provide direction on the proposed Victor Valley Subarea Major Local Highway Projects Program Project List for the 2021 Update to the 10-Year Delivery Plan.

**Presenter: Andrea Zureick**

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

### **Public Comment**

Brief Comments from the General Public

Interested persons may submit Public Comment in writing to the Clerk of the Board at [clerkoftheboard@gosbcta.com](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 September 16, 2021.

### **Comments from Board Members**

Brief Comments from Board Members

## **ADJOURNMENT**

### **Additional Information**

Attendance  
Acronym List  
Mission Statement

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**The next Mountain/Desert Policy Committee Meeting is scheduled for October 15, 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:*** September 17, 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>
		None	

***Financial Impact:***

This item has no direct impact on the budget.

***Reviewed By:***

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

***Responsible Staff:***

Andrea Zureick, Director of Fund Administration

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Approved  
Mountain-Desert Committee  
Date: September 17, 2021

Witnessed By:

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



## ***Minute Action***

### AGENDA ITEM: 2

***Date:*** *September 17, 2021*

***Subject:***

Rural Mountain/Desert Subareas Major Local Highway Projects Program Project Lists

***Recommendation:***

Receive information and provide direction on the proposed Rural Mountain/Desert Subareas Major Local Highway Projects Program Project Lists for the 2021 Update to the 10-Year Delivery Plan.

***Background:***

The Strategic Plan serves as the policy manual for the delivery of Measure I Programs by the San Bernardino County Transportation Authority (SBCTA) and its member agencies for the 30-year life of the Measure. The Strategic Plan addresses significant policy, fiscal, and institutional issues associated with the administration and implementation of Measure I, including managing the different goals and priorities among the Valley, Victor Valley, and Rural Mountain/Desert Subareas of the County. One of the key requirements of the Strategic Plan was the preparation of a 10-Year Delivery Plan (Delivery Plan) for Measure I Programs.

The SBCTA Board of Directors (Board) adopted the first Measure I 2010-2040 10-Year Delivery Plan in January 2012. The Delivery Plan provides a list of projects to be developed during a ten-year period and identifies project scopes, schedules and budgets. Additionally, it provides a basis for the development of the annual budget for capital projects. The Delivery Plan is a living document that is updated every two years in order to capture revisions to the projects and assumptions in the plan, actual Measure I revenue figures, and relevant Board actions. Staff anticipates providing the 2021 Update to the Delivery Plan (2021 Update) in its entirety for review at the November Metro Valley Study Session and Mountain/Desert Policy Committee meetings and for approval by the Board in December 2021.

One component of the update is developing the proposed project lists and funding plan for the Rural Mountain/Desert Subareas Major Local Highway Projects Program (MLHP). The list of proposed projects is comprised of the projects that were identified but not yet completed in the 2019 Update to the Delivery Plan (2019 Update) or those that have been defined as priorities since adoption of that plan. SBCTA staff is working closely with City, Town, and County staff from the Rural Mountain/Desert subareas and has incorporated project changes, additions, or deletions for the 2021 Update project lists. Project costs and schedules are not yet finalized, but staff will bring any significant changes to/or issues with the final proposed list to the Mountain/Desert Committee in October 2021 if necessary. Because these projects are locally prioritized, staff does not anticipate significant issues in finalizing the project details.

The following projects have been requested to date:

**Table 1. Rural Mountain/Desert Subareas Major Local Highway Projects Program  
 2021 Update Proposed Projects**

<b>Colorado River Subarea</b>	
<b>Needles</b>	US 95 Colorado River Bridge
	<i>Completed to date: Needles I-40 Connector</i>
<b>SB County</b>	Needles Highway-Segment 1C Realignment, Reconstruction, and Drainage Improvements from David Dr to south of Piute Wash (Regional Priority #1)
<b>Morongo Basin Subarea</b>	
<b>Twentynine Palms</b>	Split Rock Avenue at Twentynine Palms Flood Control Channel
	SR 62-Phase 2A Median Improvements from Encelia to Larrea
	SR 62-Phase 2B Widening from Encelia to Larrea (Regional Priority #1)
	<i>Completed to date: SR 62 Phase 1 from Encelia to Larrea, SR 62 Traffic Signals at Encelia and Lear, SR 62 from Canyon to Easy, and National Park Road Improvements</i>
<b>Yucca Valley</b>	SR 62 Widening from Sage to Airway (Regional Priority #2)
	Yucca Trail Widening from Sage to La Contenta
	<i>Completed to date: SR 62 from Apache to Palm, SR 62 from LaHonda to Dumosa, Traffic Signal at Dumosa</i>
<b>SB County</b>	None (projects from 2019 Update were funded with other sources)
	<i>Completed to date: Traffic Signal at Rotary Way</i>
<b>Mountains Subarea</b>	
<b>Big Bear Lake</b>	Moonridge Road Realignment & Roundabout
	<i>Completed to date: Village L</i>
<b>SB County</b>	Arrowbear Road Bridge Replacement
	Stanfield Cutoff Roundabout
<b>North Desert Subarea</b>	
<b>Barstow</b>	First Avenue Bridge over BNSF
	Rimrock Road from Barstow Rd to Avenue H
	First Avenue Bridge over Mojave River/Overflow
	Irwin Road from First Avenue to Old Hwy 58
	<i>Completed to date: Lenwood Road Grade Separation</i>
<b>SB County</b>	Baker Boulevard Bridge Replacement
	National Trails Highway Bridges (Regional Priority #1)
	<i>Completed to date: National Trails Highway Resurfacing</i>

