

AGENDA
Mountain/Desert Policy Committee

November 17, 2023

9:30 AM

Location

Mojave Desert Air Quality Management District
Mojave Desert Air Quality Management District
14306 Park Avenue, Victorville, CA 92392

TELECONFERENCING WILL BE AVAILABLE AT THE FOLLOWING LOCATION:

Needles City Hall
817 Third Street
Needles, CA 92363

Mountain/Desert Policy Committee Membership

Chair

Paul Cook, Supervisor
County of San Bernardino

Carmen Hernandez, Council Member
City of Barstow

Joel Klink, Council Member
City of Twentynine Palms

Vice Chair

Debra Jones, Mayor
City of Victorville

Rick Herrick, Council Member
City of Big Bear Lake

Rick Denison, Mayor
Town of Yucca Valley

Daniel Ramos, Mayor Pro Tem
City of Adelanto

Rebekah Swanson, Council Member
City of Hesperia

Dawn Rowe, Supervisor
County of San Bernardino

Art Bishop, Council Member
Town of Apple Valley

Janet Jernigan, Mayor
City of Needles

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

AGENDA

Mountain/Desert Policy Committee

November 17, 2023

9:30 AM

Location

**Mojave Desert Air Quality Management District
14306 Park Avenue, Victorville, CA 92392**

TELECONFERENCING WILL BE AVAILABLE AT THE FOLLOWING LOCATION:

**Needles City Hall
817 Third Street
Needles, CA 92363**

Items listed on the agenda are intended to give notice to members of the public of a general description of matters to be discussed or acted upon. The posting of the recommended actions does not indicate what action will be taken. The Board may take any action that it deems to be appropriate on the agenda item and is not limited in any way by the notice of the recommended action.

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 Paul Cook)

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

Public Comment

Brief Comments from the General Public

Note: Public Comment on items listed on this agenda will be allowed only during this committee meeting. No public comment will be allowed on committee items placed on the Consent Agenda at the Board of Directors meeting. If an item has substantially changed after consideration during the committee meeting, the item will be placed on Discussion for Board and public comment will be allowed.

Possible Conflict of Interest Issues

Note agenda item contractors, subcontractors and agents which may require member abstentions due to conflict of interest and financial interests. Board Member abstentions shall be stated under this item for recordation on the appropriate item.

1. Information Relative to Possible Conflict of Interest

Pg. 9

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 - Project Delivery

2. California Department of Transportation Interstate 15 Pavement Rehabilitation Project

Pg. 10

Receive a presentation from California Department of Transportation, District 8, for project information related to the Interstate 15 Pavement Rehabilitation Project.

Presenter: Kristi Harris

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

Discussion - Regional/Subregional Planning

3. State Route 247/62 Emergency Bypass Study

Pg. 17

Receive an update on the State Route 247/62 Emergency Bypass Study.

Presenter: Ginger Koblasz

This item was reviewed by the Transportation Technical Advisory Committee on October 30, 2023. This item is not scheduled for review by any other policy committee or technical advisory committee.

Discussion - Transportation Programming and Fund Administration

4. Amendment No. 1 to Funding Agreement No. 19-1002202 with the County of San Bernardino for the Rock Springs Bridge over Mojave River Project

Pg. 26

That the Mountain/Desert Policy Committee recommend the Board, acting as the San Bernardino County Transportation Authority:

A. Allocate an additional \$2,522,805 in Measure I Victor Valley Subarea Major Local Highway Projects (MLHP) Program funds to the County of San Bernardino for the Rock Springs Bridge over Mojave River Project.

B. Approve Amendment No. 1 to Funding Agreement No. 19-1002202 with the County of San Bernardino, for the Rock Springs Bridge over Mojave River Project, to add \$2,522,805 in MLHP funds and to extend the contract termination date through December 31, 2028.

Presenter: Marc Lucius

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

Comments from Board Members

Brief Comments from Board Members

ADJOURNMENT

Additional Information

Attendance

Acronym List

Mission Statement

Pg. 34

Pg. 35

Pg. 37

The next Mountain/Desert Policy Committee meeting is scheduled for December 15, 2023.

Meeting Procedures and Rules of Conduct

Meeting Procedures - The Ralph M. Brown Act is the state law which guarantees the public's right to attend and 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.

Accessibility & Language Assistance - The meeting facility is accessible to persons with disabilities. If assistive listening devices, other auxiliary aids or language assistance services are 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 and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Accesibilidad y asistencia en otros idiomas - Las instalaciones para las reuniones son accesibles para las personas con discapacidades. Si se necesitan dispositivos de escucha asistida, otras ayudas auxiliares o servicios de asistencia en otros idiomas para participar en la reunión pública, las solicitudes deben ser presentados a la Secretaria de la Junta al no menos de tres (3) días de apertura antes de la reunión de la Junta. La Secretaria esta disponible por teléfono al (909) 884-8276 o por correo electrónico a clerkoftheboard@gosbcta.com y la oficina se encuentra en 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Agendas – All agendas are posted at www.gosbcta.com/board/meetings-agendas/ at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed online at that web address. Agendas are also posted at 1170 W. 3rd Street, 1st Floor, San Bernardino at least 72 hours in advance of the meeting.

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 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 President of the Board or Committee Chair (“President”) will announce the subject matter of the closed session. If reportable action is taken in closed session, the President shall report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item, except Board agenda items that were previously considered at a Policy Committee meeting where there was an opportunity for public comment. Individuals in attendance at SBCTA who desire to speak on an item may complete and turn in a "Request to Speak" form, specifying each item an individual wishes to speak on. Individuals may also indicate their desire to speak on an agenda item when the President asks for public comment. When recognized by the President, speakers should be prepared to step forward and 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 President 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. Any individual who wishes to share written information with the Board may provide copies to

the Clerk of the Board for distribution. Information provided as public testimony is not read into the record by the Clerk. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda. Any consent item that is pulled for discussion shall be treated as a discussion item, allowing further public comment on those items.

Public Comment –An opportunity is also provided for members of the public to speak on any subject within the Board’s jurisdiction. Matters raised under “Public Comment” will not be acted upon at that meeting. See, “Public Testimony on an Item,” above.

