

# **AGENDA**

## **Board of Directors Metro Valley Study Session**

**June 12, 2025**

**\*\*\*Start Time: 9:50 AM\*\*\***

### **Location**

San Bernardino County Transportation Authority  
*First Floor Lobby Board Room*  
1170 W. 3rd Street, San Bernardino, CA 92410

**TELECONFERENCING WILL BE AVAILABLE AT THE FOLLOWING LOCATION:**

**Hesperia City Council Chambers**  
**9700 Seventh Avenue**  
**Hesperia, CA 92345**

### ***Board of Directors***

#### **Valley Representatives**

##### **Study Session Chair**

Helen Tran, Mayor  
*City of San Bernardino*

##### **Study Session Vice-Chair**

Jesse Armendarez, Supervisor  
*Second District*

Eunice Ulloa, Mayor  
*City of Chino*

Ray Marquez, Council Member  
*City of Chino Hills*

Frank Navarro, Mayor  
*City of Colton*

Acquanetta Warren, Mayor  
*City of Fontana*

Bill Hussey, Mayor  
*City of Grand Terrace*

Larry McCallon, Mayor Pro Tem  
*City of Highland*

Ronald Dailey, Mayor Pro Tem  
*City of Loma Linda*

John Dutrey, Mayor  
*City of Montclair*

Alan Wapner, Mayor Pro Tem  
*City of Ontario*

L. Dennis Michael, Mayor  
*City of Rancho Cucamonga*

Mario Saucedo, Mayor  
*City of Redlands*

Joe Baca, Mayor  
*City of Rialto*

Rudy Zuniga, Mayor Pro Tem  
*City of Upland*

Judy Woolsey, Council Member  
*City of Yucaipa*

#### **Mountain/Desert Representatives**

Daniel Ramos, Mayor Pro Tem  
*City of Adelanto*

Art Bishop, Mayor Pro Tem  
*Town of Apple Valley*

Timothy Silva, Mayor  
*City of Barstow*

Rick Herrick, Council Member  
*City of Big Bear Lake*

Josh Pullen, Council Member  
*City of Hesperia*

Janet Jernigan, Mayor  
*City of Needles*

Daniel Mintz, Sr., Mayor Pro Tem  
*City of Twentynine Palms*

Debra Jones, Council Member  
*City of Victorville*

Rick Denison, Council Member  
*Town of Yucca Valley*

#### **County Board of Supervisors**

Paul Cook, *First District*

Curt Hagman, *Fourth District*

*Ex-Officio Member – Catalino Pining, Caltrans*

*Ray Wolfe, Executive Director*

*Julianna Tillquist, General Counsel*

Dawn Rowe, *Third District*

Joe Baca, Jr., *Fifth District*

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

**AGENDA**

**Board of Directors Metro Valley Study Session**

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**9:50 AM**

**Location**

**First Floor Lobby Board Room  
1170 W. 3rd Street, San Bernardino, CA 92410**

**TELECONFERENCING WILL BE AVAILABLE AT THE FOLLOWING LOCATION:**

**Hesperia City Council Chambers  
9700 Seventh Avenue  
Hesperia, CA 92345**

**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 Helen Tran)

- i. Pledge of Allegiance
- ii. Attendance
- iii. Announcements
- iv. Agenda Notices/Modifications - Daniela Almada

**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**

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

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

## **INFORMATIONAL ITEMS**

Items listed are receive and file items and are expected to be routine and non-controversial. Unlike the Consent Calendar, items listed as Informational Items do not require a vote.

### **2. Project Delivery Contract Change Orders to On-Going Contracts**

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Receive and file Change Order Report.

**Presenter: Kristi Lynn Harris**

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

## **DISCUSSION ITEMS**

### **Discussion - Project Delivery**

#### **3. Election of Committee Chair and Vice Chair**

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Conduct elections for members to serve as Chair and Vice Chair of the San Bernardino County Transportation Authority Board of Directors Metro Valley Study Session for terms to end on June 30, 2026.