Regional priority projects in the Mountains Subarea are being discussed by stakeholders as to the appropriate agency to act as project lead and reasonable costs and schedules. Project identification may follow adoption of the 2021 Update as little data exists on the scope of these projects.

**Revenue Forecast**

The 2019 Update assumed that revenue would be increasing between 3.3% and 3.6% through 2029 and then between 3.0% and 3.5% through 2040 based on a study completed in December 2018 by the University of California, Riverside School of Business. The proposed inflation and real growth rate for the 2021 Update is between 3.2% and 3.5% with an overall average of 3.3% through 2040 based on a study completed in June 2021 by Dr. John Husing, Economics & Politics, Inc. However, despite the pandemic and the initial concern about potential impacts to program revenue, the 2021 Update starts with a higher base value than projected in the 2019 Update, resulting in increased cumulative collections, increasing the \$6.5 billion total revenue in the 2019 Update to \$6.9 billion projected in the 2021 Update. A comparison of the forecasts in the 2019 Update to those in the 2021 Update is presented in Tables 2 through 5.

**Table 2. Colorado River Subarea Major Local Highway Projects Program  
Revenue Comparison 2019 Update vs 2021 Update (1,000s)**

<b>Period</b>	<b>2019 Update</b>	<b>2021 Update</b>	<b>Change</b>
FY2010/2011 – 2020/2021	\$611	\$649	+\$38
FY2021/2022 – 2030/2031	\$756	\$906	+\$150
FY2031/2032 – 2039/2040	\$930	\$1,064	+\$134
<b>TOTAL</b>	<b>\$2,297</b>	<b>\$2,619</b>	<b>+\$322</b>
Uncommitted Balance through 2040*	\$2,000	\$1,200	-\$800

\* Preliminary estimate of MLHP balance. Estimated balance of State/Federal funds is \$16.5 million

**Table 3. Morongo Basin Subarea Major Local Highway Projects Program  
Revenue Comparison 2019 Update vs 2021 Update (1,000s)**

<b>Period</b>	<b>2019 Update</b>	<b>2021 Update</b>	<b>Change</b>
FY2010/2011 – 2020/2021	\$6,071	\$6,132	+\$61
FY2021/2022 – 2030/2031	\$7,253	\$7,828	+\$575
FY2031/2032 – 2039/2040	\$8,587	\$9,420	+\$833
<b>TOTAL</b>	<b>\$21,912</b>	<b>\$23,380</b>	<b>+\$1,468</b>
Uncommitted Balance through 2040*	\$13,000	\$10,400	-\$2,600

\* Preliminary estimate of MLHP balance. Estimated balance of State/Federal funds is \$36.5 million

**Table 4. Mountains Subarea Major Local Highway Projects Program  
Revenue Comparison 2019 Update vs 2021 Update (1,000s)**

<b>Period</b>	<b>2019 Update</b>	<b>2021 Update</b>	<b>Change</b>
FY2010/2011 – 2020/2021	\$5,195	\$5,277	+\$82
FY2021/2022 – 2030/2031	\$6,214	\$6,690	+\$476
FY 2031/2032 – 2039/2040	\$7,541	\$8,206	+\$665
<b>TOTAL</b>	<b>\$18,951</b>	<b>\$20,173</b>	<b>+\$1,122</b>
Uncommitted Balance through 2040 *	\$13,000	\$11,300	-\$1,700

\* Preliminary estimate of MLHP balance. Estimated balance of State/Federal funds is \$37.2 million

**Table 5. North Desert Subarea Major Local Highway Projects Program  
 Revenue Comparison 2019 Update vs 2021 Update (1,000s)**