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 President may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the 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, failing to relinquish the podium when requested to do so, bringing into the meeting any type of object that could be used as a weapon, including without limitation sticks affixed to signs, 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 President of the Board or Chair of a Policy Committee (Chair) has the option of taking attendance by Roll Call. 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.
- 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.
- Votes at teleconferenced meetings shall be by roll call, pursuant to the Brown Act, or, at any meeting, upon the demand of five official representatives present or at the discretion of the presiding officer.

The Vote as specified in the SBCTA Administrative Code and 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. (Note that Alternates may vote only at meetings of the Board of Directors, Metro Valley Study Session and Mountain/Desert Policy Committee.)

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 Chair shall ask the maker of the original motion if he or she would like to amend the 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 may require deviation from general practice (but not from the Brown Act or agency policy).
- 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

Revised June 7, 2023

Minute Action

AGENDA ITEM: 1

Date: November 17, 2023

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:

Item No.	Contract No.	Principals & Agents	Subcontractors
4	19-1002202-01	San Bernardino County	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

Approved
Mountain-Desert Committee
Date: November 17, 2023

Witnessed By:

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

Minute Action

AGENDA ITEM: 2

Date: November 17, 2023

Subject:

California Department of Transportation Interstate 15 Pavement Rehabilitation Project

Recommendation:

Receive a presentation from California Department of Transportation, District 8, for project information related to the Interstate 15 Pavement Rehabilitation Project.

Background:

In late 2021, the California Department of Transportation (Caltrans), District 8, began construction on the Interstate 15 Pavement Rehabilitation Project (Project) from Oak Hill Road in the City of Hesperia, to Bear Valley Road in the City of Victorville, a length of approximately nine miles.

The Project involves replacement of the existing asphalt concrete pavement, with concrete pavement in the southbound and northbound lanes.

In September 2021, Caltrans awarded the construction contract in the amount of \$133,912,000 to Sully-Miller Contracting Company. The duration of the Project construction will be approximately three years and is anticipated to be completed by spring 2025.

Financial Impact:

This item has no financial impact on the Fiscal Year 2023/2024 Budget.

Reviewed By:

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

Responsible Staff:

Kristi Harris, Director of Project Delivery

Approved
Mountain-Desert Committee
Date: November 17, 2023

Witnessed By:

Entity: San Bernardino County Transportation Authority

Interstate 15 Pavement Rehabilitation Hesperia to Victorville



Fact Sheet

PROJECT DESCRIPTION

The project will rehabilitate and repave 59 lane miles and ramps and upgrade drainage systems on Interstate 15 (I-15) in San Bernardino County. The project spans from Oak Hill Road in Hesperia to just south of Bear Valley Road in Victorville.



PROJECT NEED

The purpose of this project is to improve the safety performance and smoother roadway on Interstate 15 from Oak Hill Road to just south of Bear Valley Road in Victorville. Asphalt being replaced with concrete. Drainage systems will be upgraded for better water flow. All work is anticipated to be complete by Summer 2025, weather dependent. Caltrans, District 8 is advising the traveling public to anticipate potential lane and ramp closures for the duration of the project.

TRAFFIC IMPACT

There will be lane and ramp closures, northbound and southbound, throughout the construction zone for the duration of the project. Connector closures may occur at the I-15 to US 395. Depending on the scope of work these lane and ramp closures will change accordingly with the possibility of reducing lanes to one available in each direction. Delays throughout the project area are anticipated. Inside lanes may close during inclement weather due to potential flooding during construction.

PROJECT SCHEDULE

Construction hours will vary depending on direction.

Monday thru Friday

Opening Saturday mornings.

(Possible Saturday hours TBD)

Southbound

6:00 p.m. to 6:00 a.m.

Northbound

9:00 p.m. to 9:00 a.m.

Schedules can change due to inclement weather.

All work is anticipated to be complete by Summer 2025.

Project Contact

Kimberly Cherry

Public Information Officer

(909) 383-6290

Kimberly.Cherry@dot.ca.gov



Interstate 15 Pavement Rehabilitation Hesperia to Victorville



Frequently Asked Questions

Why is this project needed?

The purpose of this project is to improve the safety performance and smoother roadway on Interstate 15 from Oak Hill Road to just south of Bear Valley Road in Victorville. Drainage systems will be upgraded for better water flow.

How much is this costing? How long will it last?

The project is approximately \$144 million and is anticipated to be complete in Summer of 2025.

When will work occur?

Construction hours will vary depending on direction. Going southbound, the hours will be 6 p.m. to 6 a.m., and northbound will be 9 p.m. to 9 a.m., Monday through Saturday (morning). Daytime work will take place behind k-rail to perform electrical, saw cutting and various work operations in the project zone.

How is traffic being controlled?

Lane and ramp closures in both directions during construction hours, possibly reduced to one lane. Inside lanes will close during inclement weather due to possible flooding. Potential I5/395. connector closures.

Do I have access of the road during closures?

Yes, but at times the lanes may be reduced to one lane in each direction.

What happens during an emergency? If you are having a life-threatening emergency, call 911. An emergency responder plan is in place and continuously updated. Depending on the emergency, emergency personnel are given access to the needed area.

How can I receive project information?

You can find project information on our Twitter and Facebook feeds. We update our social media accordingly.

You can contact the Public Information Officer: Kimberly Cherry (909) 383-6290.



Caltrans
District 8

Mountain
Desert Policy
Committee

November
17, 2023


Kimberly
Cherry

Kimberly.cherry@dot.ca.gov



Caltrans District 8

- 4.8 Million Residents of Riverside and San Bernardino County
- 49 Incorporated Cities
- 28,650 Square Miles (Largest of the 12 Districts)
- 32 State Routes 4 Interstate Routes
- 7,200 Lane Miles
- 1,700 Plus Employees





Timeline
Fall 2021 – Summer 2025

Purpose
To improve the safety performance, extend the life of the highway, and make a smoother roadway in a high-traffic corridor.

- Crews are currently performing drainage, striping, electrical and pothole repairs.
- Replacing asphalt with concrete.
- Night work is ongoing both north-bound and south-bound to allow for operations. Daytime operations continue behind k-rail.
- Expected in May: South-bound traffic will shift into the new paved median near Ranchero Rd.
- Intermittent ramps and I-15/SR-395 connector closures may occur to perform work.

Construction Progress



Upcoming Projects

I-15 SB Cajon Weigh Station
Relocation

I-15 Cleghorn Bridge
Upgrades

To Receive Updates

Subscribe to our newsletter!