**Presenter: Kristi Lynn Harris**

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

#### **4. Amendment No. 1 to Contract No. 20-1002377 for On-Call Environmental Services**

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

Approve Amendment No. 1 to Contract No. 20-1002377 with Vandermost Consulting Services, Inc., for On-Call Environmental Services, to extend the contract term by one year, through October 31, 2026.

**Presenter: Tracy Escobedo**

**This item has not received prior policy committee or technical advisory committee review. SBCTA General Counsel and Procurement Manager have reviewed this item and the draft amendment.**

**5. Interstate 10 Corridor Freight and Express Lane Project - Contract 2A: Release Invitation for Bids No. 25-1003269**

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

Authorize the Executive Director, or his designee, to release Invitation for Bids No. 25-1003269 for the construction of the Interstate 10 Corridor Freight and Express Lane Project – Contract 2A, subject to final approval of the Plans, Specifications and Estimates package, Right-of-Way Certification, allocation of funds by the California Transportation Commission, and issuance of the federal authorization to proceed with construction, and approval as to form by SBCTA General Counsel, or her designee.

**Presenter: Heng Chow**

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

**Discussion - Regional/Subregional Planning**

**6. Update on Cajon Pass Emergency Bypass Strategy**

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Receive an update on the Cajon Pass Emergency Bypass Strategy.

**Presenter: Ryan Graham**

**This item is scheduled for review by the Mountain/Desert Policy Committee on June 20, 2025.**

**Discussion - Legislative/Public Outreach**

**7. Measure I - Toolkit**

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Receive information regarding the Measure I toolkit.

**Presenter: Otis Greer**

**This information was presented to the City/County Managers' Technical Advisory Committee on June 5, 2025. This item is scheduled for review by the Mountain/Desert Policy Committee on June 20, 2025.**

**Discussion - Transportation Programming and Fund Administration**

**8. Capital Project Needs Analysis Submittals and Funding Allocations for the Measure I Valley Major Street Program/Arterial Sub-Program for Fiscal Year 2025/2026**

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

Approve the Project List for the Measure I Valley Major Street Program/Arterial Sub-program allocations for Fiscal Year 2025/2026.

**Presenter: Marc Lucius**

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

## **Comments from Board Members**

Brief Comments from Board Members

## **ADJOURNMENT**

## **Additional Information**

Attendance

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Acronym List

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Mission Statement

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**The Metro Valley Study Session will go dark in July.**

**The next Metro Valley Study Session meeting is scheduled for August 14, 2025.**

## **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. A designated area is reserved with a microphone that is ADA accessible for public speaking. A designated section is available for wheelchairs in the west side of the boardroom gallery. 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](mailto:clerkoftheboard@gosbcta.com) and the office is located at 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino, CA.

Service animals are permitted on SBCTA's premises. The ADA defines service animals as dogs or miniature horses that are individually trained to do work or perform tasks for people with disabilities. Under the ADA, service animals must be harnessed, leashed, or tethered, unless these devices interfere with the service animal's work, or the individual's disability prevents using these devices. In that case, the individual must maintain control of the animal through voice, signal, or other effective controls.

**Accesibilidad y asistencia en otros idiomas** - Las personas con discapacidad pueden acceder a la sala de reuniones. Se reserva una zona designada con un micrófono accesible que cumple con los requisitos de la ADA para hablar en público. Una sección designada está disponible para sillas de ruedas en el lado oeste de la galería de la sala de reuniones. Si se necesitan dispositivos de ayuda auditiva, otras ayudas auxiliares o servicios de asistencia en otros idiomas para participar en la reunión pública, las solicitudes deben presentarse al Secretario de la Junta al menos tres (3) días hábiles antes de la fecha de la reunión de la Junta. Puede comunicarse con el Secretario llamando al (909) 884-8276 o enviando un correo electrónico a [clerkoftheboard@gosbcta.com](mailto:clerkoftheboard@gosbcta.com). La oficina se encuentra en 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino, CA.