<b>Period</b>	<b>2019 Update</b>	<b>2021 Update</b>	<b>Change</b>
FY2010/2011 – 2020/2021	\$14,522	\$14,112	-\$410
FY2021/2022 – 2030/2031	\$14,002	\$12,337	-\$1,665
FY2031/2032 – 2039/2040	\$17,770	\$15,719	-\$2,051
<b>TOTAL</b>	<b>\$46,295</b>	<b>\$42,168</b>	<b>-\$4,127</b>
Uncommitted Balance through 2040*	\$27,000	\$22,800	-\$4,200

\* Preliminary estimate of MLHP balance. Estimated balance of State/Federal funds is \$56.2 million

The revenue estimate for the North Desert Subarea is the only one showing decreasing revenue. This is likely due to the fact that when the 2019 Update revenue forecast was being developed, the short-term impact of revenue generated by large solar projects in the Subarea was not fully recognized. This reduction in revenue has not impacted the ability to deliver planned projects in the short-term, and staff will continue to monitor trends in revenue generation in the North Desert Subarea.

#### **Bonding Analysis**

The bonding analysis for the 2021 Update is being developed with the following criteria:

- Minimum agency-wide debt coverage ratio: 2.0
- Individual programs must have a positive cash flow over the term of the bond.
- Bond interest rate: 5%
- Latest bond issuance: still under analysis

As in previous Delivery Plans, the funding has been planned for the Rural Mountain/Desert Subarea Projects so that they can be delivered on a pay-as-you-go basis and not require bonding.

#### **Financial Impact:**

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

#### **Reviewed By:**

The information presented in this item was reviewed by the Transportation Technical Advisory Committee on August 30, 2021, and by the City/County Managers Technical Advisory Committee on September 2, 2021. This item is not scheduled for review by any other policy committee.

#### **Responsible Staff:**

Andrea Zureick, Director of Fund Administration

Approved  
 Mountain-Desert Committee  
 Date: September 17, 2021

Witnessed By:

## ***Minute Action***

### AGENDA ITEM: 3

***Date:*** September 17, 2021

***Subject:***

Victor Valley Subarea Major Local Highway Projects Program Proposed Project List

***Recommendation:***

Receive information and provide direction on the proposed Victor Valley Subarea Major Local Highway Projects Program Project List for the 2021 Update to the 10-Year Delivery Plan.

***Background:***

The Strategic Plan serves as the policy manual for the delivery of Measure I Programs by the San Bernardino County Transportation Authority (SBCTA) and its member agencies for the 30-year life of the Measure. The Strategic Plan addresses significant policy, fiscal, and institutional issues associated with the administration and implementation of Measure I, including managing the different goals and priorities among the Valley, Victor Valley, and Rural Mountain/Desert Subareas of the County. One of the key requirements of the Strategic Plan was the preparation of a 10-Year Delivery Plan (Delivery Plan) for Measure I Programs.

The SBCTA Board of Directors (Board) adopted the first Measure I 2010-2040 10-Year Delivery Plan in January 2012. The Delivery Plan provides a list of projects to be developed during a ten-year period and identifies project scopes, schedules and budgets. Additionally, it provides a basis for the development of the annual budget for capital projects. The Delivery Plan is a living document that is updated every two years in order to capture revisions to the projects and assumptions in the plan, actual Measure I revenue figures, and relevant Board actions. Staff anticipates providing the 2021 Update to the Delivery Plan (2021 Update) in its entirety for review at the November Metro Valley Study Session and Mountain/Desert Policy Committee meetings and for approval by the Board in December.

One component of the update is developing the proposed project lists and funding plan for the Victor Valley Subarea Major Local Highway Projects Program (MLHP). The list of proposed projects is comprised of the projects that were identified but not yet completed in the 2019 Update to the Delivery Plan (2019 Update) or those that have been defined as priorities since adoption of that plan. SBCTA staff is working closely with City, Town, and County staff from the Victor Valley Subarea and has incorporated project changes, additions, or deletions for the 2021 Update project lists. Project costs and schedules are not yet finalized, but staff will bring any significant changes to/or issues with the final proposed list to the Mountain/Desert Committee in October 2021 if necessary. Because these projects are locally prioritized, staff does not anticipate significant issues in finalizing the project details.