Stay current on all Caltrans District 8 news and events by visiting us on social media and our website:



@Caltrans8



Caltrans8.info

Public Information Officer

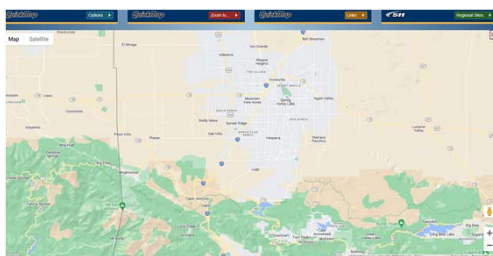
Kimberly Cherry

909-383-6290

Kimberly.cherry@dot.ca.gov



Caltrans District 8 – Stay Connected



For live traffic information please download our Quickmap app or visit Quickmap.dot.ca.gov:



Visit Rebuildingca.ca.gov for Current SB 1 Information

Caltrans District 8 looks forward to working with you to provide a safe and reliable transportation network for the residents of San Bernardino and Riverside Counties.

Minute Action

AGENDA ITEM: 3

Date: November 17, 2023

Subject:

State Route 247/62 Emergency Bypass Study

Recommendation:

Receive an update on the State Route 247/62 Emergency Bypass Study.

Background:

On September 8, 2022, the Governor signed Assembly Bill (AB) 179, which amended the Budget Act of 2022 to reflect changes necessary to implement the budget agreement for the State of California. AB 179 also appropriated funding for Priority Legislative Budget Projects (PLBP), otherwise known as state earmarks. The PLBP program includes earmarks for a variety of projects including transportation-related projects. In April 2022, the San Bernardino County Transportation Authority (SBCTA) had submitted a request for an earmark in the amount of \$1,000,000 to conduct the State Route (SR) 247/62 Emergency Bypass Lane Study (Project). On December 12, 2022, SBCTA was notified that the request was approved and included in AB 179. The California Department of Transportation (Caltrans) is the authorizing agency for the proper distribution of the funding provided by this legislation.

The Project will determine how best to increase the usefulness of SR 247 and SR 62 as a more viable alternative to Interstate 15 (I-15) through the Cajon Pass in the event of an emergency, such as earthquake, wild fire, major incident, or other disaster. The Project will explore potential countermeasures in order to determine how to limit the negative impacts an extended closure of I-15 would cause and explore geometric improvements as well as operational strategies to maintain traffic flow for freight, person-travel, and emergency services. Outreach to a broad cross-section of agencies, to include California Highway Patrol (CHP), Caltrans, local fire and law enforcement agencies and state/federal resource agencies, will be integral to the study.

The Project will be conducted in the context of emergency bypass needs throughout the Victor Valley and Morongo Basin and take into account existing traffic management plans that have been developed by law enforcement, transportation, and emergency service agencies to deal with I-15 closures and major incidents. Additionally, the Project will be conducted in a way that identifies specific potential improvements on SR 247 and SR 62 between Barstow, the Town of Yucca Valley, and Interstate 10 (I-10) near Palm Springs. Any improvements identified may be recommended for next steps in project programming and funding documents that can be used as the basis for funding requests, including state and federal capital grants.

A Request for Proposals for consultant services has been authorized by the Executive Director for release by early November 2023. The Scope of Work has been included as Attachment A to this agenda item and it is estimated that consultant services will be in the range of \$700,000. Additional funds from the earmark are being set aside for staff management and coordination with Caltrans and emergency service agencies.

Two components of the Emergency Bypass Study are included in the Scope of Work. Part 1 is the preparation of an area-wide Emergency Bypass Strategy that can build on any existing

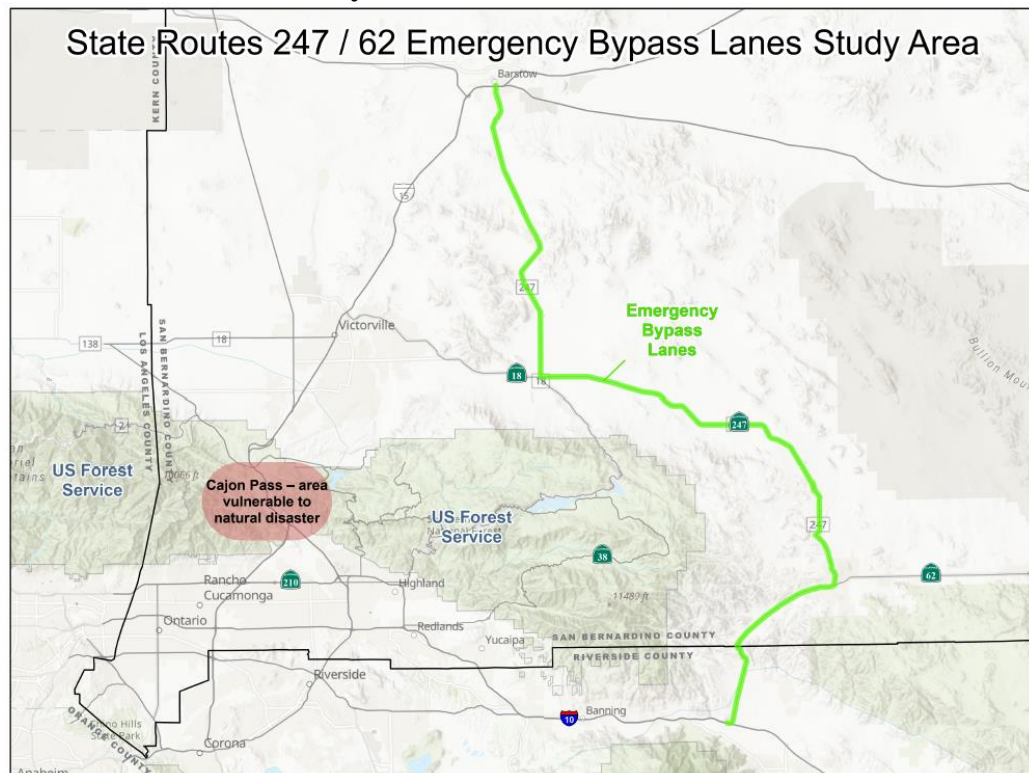
Entity: San Bernardino County Transportation Authority

response plans previously developed by the CHP, Caltrans, and other emergency service agencies as a basis for managing traffic for periods when I-15 through the Cajon Pass is closed. The strategy should also incorporate plans for when the I-15 carrying-capacity is significantly limited for a period of time long enough to warrant diversion of traffic to other routes.