Los animales de servicio están permitidos en las instalaciones de SBCTA. La ADA define a los animales de servicio como perros o caballos miniatura que son entrenados individualmente para hacer trabajo o realizar tareas para personas con discapacidades. Según la ADA, los animales de servicio deben tener un arnés o ser atados, a menos que estos dispositivos interfieran con el trabajo del animal de servicio, o que la discapacidad de la persona impida el uso de estos dispositivos. En ese caso, la persona debe mantener el control del animal a través de su voz, señales u otros controles efectivos.

**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. Agendas are also posted at 1170 W. 3<sup>rd</sup> 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 35 copies to the Clerk of the Board for distribution. If providing written information for distribution to the Board, such information must be emailed to the Clerk of the Board, at [clerkoftheboard@gosbcta.com](mailto:clerkoftheboard@gosbcta.com), no later than 2:00 pm the day before the meeting in order to allow sufficient time to distribute the information. Written information received after the 2:00 pm deadline will not be distributed. 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:*** June 12, 2025

***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 \$500 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>
4	20-1002377-01	Vandermost Consulting Services, Inc. <i>Julie Beeman</i>	A/E Tech, LLC Atlas Technical Consultants Clark & Green Associates Group Delta Consultants, Inc. iLanco Environmental, LLC Natures Image Urbana Preservation & Planning

***Financial Impact:***

This item has no direct impact on the budget.

***Reviewed By:***

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

***Responsible Staff:***

Kristi Lynn Harris, Director of Project Delivery

Approved  
Board of Directors Metro Valley Study Session  
Date: June 12, 2025  
Witnessed By:

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

## ***Minute Action***

### AGENDA ITEM: 2

***Date:*** June 12, 2025

***Subject:***

Project Delivery Contract Change Orders to On-Going Contracts

***Recommendation:***

Receive and file Change Order Report.

***Background:***

San Bernardino County Transportation Authority (SBCTA) Department of Project Delivery has sixteen on-going construction contracts, of which four have had Construction Change Orders (CCO) approved since the last reporting to the Board of Directors Metro Valley Study Session on May 15, 2025. The CCOs are listed below:

A. Contract No. 19-1002078 with Guy F. Atkinson Construction, LLC, for the State Route (SR) 210 Lane Addition, Base Line Interchange and Pavement Rehabilitation Project: There are no newly executed CCOs since last report.

B. Contract No. 19-1002196 with Security Paving Company, Inc., for the SR 60 Central Avenue Interchange Project: There are no newly executed CCOs since last report.

C. Contract No. 19-1002026 with Diversified Landscape Company, for the Interstate 215 (I-215) Segments 1, 2 and 3 Establish Existing Planting Project: There are no newly executed CCOs since last report.

D. Contract No. 17-1001599 with Lane-Security Paving Joint Venture, for the Interstate 10 (I-10) Corridor Contract 1 Design Build Contract:

1) CCO 157: Toll pad repair work due to vandalism. (\$16,262)

E. Contract No. 23-1002869 with SEMA Construction, Inc., for the I-10 Eastbound Truck Climbing Lane: There are no newly executed CCOs since last report.

F. Contract No. 16-1001461 with Pulice Construction, Inc., for the Monte Vista Avenue Grade Separation Project: There are no newly executed CCOs since last report.

G. Contract No. 18-1001966 with Traylor-Granite Joint Venture, for the Mount Vernon Avenue Viaduct Project Design Build: There are no newly executed CCOs since last report.

H. Contract No. 20-1002290 with SEMA Construction, Inc., for the I-10 University Street Interchange Improvements Project: There are no newly executed CCOs since last report.

I. Contract No. 21-1002620 with Ortiz Enterprises, Inc., for the I-10 Alabama Street Interchange Improvements Project: There are no newly executed CCOs since last report.

J. Contract No. 23-1002919 with Griffith Company, for the Metrolink Active Transportation Program Phase II Project: There are no newly executed CCOs since last report.