The following projects have been requested to date:

**Table 1. Victor Valley Subarea Major Local Highway Projects Program  
 2021 Update Proposed Projects**

<b>ADELANTO</b>	
<b>Requested</b>	El Mirage Road Construction from US 395 to Koala Road
<b>Completed to Date</b>	<i>US 395 Phase 1 Widening from SR 18 to Chamberlaine Way</i>
<b>APPLE VALLEY</b>	
<b>Committed</b>	Apple Valley Road and SR 18 Realignment
	Stoddard Wells Road Widening from I-15 to Johnson Road
<b>Requested</b>	Bear Valley Road Bridge Over Mojave River
	Central Road from SR18 to Bear Valley Road
	Johnson Road Widening from Stoddard Wells Road to Navajo Road
	Dale Evans Parkway Phase 1 (Waalew Realignment)
<b>Completed to Date</b>	<i>Yucca Loma Bridge from Yucca Loma Road to Yates Road, Yucca Loma Road Widening from Yucca Loma Bridge to Apple Valley Road</i>
<b>HESPERIA</b>	
<b>Committed</b>	Ranchero Corridor Widening from West City Limits to 7 <sup>th</sup> Street
<b>Requested</b>	Main Street Widening Phase 1 from I-15 to Fuente and Aqueduct Bridge
	Main Street Widening Phase 2 from Fuente to 11 <sup>th</sup> Street
<b>Completed to Date</b>	<i>I-15/Ranchero Interchange</i>
<b>VICTORVILLE</b>	
<b>Committed</b>	Yucca Loma Corridor - Green Tree Boulevard Extension
	Bear Valley Road Overhead at BNSF
<b>Completed to Date</b>	<i>I-15/La Mesa-Nisqualli Interchange</i>
<b>COUNTY OF SAN BERNARDINO</b>	
<b>Committed</b>	Yucca Loma Corridor - Green Tree Boulevard Extension
	Ranchero Corridor Widening from Mariposa to Hesperia City Limits
	Rock Springs Road Bridge over Mojave River
	Phelan Road Widening from SR 138 to Hesperia City Limits*
<b>Completed to Date</b>	<i>Ranchero Road/Escondido Avenue Traffic Signal, Yates Road Widening</i>
<b>REGIONAL/INTERREGIONAL</b>	
<b>Requested</b>	US 395 Phase 2 Widening from I-15 to Palmdale Road (Regional Priority #1)*

\*Project not fully funded

Based on the costs and schedules received from jurisdiction staff, sufficient funding has been identified between MLHP and state and federal sources to fully fund all but two of the projects listed in Table 1: the US 395 Phase 2 Widening Project and the County of San Bernardino San Bernardino County Transportation Authority

(County) Phelan Road Widening Project. The US 395 Phase 2 Widening Project is currently estimated at \$74 million and has an unfunded need of \$30 million that will be targeted for competitive funding through Senate Bill 1 grant programs. If these grant proposals are not successful, SBCTA staff will reevaluate the use of state and federal funds countywide for an opportunity to move funds between Subareas. The Phelan Road Widening Project is currently estimated at \$61 million and is estimated to be eligible to receive \$57 million in funding from SBCTA. However, based on all of the projects committed to the County to date, this allocation would exceed the County's share of funding through 2031 from SBCTA by \$24 million and allocate almost 100% of the funding currently available for County projects through 2040. Because the project is in the early stages of project development and construction is not scheduled to begin until 2026, SBCTA staff recommends leaving the \$24 million gap in the project until further information is gathered about regional needs in the Subarea.

A critical factor in making this funding decision is the relationship between funding available for regional/interregional projects and that available for local priorities. Until January 2019, Measure I policy stated that MLHP funds were to be shared equally among the Victor Valley cities and the County. SBCTA and Caltrans were not identified as sharing in the MLHP funds. However, with a recent policy change, equal share calculations for jurisdictions are now based on the total Public Share funding in the Subarea, which includes the Victor Valley share of state and federal funding (for which SBCTA policy requires fair-share distribution among Subareas) in addition to MLHP funds. Any funding allocated to the regional/interregional projects comes off the top of funding available to the Subarea and reduces what is available to each of the jurisdictions for local projects.

In June 2021, the Board adopted a prioritized list of regional/interregional projects for the Subarea (Attachment 1), with the first priority being the US 395 Phase 2 Widening Project from I-15 to Palmdale Road. (Note that it is referred to as Phase 3 in the Agenda Item, but because it is the second project to be implemented on US 395, it will be referred to as Phase 2 in the 2021 Update.) The list is extensive and identifies important improvements to US 395, SR 138, I-15, and potentially SR 18 after completion of the Feasibility Study currently underway; unfortunately this list is not financially constrained and many of the projects will not likely be fully funded without other competitive state and federal transportation funds. If jurisdictions are allowed to get too far ahead of their share of funding, it essentially cuts out the opportunity for these regional/interregional projects to receive funding. As this list was just recently adopted, more time is needed to evaluate potential funding strategies and implementation schedules, and it would be premature to undercut the ability to move forward on these projects without more thoughtful consideration of the overall impact.