Part 2 involves the preparation of a feasibility study for potential geometric and operational improvements on the portions of SR 247 from Barstow to Yucca Valley, on SR 62 from Yucca Valley to I-10 in Palm Springs, in the Cajon Pass, and on other state and local roadways that feed the Cajon Pass from either direction. This will become the basis for recommending next steps in the project development process that will allow for strategic improvements to SR 247 and SR 62 and other routes that will better prepare agencies for dealing with traffic during emergencies. For example, specific locations for geometric/operational improvement, or installation of dynamic message signs and other warning/information systems may be identified by the project steering committee that are suitable for inclusion in state and local project development and funding plans.

One of the likely outgrowths of the SR 247/62 Emergency Bypass Study is a recommendation to prepare Caltrans Project Initiation Documents (PIDs) for specific sections of that route or for strategic locations elsewhere in the Victor Valley or Cajon Pass. The PIDs will be the next step in the project programming/funding process. Projects under \$1 million in estimated cost may qualify to go through the encroachment permit process. Chapter 9 of the Caltrans Project Development Procedures Manual (PDPM) explains how the PID development process works. See: [PID Program Guidance and Policy | Caltrans](#) for an overview.

Figure 1. Overview of SR 247/62 Study Area



Mountain-Desert Committee Agenda Item

November 17, 2023

Page 3

It is not the intent of this study to identify projects for general widening of these routes. However, the Emergency Bypass Strategy needs to be developed enough to support the recommendations for roadway geometric and operational improvements to better serve emergency service needs.

The primary deliverables from this study will include:

- Part 1: I-15 Emergency Bypass Strategy, developed in collaboration across state and local emergency service agencies. Recommendations may include geometric/operational improvements on strategic roadways in the Victor Valley and improvements to the ways in which emergency response information is delivered to travelers approaching the Cajon Pass in either direction.
- Part 2: SR 247/62 Emergency Bypass Feasibility Study. The project purpose will be focused on operational improvements and targeted improvements at key bottlenecks so as to accommodate the additional traffic flows experienced during extended shutdowns of I-15 in the Cajon Pass. The SBCTA Board of Directors would be involved in setting priorities.

Financial Impact:

This item is consistent with the Fiscal Year 2023/2024 Budget.

Reviewed By:

This item was reviewed by the Transportation Technical Advisory Committee on October 30, 2023. This item is not scheduled for review by any other policy committee or technical advisory committee.

Responsible Staff:

Ginger Koblasz, Senior Planner

Approved
Mountain-Desert Committee
Date: November 17, 2023

Witnessed By:

San Bernardino County Transportation Authority

Attachment A

Scope of Work for the SR-247/62 Emergency Bypass Study San Bernardino County Transportation Authority

Study Background and Objectives

On September 8, 2022, the Governor signed Assembly Bill (AB) 179, which amended the Budget Act of 2022 to reflect changes necessary to implement the budget agreement for the State of California. AB 179 also appropriated funding for the Priority Legislative Budget Projects (PLBP) Program, otherwise known as state earmarks. The PLBP Program includes earmarks for a variety of projects including transportation-related projects. In April 2022, the San Bernardino County Transportation Authority (SBCTA) submitted a request for an earmark in the amount of \$1,000,000 to conduct the State Route (SR) 247/62 Emergency Bypass Lane Study (Project). On December 12, 2022, SBCTA was notified that the request was approved and included in AB 179. The California Department of Transportation (Caltrans) is the authorizing agency for the proper distribution of the funding provided by this legislation.

The Project will be conducted in the context of emergency bypass needs throughout the Victor Valley and Morongo Basin and take into account existing traffic management plans that have been developed by law enforcement, transportation, and emergency service agencies to deal with I-15 closures and major incidents. Additionally, the Project will be conducted in a way that identifies specific potential improvements on SR-247 and SR-62 between Barstow, the Town of Yucca Valley, and Interstate 10 near Palm Springs. Any improvements identified may be recommended for next steps in project programming and funding documents that can be used as the basis for funding requests, including state and federal capital grants.

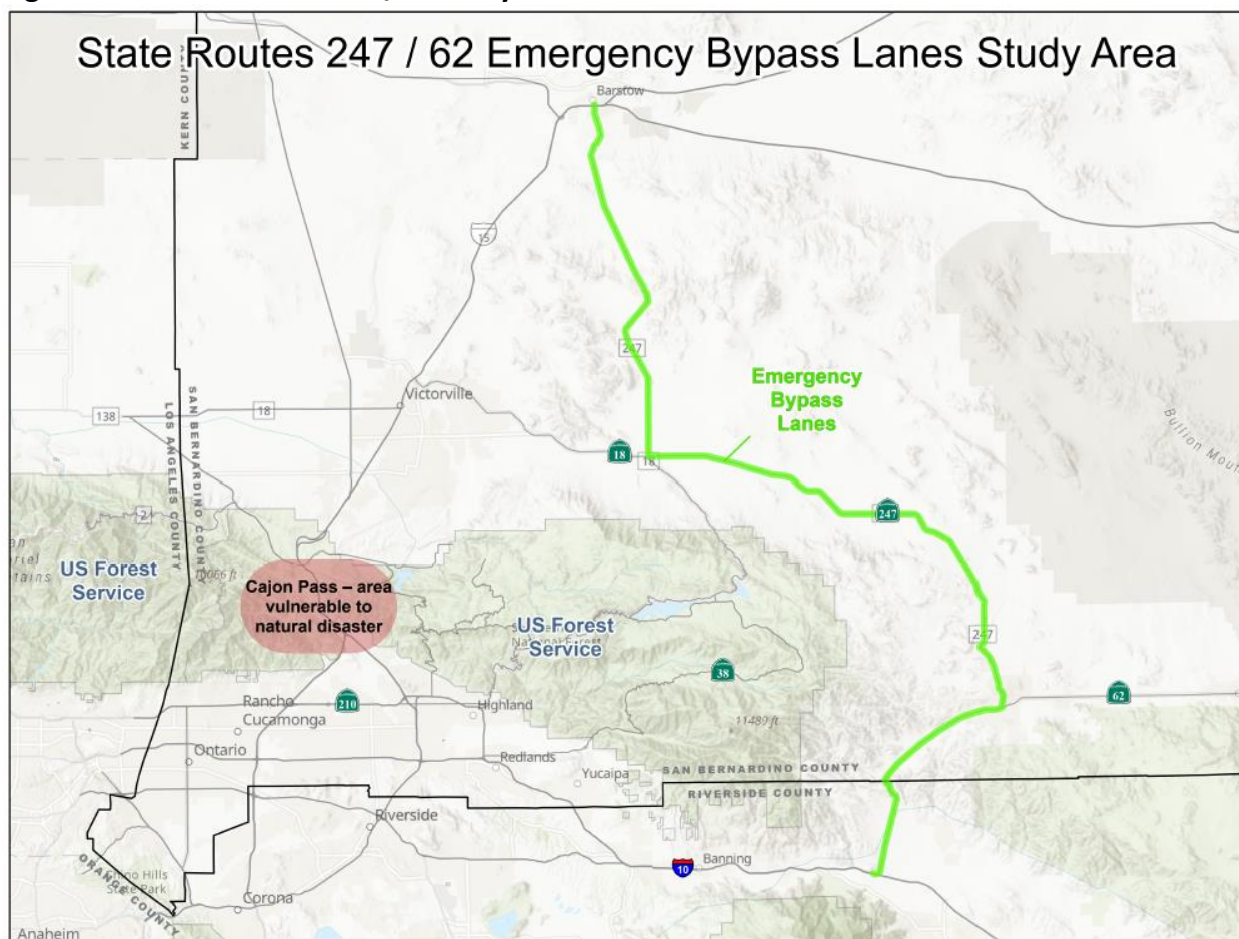
Two components of the Emergency Bypass Study are included in the Scope of Work. Part 1 is the preparation of an area-wide Emergency Bypass Strategy that can build on any existing response plans previously developed by the California Highway Patrol (CHP), Caltrans, and other emergency service agencies as a basis for managing traffic for periods when Interstate 15 through the Cajon Pass is closed. The strategy should also incorporate plans for when the I-15 carrying-capacity is significantly limited for a period of time long enough to warrant diversion of traffic to other routes.