K. Contract No. 22-1002784 with Security Paving Company, Inc., for the I-10 Cedar Avenue Improvement Project:

*Entity: San Bernardino County Transportation Authority*

## Board of Directors Metro Valley Study Session Agenda Item

June 12, 2025

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- 1) CCO 32: Electrical staging revisions. (\$71,693.26)
- 2) CCO 51.1: On-ramp profile and drainage revisions. (\$29,300)
- 3) CCO 61: Residential Street improvements. (\$55,000)
- 4) CCO 64: Modify drainage system and extend Midwest guard rail system. (\$18,234)

L. Contract No. 24-1003027 with CT&T Concrete Paving, Inc., for the SR 210 Waterman Avenue Interchange Project:

- 1) CCO 6: Fiber optic relocation. (\$96,889.10)
- 2) CCO 10: Additional shoring at retaining wall. (\$10,696.84)

M. Contract No. 23-1002955 with SEMA Construction, Inc., for the I-215 University Parkway Interchange Project: There are no newly executed CCOs since last report.

N. Contract No. 23-1003032 with Skanska-Coffman a Joint Venture, for the I-15 Corridor Freight and Express Lanes Project – Contract 1:

- 1) CCO 12: Removal of buried man-made object. (\$150,000)

O. Contract No. 24-1003059 with Mariposa Landscapes, Inc., for the I-10 Alabama Street Establish Existing Planting Project: There are no newly executed CCOs since last report.

P. Contract No. 22-1002780 with Skanska USA Civil West California District, Inc., for the North 1<sup>st</sup> Avenue Bridge Over BNSF Project: There are no newly executed CCOs since last report.

***Financial Impact:***

This item has no financial impact on the adopted Budget for Fiscal Year 2025/2026, as all CCOs are within previously approved contingency amounts under: Task No. 0830 Interchange Projects and Task No. 0820 Freeway Projects, Sub-Task No. 0823 I-10 Corridor, Contract 1, Sub-Task No. 0831 I-15 Express Lanes, Sub-Task No. 0897 I-10 Cedar, and Sub-Task No. 0815 SR-210 Waterman Avenue.

***Reviewed By:***

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

***Responsible Staff:***

Kristi Lynn Harris, Director of Project Delivery

Approved  
Board of Directors Metro Valley Study Session  
Date: June 12, 2025

Witnessed By:

Project Delivery Contracts Executed Change Orders		
Number	Description	Amount
SR 210 Lane Addition, Base Line Interchange and Pavement Rehabilitation (19-1002078)		
Number	Description	Amount
	CCO Total	\$24,789,630.30
	Approved Contingency	\$34,927,790.07
	Remaining Contingency	\$10,138,159.77
SR 60 Central Avenue Interchange (19-1002196)		
Number	Description	Amount
	CCO Total	\$1,716,074.61
	Approved Contingency	\$2,912,039.00
	Remaining Contingency	\$1,195,964.39
I-215 Segments 1, 2 & 3 Establish Existing Planting (19-1002026)		
Number	Description	Amount
	CCO Total	\$144,643.40
	Approved Contingency	\$1,451,300.00
	Remaining Contingency	\$1,306,656.60
I-10 Corridor Contract 1 (17-1001599)		
Number	Description	Amount
157	Toll pad repair work due to vandalism.	\$16,262.00
	CCO Total	\$17,099,959.61
	Approved Contingency	\$51,369,000.00
	Remaining Contingency	\$34,269,040.39
I-10 Eastbound Truck Climbing Lane (23-1002869)		
Number	Description	Amount
	CCO Total	\$1,032,722.17
	Approved Contingency	\$3,731,253.00
	Remaining Contingency	\$2,698,530.83