### **Revenue Forecast**

The 2019 Update assumed that revenue would be increasing between 3.3% and 3.6% through 2029 and then between 3.0% and 3.5% through 2040 based on a study completed in December 2018 by the University of California, Riverside School of Business. The proposed inflation and real growth rate for the 2021 Update is between 3.2% and 3.5% with an overall average of 3.3% through 2040 based on a study completed in June 2021 by Dr. John Husing, Economics & Politics, Inc. However, despite the pandemic and the initial concern about potential impacts to program revenue, the 2021 Update starts with a higher base value than projected in the 2019 Update, resulting in increased cumulative collections, increasing the

\$6.5 billion total revenue in the 2019 Update to \$6.9 billion projected in the 2021 Update. A comparison of the forecast in the 2019 Update to that in the 2021 Update is presented in Table 2.

**Table 2. Victor Valley Subarea Major Local Highway Projects Program  
Revenue Comparison 2019 Update vs 2021 Update (1,000s)**

<b>Period</b>	<b>2019 Update</b>	<b>2021 Update</b>	<b>Change</b>
FY2010/2011 – 2020/2021	\$44,486	\$45,184	+\$698
FY2021/2022 – 2030/2031	\$57,955	\$60,366	+\$2,411
FY2031/2032 – 2039/2040	\$76,617	\$78,155	+\$1,538
<b>TOTAL</b>	<b>\$179,058</b>	<b>\$183,705</b>	<b>+\$4,647</b>
Uncommitted Balance through 2040*	\$70,000	\$100,280	+\$30,280

\* Preliminary estimate of MLHP balance. Estimated balance of State/Federal funds is \$134 million

The uncommitted balance of funds through 2040 has increased substantially because of the inclusion of paybacks of loans for the I-15/Ranchero Interchange Project and the Green Tree Boulevard Extension Project. As these loans are paid off, the funds become available to the MLHP for use on other projects.

#### **Bonding Analysis**

The bonding analysis for the 2021 Update is being developed with the following criteria:

- Minimum agency-wide debt coverage ratio: 2.0
- Individual programs must have a positive cash flow over the term of the bond.
- Bond interest rate: 5%
- Latest bond issuance: still under analysis

As in recent Delivery Plans, the funding has been planned for the Victor Valley Subarea MLHP projects so that they can be delivered on a pay-as-you-go basis and not require bonding.

#### **Financial Impact:**

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

#### **Reviewed By:**

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

#### **Responsible Staff:**

Andrea Zureick, Director of Fund Administration

Approved  
Mountain-Desert Committee  
Date: September 17, 2021

Witnessed By:



## ***Minute Action***

AGENDA ITEM: 22

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

***Subject:***

Victor Valley Subarea Regional/Interregional Projects Prioritization

***Recommendation:***

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

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

***Background:***

The voter-approved Measure I 2010-2040 Expenditure Plan for the Mountain/Desert Subareas identifies many projects on regional/interregional, State, Interstate, and United States (US) highways throughout the Mountain/Desert region as projects to be funded from the Measure I Major Local Highways Program (MLHP) and State and Federal funding sources. At its April 3, 2019 meeting, the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) approved Agenda Item 18 – Mountain/Desert Regional/Interregional Projects Set-Aside Funding, which directed SBCTA staff to work with California Department of Transportation (Caltrans) and local jurisdictions on identifying needs and developing funding set-asides for regional/interregional highway improvements in the Mountain/Desert Subareas. All participants have been asked to provide input.

It was determined that a series of meetings for each Subarea would take place for the purpose of coordinating project planning and programming among jurisdictions, identifying regional transportation infrastructure needs, and developing a list of regional/interregional projects, including those on State, Interstate, and US highway routes, along with the funding amount required and availability of funding to be set aside. The prioritized list for the Rural Subareas was approved by the Board in April 2021. This item concerns the prioritization for the Victor Valley Subarea.