Part 2 involves the preparation of a Feasibility Study for potential geometric and operational improvements on the portions of SR-247 from Barstow to Yucca Valley, on SR-62 from Yucca Valley to Interstate 10 in Palm Springs, in the Cajon Pass, and on other state and local roadways that feed the Cajon Pass from either direction. This will become the basis for recommending next steps in the project development process that will allow for strategic improvements to SR-247 and SR-62 and other routes that will better prepare agencies for dealing with traffic during emergencies. For example, specific locations for geometric/operational improvement, or installation of dynamic message signs and other warning/information systems may be identified

by the project steering committee that are suitable for inclusion in state and local project development and funding plans.

One of the likely outgrowths of the SR-247/62 Emergency Bypass Study is a recommendation to prepare Caltrans Project Initiation Documents (PIDs) for specific sections of that route or for strategic locations elsewhere in the Victor Valley or Cajon Pass. The PIDs will be the next step in the project programming/funding process. Projects under \$1 million in estimated cost may qualify to go through the encroachment permit process. Chapter 9 of the Caltrans Project Development Procedures Manual (PDPM) explains how the PID development process works. See: [PID Program Guidance and Policy | Caltrans](#) for an overview.

Figure 1. Overview of SR-247/62 Study Area



It is not the intent of this study to identify projects for general widening of these routes. However, the Emergency Bypass Strategy needs to be developed enough to support the recommendations for roadway geometric and operational improvements to better serve emergency service needs.

The primary deliverables from this study will include:

- Part 1: I-15 Emergency Bypass Strategy, developed in collaboration across state and local emergency service agencies. Recommendations may include geometric/operational

improvements on strategic roadways in the Victor Valley and improvements to the ways in which emergency response information is delivered to travelers approaching the Cajon Pass in either direction.

- Part 2: SR-247/62 Emergency Bypass Feasibility Study. The project purpose will be focused on operational improvements and targeted improvements at key bottlenecks so as to accommodate the additional traffic flows experienced during extended shutdowns of I-15 in the Cajon Pass. The SBCTA Board, Caltrans, and local jurisdictions would be involved in setting funding priorities.

A portion of the earmark is being reserved for staff management of the project and for coordination with Caltrans and/or other emergency service agencies. It is anticipated that approximately one third of consultant project resources would be devoted to development of the Emergency Bypass Strategy in Part 1 and 2/3 devoted to the Feasibility Study in Part 2, but the Emergency Bypass Strategy will be critical for defining the overall role of SR-247/62 and the role of other roadways at the north and south ends of the Cajon Pass. The strategy at the south end of the pass is expected to be simpler than at the north end, by virtue of the ramps available between the I-15 and I-215 freeways that converge at the south end. The north end is much more complex and constrained, but the south end is no less important.

Scope of Work

Part 1 – Emergency Bypass Strategy for I-15/Cajon Pass Closures

Task 1.1 – Obtain and Analyze Existing Response Plans, As Available

Some very basic information is available on current response plans in the event of an I-15 Cajon Pass closure or serious incident. Additional coordination will be required to confirm current plans and obtain input from CHP, Caltrans, and emergency response agencies regarding lessons learned from prior responses and how the plans might be improved. SBCTA will take the lead in organizing these entities into a Cajon Pass Working Group that can be used by the consulting team to both obtain information and identify ways in which the response plans could be made more effective. The consultant will be responsible for preparing agendas, developing materials, managing meetings, and documenting progress in development of an overall strategy. Major closure events in the Cajon Pass will need to be documented over at least the last 10 years. Initial meetings of the Working Group should focus on describing current response plans and identifying the key routes that should be included for consideration in the development of the Emergency Bypass Strategy and the Feasibility Study.

Task 1.2. Obtain and review existing reports, data, studies, mapping or other information

Assemble the studies, data, and mapping necessary for analysis of the segments identified in Task 1.1 to assist in determining what improvements may be appropriate and feasible at each location. The consultant should access archived “big data” to analyze traffic flows for at least three major Cajon Pass incidents in which significant amounts traffic were diverted. SBCTA has maintained

the ClearGuide system of archived data for San Bernardino County roadways the last 8 years, and access can be provided to the consultant. Other archived data platforms may also be used along with after-action reports, incident debriefs, etc. to reconstruct what occurred at some of the major incidents involving the Cajon Pass. A technical memorandum shall be prepared documenting the key location and extent of bottlenecks along alternate routes, how the routes were utilized by the traveling public, and problems that may have occurred with heavy duty truck traffic (bridge weight limits, height of overhead structures, turn radii at key intersections, routing of hazardous materials, etc.). The findings shall be documented in a technical memorandum.