<b>Project Delivery Contracts Executed Change Orders</b>		
<b>Number</b>	<b>Description</b>	<b>Amount</b>
<b>Monte Vista Avenue Grade Separation (16-1001461)</b>		
Number	Description	Amount
	CCO Total	\$869,302.95
	Approved Contingency	\$2,498,958.60
	Remaining Contingency	\$1,629,655.65
<b>Mount Vernon Avenue Viaduct (18-1001966)</b>		
Number	Description	Amount
	CCO Total	\$17,281,292.33
	Approved Contingency	\$29,230,000.00
	Remaining Contingency	\$11,948,707.67
<b>I-10 University Street Interchange Improvements (20-1002290)</b>		
Number	Description	Amount
	CCO Total	\$1,211,725.45
	Approved Contingency	\$1,500,590.00
	Remaining Contingency	\$288,864.55
<b>I-10 Alabama Street Interchange Improvements (21-1002620)</b>		
Number	Description	Amount
	CCO Total	\$727,529.33
	Approved Contingency	\$1,338,886.33
	Remaining Contingency	\$611,357.00
<b>Metrolink Active Transportation Program Phase II Project (23-1002919)</b>		
Number	Description	Amount
	CCO Total	\$92,436.90
	Approved Contingency	\$900,661.70
	Remaining Contingency	\$808,224.80

Project Delivery Contracts Executed Change Orders		
Number	Description	Amount
I-10 Cedar Avenue Improvement (22-1002784)		
Number	Description	Amount
32	Electrical staging revisions.	\$71,693.26
51.1	On-ramp profile and drainage revisions.	\$29,300.00
61	Residential Street improvements.	\$55,000.00
64	Modify drainage system and extend Midwest guard rail system.	\$18,234.00
CCO Total		(\$270,274.30)
Approved Contingency		\$8,098,400.00
Remaining Contingency		\$8,368,674.30
SR 210 Waterman Interchange Improvement Project (24-1003027)		
Number	Description	Amount
6	Fiber optic relocation.	\$ 96,889.10
10	Additional shoring at retaining wall.	\$ 10,696.84
CCO Total		\$ 140,066.61
Approved Contingency		\$778,576.63
Remaining Contingency		\$638,510.02
I-215 University Parkway Interchange (23-1002955)		
Number	Description	Amount
CCO Total		\$152,194.00
Approved Contingency		\$1,129,988.00
Remaining Contingency		\$977,794.00
I-15 Corridor Freight and Express Lanes Project - Contract 1 (23-1003032)		
Number	Description	Amount
12	Removal of buried man-made object.	\$150,000.00
CCO Total		\$700,000.00
Approved Contingency		\$42,785,330.00
Remaining Contingency		\$42,085,330.00
I-10 Alabama Street Establish Existing Planting Project (24-1003059)		
Number	Description	Amount
CCO Total		\$20,000.00
Approved Contingency		\$119,797.20
Remaining Contingency		\$99,797.20
North 1st Avenue Bridge Over BNSF (22-1002780)		
Number	Description	Amount
CCO Total		\$1,546,647.90
Approved Contingency		\$3,561,922.00
Remaining Contingency		\$2,015,274.10

## ***Minute Action***

AGENDA ITEM: 3

***Date:*** June 12, 2025

***Subject:***

Election of Committee Chair and Vice Chair

***Recommendation:***

Conduct elections for members to serve as Chair and Vice Chair of the San Bernardino County Transportation Authority Board of Directors Metro Valley Study Session for terms to end on June 30, 2026.

***Background:***

Terms for the Chair and Vice Chair of each of the San Bernardino County Transportation Authority (SBCTA) policy committees and Metro Valley Study Session expire on June 30, 2025. Election of Chair and Vice Chair for each of the policy committees and Metro Valley Study Session is scheduled to immediately follow the annual election of SBCTA Officers, which occurred at the June 5, 2024 Board of Directors meeting.

This item provides for an election to be conducted, which will identify the Chair and Vice Chair of the Metro Valley Study Session to serve until June 30, 2026. A complete listing of SBCTA policy committees, memberships, and chairs is attached to this item for reference.