A number of meetings have taken place in the past year where staff from each local jurisdiction has been provided an opportunity to nominate regional projects. Caltrans has also shared information about their current and planned projects and the agencies have been able to communicate to Caltrans issues on the State highways within their jurisdictions. Some specific recommendations and projects discussed included:

- Regional/Interregional highway project needs.
- Project prioritization – the need to develop and utilize ranking criteria. Attachment A to this item contains a list of prioritized regional/interregional projects, as identified by the Victor Valley Subarea staff and SBCTA staff.
- Funding flow – Identifying all current available Local, State and Federal funding sources. Attachment B to this item contains a list of these funding sources with a brief description of use and whether they are formula or competitive funds. It also reflects which agencies are eligible recipients for particular funds. It is important to note that in the Victor Valley Subarea, Measure I MLHP funds and State and Federal funds that are not assigned to regional/interregional projects are shared equally between jurisdictions within the Subarea by policy. While some State and Federal funds have been allocated to projects

*Entity: San Bernardino County Transportation Authority*

on the local network to ensure that they are able to be delivered on schedule, it is assumed that State and Federal funds will be largely responsible for funding the regional/interregional projects.

- Future State Route 247 (SR) 247, Interstate 15 (I)-15 Bypass Project – Caltrans staff indicated that an update to the I-15 Corridor Plan (Plan) has recently been initiated with work on the Plan beginning in late 2019. As part of that update, Caltrans will analyze alternative bypass options. Staff of the three subareas through which SR 247 lies – North Desert, Victor Valley, and Morongo Basin – have agreed that Measure I Project Development/Traffic Management Systems (PD/TMS) funds from each subarea would be appropriate to fund an initial feasibility study that would examine possible improvements and costs for a future project. Because this project is undefined, it was not included in the prioritization at this time.
- SR 18/SR 138 Corridor Study – As an interim project for near-term improvement to east-west flows between the Antelope and Victor Valleys until funding for the High Desert Corridor is available, SBCTA has approved funding for a Project Study Report in collaboration with Los Angeles County Metropolitan Transportation Authority and Caltrans. Because this project is undefined, it was not included in the prioritization at this time.
- US 395 Widening – it was agreed that widening additional segments of US 395 remains a priority for the Victor Valley Subarea.
- I-15/Joshua Interchange – it was agreed that improvements along Joshua could be prioritized as a regional project, but only in the context of the development of a Brightline Station near the Joshua interchange.

Attachment A lists the prioritized project lists for the Victor Valley Subarea. Items marked as “N/A” were reviewed but not ranked by members of the Subarea at this time. After all meetings have taken place, the final product will be a cooperatively developed list of regional/interregional projects with programmed funding to be included in SBCTA’s 2021 Update to the 10-Year Delivery Plan for the highest priorities.

As stated earlier, in the Victor Valley Subarea, Measure I MLHP funds and State and Federal funds that are not assigned to regional/interregional projects are shared equally between jurisdictions within the Subarea by policy. In other words, funding directed to regional/interregional projects reduce the funds available to split between the local jurisdictions. Staff will work with jurisdictions within the Subarea to develop funding plans that balance initiation of these highest priorities while continuing to address jurisdictional priorities on the local network. This list will be reviewed and revised as needed every two years in conjunction with the update to the 10-Year Delivery Plan.

***Financial Impact:***

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

***Reviewed By:***

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

***Responsible Staff:***

Andrea Zureick, Director of Fund Administration

**RESULT:** **APPROVED [UNANIMOUS]**  
**MOVER:** John Valdivia, City of San Bernardino  
**SECONDER:** Curt Hagman, County of San Bernardino  
**AYES:** Bishop, Courtney, Herrick, Ulloa, Marquez, Navarro, Warren, McNaboe, Gregg, McCallon, Rigsby, Dutrey, Paget, Wapner, Michael, Barich, Valdivia, Klink, Jones, Avila, Denison, Cook, Rowe, Hagman, Baca Jr.  
**ABSENT:** Hernandez, Robertson, Garcia, Rutherford

Approved  
Board of Directors  
Date: June 2, 2021

Witnessed By:

  
 Marleana Roman, Clerk of the Board 06/02/2021

## ATTACHMENT A - VICTOR VALLEY SUBAREA REGIONAL/INTERREGIONAL PROJECT PRIORITIZATION

<b>RANK</b>	<b>REGIONAL/INTERREGIONAL PROJECT</b>	<b>COMMENTS</b>
1	US 395 Phase 3 widen 2 to 4 lanes (I-15 to Palmdale Rd.)	Environmental completed. Possibility for near-term coordination with a CT SHOPP project; good candidate for TCEP.
2	I-15 @ Joshua Street Interchange Widening - Widen roadway and bridge from US 395 to Mariposa from 2 to 4 lanes to accommodate the proposed Brightline West High Speed Rail Station/parking structure in Hesperia.	Would be in conjunction with Brightline's plans to widen bridge for bus lane and likely implemented by Brightline. Therefore, contingent on need for rail station.
3	US 395 Phase 2 widen 2 to 4 lanes (Chamberlaine Way to Desert Flower)	Environmental complete.
4	I-15 Victor Valley Express Lanes Widening - Add 1 HOT lane each direction from US 395 to D Street.	No project work to date. Probably not feasible if Brightline is in the median. If Brightline built only to Apple Valley, consider extending lanes to Stoddard Wells.
5	SR 138 Segment 4 widen 2 to 4 lanes (Lone Pine Canyon Rd to I-15)	Design is complete, just needs funding.
6	Rock Springs Road Bridge over Mojave River - widen 2 to 4 lanes	Bridge replacement is in Highway Bridge Program - funding would be for cost to widen bridge and approaches.
7	US 395 Phase Future widen 2 to 4 lanes (Desert Flower to North Desert Subarea)	CT was working on environmental but was deprioritized at HQ and no longer in progress.
8	SR 138 Segment 1 widen 2 to 4 lanes (SR 18 to Phelan)	Majority of this project is in LA County and not likely to be prioritized by them. Caltrans is planning a safety project to add a median lane in San Bernardino County.
9	SR 247/SR18 Intersection Realignment at SR 18 and Crystal Creek Rd (Lucerne Valley)	Problem first identified for truck traffic NB on Crystal Creek. Four-way stop has been installed at intersection. Additional roadway R/W (local road and highway) will be required to accommodate further improvements such as signalization and/or intersection realignment. A greater amount of R/W will be required to accommodate a single, realigned roadway at the existing intersection location. Less R/W will be required for an offset intersection; however, intersection spacing standards are applicable.
10	SR 138 Realignment from Summit Valley Road to SR 173	No project work to date.
11	SR 138 Widening from I-15 to Summit Valley Road	No project work to date.
N/A	SR 18 from LA County line to US 395 widen 2 to 4 lanes Feasibility Study (rank later)	High Desert Corridor alternative. Feasibility study underway with LA Metro with possible ranking later after scope is better defined.
N/A	SR 247 (Lucerne Valley-Yucca Valley) Feasibility Study (rank later)	Possible passing lanes, left and right turn pockets, intersection improvements through a portion of Victor Valley Subarea. Feasibility study is proposed now with possible ranking later after scope is defined.
N/A	High Desert Corridor - Roadway Victor Valley to Palmdale	Roadway was not included in NEPA environmental action but was included in CEQA NOD. Roadway was taken out of RTP/SCS - no longer a project. Rail portion is continuing with LA Metro as lead.

Note: Items marked as "N/A" were reviewed but not ranked by members of the Subarea at this time.

**ATTACHMENT B**  
**MOUNTAIN/DESERT SUBAREAS TRANSPORTATION FUNDING SOURCES**  
**for REGIONAL/INTERREGIONAL HIGHWAY PROJECTS**

CITY/COUNTY	SBCTA	CALTRANS
<b>LOCAL FUNDS</b>		
<b>Development Impact Fees (DIF) Contribution</b> <i>Required for access to SBCTA Public Funds on most projects.</i>	<b>Measure I Major Local Highway (MLH)</b> For major streets and highways serving as primary routes of travel within subarea. Combined with State and Federal sources below for <i>Public Share</i> contribution.	
<b>Local Funds</b> Can be used for project phases <i>without Public Share contribution</i> or to fill gaps in funding.	<b>Measure I Project Development - Traffic Management Systems (PDTMS)</b> For corridor studies and project study reports.	
<b>STATE FUNDS</b>		
<b>Local Partnership Program (LPP)</b> <i>DIF Share</i> for projects that improve aging infrastructure, road conditions, active transportation, and have health and safety benefits. <i>Competitive grant.</i>	<b>Local Partnership Program (LPP)</b> <i>Public Share</i> for projects that improve aging infrastructure, road conditions, active transportation, and have health and safety benefits. <i>Formula funds and competitive grant.</i>	<b>State Highway Operation &amp; Protection Program (SHOPP)</b> For repair and preservation of existing infrastructure, emergency repairs, safety improvements, and some highway operational improvements on the State Highway System. <i>Not for capacity increasing projects.</i>
	<b>Solutions for Congested Corridors Program (SCCP)</b> <i>Public Share</i> for high-occupancy vehicle lanes, managed lanes, auxiliary lanes, truck climbing lanes, and other <i>non-general purpose lane</i> highway improvements. <i>Competitive grant.</i>	<b>Solutions for Congested Corridors Program (SCCP)</b> For high-occupancy vehicle lanes, managed lanes, auxiliary lanes, truck climbing lanes, and other <i>non-general purpose lane</i> highway improvements. <i>Competitive grant.</i>
<b>Trade Corridor Enhancement Program (TCEP)</b> For improvements on corridors with high volume of freight movement. <i>Competitive grant (60% target).</i>	<b>Trade Corridor Enhancement Program (TCEP)</b> <i>Public Share</i> for improvements on corridors with high volume of freight movement. <i>Competitive grant (60% target).</i>	<b>Trade Corridor Enhancement Program (TCEP)</b> For improvements on corridors with high volume of freight movement. <i>Competitive grant (60% target).</i>
	<b>State Transportation Improvement Program - Regional (STIP-RIP)</b> <i>Public Share</i> for capital improvement transportation projects on and off the State Highway System. <i>Formula funds.</i>	<b>State Transportation Improvement Program - Interregional (STIP-IIP)</b> For improvements to state highways, intercity passenger rail, interregional movement of people, vehicles, and goods <i>based on statewide priorities.</i>