Task 1.3 – Collaborate with the Cajon Pass Working Group to identify targeted operational, geometric, and traveler information improvements.

The consultant will translate the discussions on emergency response strategy into specific strategic improvements that could be further developed to make the emergency bypass operations more effective and efficient. It is anticipated that specific bottleneck locations that have been experienced on alternate routes in prior I-15 closures will be given special attention. These bottlenecks need to be documented, and specific improvement and/or operational procedures conceived that can increase throughput. This needs to be thought of as a system, not just as isolated bottlenecks, the relief of which could just move the bottleneck further downstream. In addition, the strategy will likely need to be tied to the northern and southern limits of the I-15 closure. For example, a closure north of SR-138 may allow for a different emergency bypass plan than if the closure is south of SR-138. The findings shall be documented in a technical memorandum.

Task 1.4 – Prepare Draft and Final Emergency Bypass Strategy

The Consultant will develop a draft Emergency Bypass Strategy that puts all of the pieces of the strategy together in a manner that is useful and practical for use by those responsible for its implementation: CHP, Caltrans, and local/state emergency response agencies. Those responsible for its implementation must have confidence in its usefulness and practicality in emergency situations. They will also be in the best position to critique the draft. Additionally, the response strategy will serve as a guide for the type of improvements that should be considered specifically for the SR-247/SR-62 corridor. Following a comment period, the Consultant will prepare the Final Emergency Bypass Strategy. The means for making the strategy available and for keeping it updated will need to be incorporated into the document.

Part 2 – Feasibility Study for SR-247/62 and Other Routes

Part 2 of the Scope of Work will be developed in the context of the role of this corridor in the overall Emergency Bypass Strategy. While SR-247/62 is a primary focus route for the Feasibility Study, the project purpose will be focused on operational improvements and targeted improvements at key bottlenecks within the overall corridor so as to accommodate the additional traffic flows experienced during extended shutdowns of I-15 in the Cajon Pass. The emergency driver information needs identified in Part 1 of the study may also suggest specific locations or

systems that can get information out to those who need it at the point where it is most useful to make route decisions. Routing apps on mobile phones have become an important part of dynamic route planning and adjustment, and all of this needs to be taken into account when designing an information system that helps limit the impact of a major shut-down of I-15. In that light, the tasks below identify the general process for carrying out the study.

Task 2.1. Identify the roadway segments and geographic areas for which to develop improvements

This task will be an outgrowth of the Emergency Bypass Strategy developed in Part 1. But it will require the specification of the limits of each segment to be evaluated. Just the SR-247/62 alternate route from Barstow to Palm Springs is almost 100 miles. A methodology needs to be devised to identify key bottlenecks and segments along this and other routes, the improvement of which could become part of a more effective emergency response routing system. The result of this task would be mapping of these segments or locations, definition of approximate project limits, and why each segment needs to receive further analysis and development. Some segments will be longer than others, and some may simply be key intersections. It is expected that most of these will be state highways, but there could also be segments that are the responsibility of the County or cities. A technical memorandum shall be prepared to document these locations, the objective of any proposed improvements, and the potential benefit that could be derived. Groupings of improvements should be used to distinguish those that should receive the most attention or priority and those that are not as critical, such as high/medium/low priority groupings. This will be the basis for prioritizing work for the remainder of the tasks.

Task 2.2. Develop conceptual designs for improvement to routes and segments that could make them more useful as emergency bypass routes

Based on the work conducted in prior tasks, prepare conceptual designs for improvements along SR-247/62 as well as the other identified routes. The design concepts should be prepared with the expectation that they will be the starting point for improvements to be programmed under the Caltrans encroachment permit process or the Project Initiation Document (PID) process. Caltrans will be involved in the review. The submittals may be staged in packages by area or route, to facilitate the review process, but they will ultimately all be documented in the Feasibility Study at the end of the project.

Task 2.3. Develop cost, schedule, and improvement “bundles.”

As indicated above, the expectation is that the geometric, operational, and traveler information improvements will be positioned for funding through either the encroachment permit or PID process for state highways, or through the capital improvement budgeting process if locally controlled. Cost estimates shall be developed, and the optimum paths for funding and implementation shall be identified in collaboration with Caltrans and local agencies. Because the improvements are likely to be spread across different areas and routes (SR-247/62 and others) the improvements will likely need to be grouped into PID “bundles,” to be pursued and

environmentally cleared as prioritized through funding availability. This will be a collaborative effort between Caltrans, CHP, SBCTA, and the local jurisdictions SBCTA serves.

Task 2.4. Prepare Draft and Final Feasibility Study

A draft Emergency Bypass Study shall be prepared incorporating all the information developed to date. The conceptual designs and cost estimates would be most appropriate as an appendix. The next steps for implementation shall be clearly identified, including projects that could potentially be programmed through the Caltrans SHOPP funding (State Highway Operation and Protection Program), Minor Projects Program, or a Caltrans or locally sponsored PID process. The draft report shall be reviewed and revised based on SBCTA and Caltrans comments and a final study report prepared.

Project Schedule

It is expected that the study schedule will be in the range of 18 months, but consultants should recommend a schedule appropriate and feasible for their proposed scope of work.

Minute Action

AGENDA ITEM: 4

Date: November 17, 2023

Subject:

Amendment No. 1 to Funding Agreement No. 19-1002202 with the County of San Bernardino for the Rock Springs Bridge over Mojave River Project

Recommendation:

That the Mountain/Desert Policy Committee recommend the Board, acting as the San Bernardino County Transportation Authority:

A. Allocate an additional \$2,522,805 in Measure I Victor Valley Subarea Major Local Highway Projects (MLHP) Program funds to the County of San Bernardino for the Rock Springs Bridge over Mojave River Project.

B. Approve Amendment No. 1 to Funding Agreement No. 19-1002202 with the County of San Bernardino, for the Rock Springs Bridge over Mojave River Project, to add \$2,522,805 in MLHP funds and to extend the contract termination date through December 31, 2028.

Background:

The Right-of-Way Phase for the Rock Springs Bridge over Mojave River Project (Project), managed by the County of San Bernardino (County), is scheduled to be completed in October 2024, with construction anticipated to begin in March 2025. The project has been identified by the County as an important priority for funding, and was listed in the San Bernardino County Transportation Authority's (SBCTA) 2021 update to the 10-Year Delivery Plan as an approved project eligible for Measure I Victor Valley Subarea Major Local Highway Projects (MLHP) Program funding by members of the Subarea. The Project will replace the existing Rock Springs Road low-water crossing across the Mojave River with a new bridge along with realigning the road immediately east and west of the new bridge.

The original allocation of \$1,456,938 in MLHP funds was approved on July 10, 2019, to fund the Public Share of Project costs. The County is requesting an additional allocation of \$2,522,805 in MLHP funds in order to fully fund the Project through the Construction Phase, as well as an extension of the Funding Agreement to December 31, 2028, to accommodate the duration of the Project. Total project costs are estimated to be \$27,263,404, of which \$23,283,661 is funded through a combination of County and Federal Highway Bridge Program funds. Staff recommends approval of the allocation as sufficient funding capacity exists in the MLHP to support the requested Public Share amount without affecting other committed projects in the Subarea.

Financial Impact:

This item is consistent with the Fiscal Year 2023/2024 Budget.

Reviewed By:

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

Entity: San Bernardino County Transportation Authority

Mountain-Desert Committee Agenda Item
November 17, 2023
Page 2

Responsible Staff:

Marc Lucius, Management Analyst II

Approved
Mountain-Desert Committee
Date: November 17, 2023

Witnessed By:

San Bernardino County Transportation Authority

Contract No:	<u>19-1002202</u>	Amendment No.:	<u>1</u>
Contract Class:	<u>Payable</u>	Department:	<u>Fund Administration</u>
Vendor No.:	<u>01908</u>	Vendor Name:	<u>County of San Bernardino</u>
Description:	<u>Rock Springs Bridge over Mojave River Funding Agreement</u>		

Dollar Amount							
Original Contract		\$	1,456,938.00	Original Contingency		\$	-
Prior Amendments		\$	-	Prior Amendments		\$	-
Prior Contingency Released		\$	-	Prior Contingency Released (-)		\$	-
Current Amendment		\$	2,522,805.00	Current Amendment		\$	-
Total/Revised Contract Value		\$	3,979,743.00	Total Contingency Value		\$	-
	Total Dollar Authority (Contract Value and Contingency)					\$	3,979,743.00

Board of Directors	Date: 12/6/2023	Committee	Item #
--------------------	-----------------	-----------	--------

Other Contracts	Sole Source?	N/A	No Budget Adjustment
Local	Funding Allocation		

Estimated Start Date:	11/30/2023	Expiration Date:	12/31/2024	Revised Expiration Date:	12/31/2028
-----------------------	------------	------------------	------------	--------------------------	------------

NHS: N/A QMP/QAP: N/A Prevailing Wage: N/A

[illegible]

Parent Contract	PM Description
Z-Related Contracts	

Marc Lucius

Project Manager (Print Name)

Andrea Zureick

Task Manager (Print Name)

Additional Notes: Project Acctg Code: 0516.025.236.54840.

AMENDMENT NO. 1 TO PROJECT FUNDING AGREEMENT NO. 19-1002202

FOR

ROCK SPRINGS BRIDGE OVER MOJAVE RIVER PROJECT

(COUNTY OF SAN BERNARDINO)

THIS Amendment No. 1 to Project Funding Agreement 19-1002202 ("Agreement") is made and entered into by and between the San Bernardino County ("COUNTY") and the San Bernardino County Transportation Authority ("SBCTA"). SBCTA and COUNTY are each a "Party" and collectively "Parties."

RECITALS

- A. The Measure I 2010-2040 Expenditure Plan and the Victor Valley Subarea transportation planning partners have identified projects eligible for funding from Measure I 2010-2040 Victor Valley Subarea Major Local Highway Projects Program ("MLHP") funds; and
- B. The Rock Springs Bridge over Mojave River Project ("PROJECT") is one of the projects identified as eligible for such funding and is described more fully in Attachment A; and
- C. The Parties entered into Project Funding Agreement No. 19-1002202 on or about August 12, 2019, to allocate \$1,456,938 in Measure I MLHP funds to fund the Public Share of the Plans, Specifications, and Estimate ("PS&E"), Right-of-Way ("ROW"), and Construction Phases of the PROJECT; and
- D. COUNTY has requested an increase in funding, by an additional \$2,522,805, for the Public Share of PROJECT costs, for a total of \$3,979,743 inclusive of prior allocations; and
- E. COUNTY has requested updates to Attachment A: Description of Project and Milestones and Attachment B: Summary of Estimated Costs; and
- F. COUNTY has requested an extension of the Agreement termination date to December 31, 2028.

NOW, THEREFORE, the Parties agree to the following:

- 1. Paragraph 1 of Section I is deleted in its entirety and replaced with the following:
 - "1. To allocate up to a maximum of \$3,979,743 in Public Share funds for the actual cost of the PROJECT, which includes the 42.8% public share of the revised design phase and up to 42.8% of the required 11.47% local match to the Federal Highway Bridge Program funds and other right-of-way and construction costs that are not eligible for federal reimbursement, whichever is less. An estimate of costs for the PROJECT and Public Share fund sources is provided in Attachment B. SBCTA shall have no further responsibilities to provide any funding for the PROJECT exceeding this amount unless a written amendment to this Agreement is signed by both Parties."