**ATTACHMENT B**  
**MOUNTAIN/DESERT SUBAREAS TRANSPORTATION FUNDING SOURCES**  
**for REGIONAL/INTERREGIONAL HIGHWAY PROJECTS**

CITY/COUNTY	SBCTA	CALTRANS
<b>FEDERAL FUNDS</b>		
	<b>Surface Transportation Program (STP)</b> <i>Public Share</i> - Most flexible federal funding for highway and bridge projects. <i>Formula Funds.</i>	
	<b>Congestion Mitigation and Air Quality (CMAQ)</b> <i>Public Share</i> for transportation projects and other efforts that contribute air quality improvements and provide congestion relief. <i>Formula funds.</i>	
<b>Highway Bridge Program (HBP)</b> For projects to replace or rehabilitate bridges in the National Bridge Inventory.	<b>Highway Bridge Program (HBP)</b> For projects to replace or rehabilitate bridges in the National Bridge Inventory.	
<b>Infrastructure for Rebuilding America (INFRA)</b> For nationally and regionally significant freight and highway projects. <i>Competitive grant.</i>	<b>Infrastructure for Rebuilding America (INFRA)</b> <i>Public Share</i> for nationally and regionally significant freight and highway projects. <i>Competitive grant.</i>	<b>Infrastructure for Rebuilding America (INFRA)</b> For nationally and regionally significant freight and highway projects. <i>Competitive grant.</i>
<b>Better Utilizing Investments to Leverage Development (BUILD)</b> For highway and bridge projects with national significance. (Prior TIGER grant) <i>Competitive grant.</i>	<b>Better Utilizing Investments to Leverage Development (BUILD)</b> <i>Public Share</i> for highway and bridge projects with national significance. (Prior TIGER grant) <i>Competitive grant.</i>	<b>Better Utilizing Investments to Leverage Development (BUILD)</b> For highway and bridge projects with national significance. (Prior TIGER grant) <i>Competitive grant.</i>

## Additional Information

# MOUNTAIN/DESERT POLICY COMMITTEE ATTENDANCE RECORD – 2021

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
<b>Daniel Ramos</b> City of Adelanto							**					
<b>Gerardo Hernandez</b> City of Adelanto				**			**					
<b>Art Bishop</b> Town of Apple Valley	X	X	X	**	X	X	**	X				
<b>Paul Courtney</b> City of Barstow			X	**			**					
<b>Rick Herrick</b> City of Big Bear Lake	X	X	X	**	X	X	**	X				
<b>Cameron Gregg</b> City of Hesperia	X	X	X	**	X	X	**					
<b>Ed Paget</b> City of Needles				**	X		**	X				
<b>Joel Klink</b> City of Twentynine Palms	X	X	X	**	X		**	X				
<b>Debra Jones</b> City of Victorville	X	X	X	**	X	X*	**	X				
<b>Rick Denison</b> Town of Yucca Valley	X	X		**	X	X	**	X				
<b>Paul Cook</b> County of San Bernardino	X	X	X	**	X	X	**					
<b>Janice Rutherford</b> County of San Bernardino		X		**			**					
<b>Dawn Rowe</b> County of San Bernardino	X	X	X	**		X	**	X				

\*Non-voting City Representative attended  
+ Measure I Committee representative

\*\*The Mountain/Desert Committee did not meet  
x\*Alternate Attended

\*\*\* New SBCTA Board Member

X = Member attended meeting.  
MDCatt19.doc

Empty box = Member did not attend meeting

Crossed out box = Not a Board Member at the time.

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**Packet Pg. 23**

Communication: Attendance (Additional Information)



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

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