2. Paragraph 2 of Section II is deleted in its entirety and replaced with the following:
 - “2. To be responsible for expending that portion of allocated Public Share funds on eligible PROJECT expenses in an amount not to exceed \$3,979,743, which includes the 42.8% public share of the revised design phase and up to 42.8% of the required 11.47% local match to the Federal Highway Bridge Program funds and other right-of-way and construction costs that are not eligible for federal reimbursement, whichever is less, unless this Agreement is amended and approved increasing PROJECT costs. Reimbursement by SBCTA shall be in accordance with Section I, Paragraph 2. Additionally, expenses relative to time spent on the PROJECT by COUNTY staff are considered eligible PROJECT expenses and may be charged to the PROJECT, subject to SBCTA, State, and Federal guidelines.
3. Paragraph 5 of Section II is deleted in its entirety and replaced with the following:
 - “5. In the case that Measure I funds are allocated to the PROJECT, to prepare and submit to SBCTA an electronic copy of signed invoices for reimbursement of eligible PROJECT expenses. Invoices may be submitted to SBCTA as frequently as monthly.”
4. Paragraph 8 of Section III is deleted in its entirety and replaced with the following:
 - “8. This Agreement will be considered terminated upon reimbursement of eligible costs by SBCTA or December 31, 2028, whichever is sooner, provided that the provisions of Paragraphs 7, 8, 9, 10, and 11 of Section II, and Paragraphs 5, and 6 of Section III, shall survive the termination of this Agreement. The Agreement may also be terminated by SBCTA, in its sole discretion, in the event the PROJECT described in Attachment A has not been initiated by COUNTY within twelve (12) months of the Effective Date of this Agreement.”
5. Attachment A to the Agreement is replaced with the Revised Description of Project and Milestones attached to this Amendment.
6. Attachment B to the Agreement is replaced with the Revised Summary of Estimated Costs attached to this Amendment.
7. Except as amended by this Amendment No. 1, all other terms and conditions of the Agreement shall remain in full force and effect and are incorporated herein by this reference.
8. The Recitals set forth above are incorporated herein by this reference.
9. This Amendment No. 1 may be signed in counterparts, each of which shall constitute an original, and may be signed and transmitted with electronic signatures which shall be binding on the Party.
10. This Amendment No. 1 shall be effective on the date executed by SBCTA.

---SIGNATURES ON FOLLOWING PAGE---

IN WITNESS WHEREOF, the Parties have executed this Amendment No. 1 by their authorized signatories below.

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

COUNTY OF SAN BERNARDINO

By: _____

Dawn M. Rowe, President
Board of Directors

Date: _____

APPROVED AS TO FORM:

By: _____

Julianna K. Tillquist
SBCTA General Counsel

Date: _____

By: _____

Dawn M. Rowe
Chair

Date: _____

APPROVED AS TO FORM:

By: _____

Aaron Gest
Deputy County Counsel

Date: _____

ATTEST:

By: _____

Lynna Monell
Clerk of the Board

Date: _____

Attachment: 19-1002202-01 (9989 : Amendment No. 1 to Rock Springs Bridge over Mojave River Funding Agreement)

ATTACHMENT A

ROCK SPRINGS BRIDGE OVER MOJAVE RIVER PROJECT

Revised Description of Project and Milestones

Project Title	
Rock Springs Road Bridge over Mojave River Project	
Location, Project Limits, Description, Scope of Work, Legislative Description	
The project proposes to replace the existing Rock Springs Road low-water crossing across the Mojave River with a new bridge and realign the road from approximately 0.2 miles east of Glendale Ave to 0.15 miles west of Deep Creek Road. The proposed bridge would be approximately 950 feet long, 45 feet wide to include two 12-foot lanes, two 4-foot shoulders, one 4-foot median and a 6-foot sidewalk on the south side.	
Project Milestone	Proposed
Project Study Report Approved	7/13/2012
Begin Environmental (PA&ED) Phase	1/14/2013
Circulate Draft Environmental Document	12/1/2014
Draft Project Report	11/27/2012
End Environmental Phase (PA&ED Milestone)	4/14/2015
Begin Design (PS&E) Phase	4/14/2015
End Design Phase (Ready to List for Advertisement Milestone)	12/10/2024
Begin Right of Way Phase	9/19/2019
End Right of Way Phase (Right of Way Certification Milestone)	10/14/2024
Begin Construction Phase (Contract Award Milestone)	3/3/2025
End Construction Phase (Construction Contract Acceptance Milestone)	11/23/2026
Begin Closeout Phase	11/24/2026
End Closeout Phase (Closeout Report)	6/24/2027

ATTACHMENT B

ROCK SPRINGS BRIDGE OVER MOJAVE RIVER PROJECT

Revised Summary of Estimated Costs

Phase	Total Cost	Federal Highway Bridge Program (HBP) Funds	SBCTA Funds (1)	COUNTY Funds
PA/ED	\$1,654,404	\$0	\$0	\$1,654,404
PS&E	\$950,000	\$0	\$406,600	\$543,400
ROW	\$1,600,000	\$690,534	\$389,251	\$520,215
Construction	\$23,059,000	\$15,620,000	\$3,183,892	\$4,255,108
TOTAL	\$27,263,404	\$16,310,534	\$3,979,743	\$6,973,127

Additional Notes:

1. SBCTA's Share can be from sources under control of SBCTA including but not limited to Measure I Major Local Highways Program (MLHP), State Transportation Improvement Program (STIP), Surface Transportation Program (STP), or other funds without necessitating an amendment of this Agreement. SBCTA shall provide COUNTY written notice of any change in source of funds.
2. SBCTA and COUNTY contributions include PROJECT costs not eligible for federal reimbursement under the HBP program. Non-participating costs include construction of a median strip and road approaches to the bridge beyond 200 feet.

Additional Information

MOUNTAIN/DESERT POLICY COMMITTEE ATTENDANCE RECORD – 2023

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Daniel Ramos City of Adelanto						X		X		X		
Art Bishop Town of Apple Valley		X		X		X		X		X		
Paul Courtney City of Barstow		X						X				
Carmen Hernandez City of Barstow										X		
Rick Herrick City of Big Bear Lake								X		X		
Rebekah Swanson City of Hesperia		X		X		X		X		X		
Janet Jernigan City of Needles		X		X				X		X		
Joel Klink City of Twentynine Palms		X		X				X		X		
Debra Jones City of Victorville		X		X		X		X		X		
Rick Denison Town of Yucca Valley		X				X		X		X		
Paul Cook County of San Bernardino		X		X		X						
Dawn Rowe County of San Bernardino		X										

Communication: Attendance (Additional Information)

X = Member attended meeting * = Alternate member attended meeting Empty box = Member did not attend meeting Crossed out box = Not a Committee Member at the time
Shaded box = No meeting

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

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

Acronym List

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



MISSION STATEMENT

Our mission is to improve the quality of life and mobility in San Bernardino County. Safety is the cornerstone of all we do.

We achieve this by:

- Making all transportation modes as efficient, economical, and environmentally responsible as possible.
- Envisioning the future, embracing emerging technology, and innovating to ensure our transportation options are successful and sustainable.
- Promoting collaboration among all levels of government.
- Optimizing our impact in regional, state, and federal policy and funding decisions.
- Using all revenue sources in the most responsible and transparent way.

Approved December 4, 2019