***Financial Impact:***

This item has no financial impact to the adopted Budget for Fiscal Year 2025/2026

***Reviewed By:***

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

***Responsible Staff:***

Kristi Lynn Harris, Director of Project Delivery

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Approved  
Board of Directors Metro Valley Study Session  
Date: June 12, 2025

Witnessed By:

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



## San Bernardino County Transportation Authority (SBCTA) Policy Committee Membership

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<b>General Policy Committee</b> Membership consists of the following: SBCTA President, Vice President, and Immediate Past President 4 East Valley (3 City, 1 County)* 4 West Valley (3 City, 1 County) 4 Mt/Desert (3 City, 1 County) City members shall be SBCTA Board Members elected by caucus of city SBCTA Board Members within the subarea. Policy Committee and Board Study Session Chairs are members of this policy committee. All City members serving as Board officers, Committee chairs, or Board Study Session Chair, are counted toward their subareas City membership. Supervisors collectively select their representatives. The SBCTA Vice President shall serve as Chair of the General Policy Committee.	Makes recommendations to Board of Directors and: (1) Provides general policy oversight which spans the multiple program responsibilities of the organization and maintains the comprehensive organization integrity; (2) Provides policy direction with respect to administrative issues, policies, budget, finance, audit, and personnel issues for the organization; (3) Serves as policy review committee for any program area that lacks active policy committee oversight. The General Policy Committee is authorized to approve Contracts in excess of \$100,000, Contract Task Orders in excess of \$500,000, and amendments exceeding the Executive Director's authority in the event of significant time constraints, extenuating circumstances, or emergencies when approval is required, with notification to the Board. Notification shall be made at the next regularly scheduled meeting of the Board following such approval. (Brown Act)	<u>West Valley</u> Ray Marquez, Chino Hills (Vice Chair/President) John Dutrey, Montclair (TC Chair) Alan Wapner, Ontario Jesse Armendarez, Supervisor <u>East Valley</u> Frank Navarro, Colton Larry McCallon, Highland Helen Tran, San Bernardino (MVSS Chair) Joe Baca, Jr., Supervisor <u>Mountain/Desert</u> Art Bishop, Apple Valley Debra Jones, Victorville Rick Denison, Yucca Valley (Chair/Vice President) Dawn Rowe, Supervisor (Past President) Should the chairs of each Committee and the Officers all be from the East Valley, West Valley or Mountain/Desert, additional members may be added to maintain geographical balance. Additional Board Members may be appointed annually at the discretion of the Board President.	6/30/2025 6/30/2025 6/30/2025 6/30/2025 6/30/2025 6/30/2025 6/30/2025 6/30/2025 6/30/2025 6/30/2025 6/30/2025 6/30/2025
<b>Transit Committee</b> Membership consists of 12 SBCTA Board Members: 10 Valley-members, two being Southern California Regional Rail Authority (SCRRA) primary (*) and two being SCRRA alternate (**) members, and 2 Mountain/Desert Board Members. SCRRA members and alternates serve concurrent with their term on the SCRRA Board of Directors as appointed by the SBCTA Board. Other members are appointed by the SBCTA President for 2-year terms.	Provides policy guidance and recommendations to the SBCTA Board of Directors and Southern California Regional Rail Authority (SCRRA) delegates with respect to commuter rail and transit service. * SCRRA Primary Member ** SCRRA Alternate Member (Brown Act)	John Dutrey, Montclair** (Chair) Joe Baca, Jr., Supervisor (Vice Chair) Art Bishop, Town of Apple Valley Eunice Ulloa, Chino Ray Marquez, Chino Hills** Frank Navarro, Colton Acquanetta Warren, Fontana Bill Hussey, Grand Terrace Larry McCallon, Highland* Alan Wapner, Ontario* L. Dennis Michael, Rancho Cucamonga Rick Denison, Yucca Valley	Indeterminate (6/30/2026) 12/31/2026 (6/30/2025) 12/31/2026 12/31/2026 Indeterminate 12/31/2025 12/31/2025 12/31/2026 Indeterminate Indeterminate 12/31/2025 12/31/2026

## San Bernardino County Transportation Authority (SBCTA) Policy Committee Membership

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<b>Mountain/Desert Committee</b> Membership consists of 11 SBCTA Board Members from each Mountain/Desert jurisdiction and County Supervisors representing the First, and Third Districts.	Provides ongoing policy level oversight related to the full array of SBCTA responsibilities as they pertain specifically to the Mountain/Desert subregion.  The Committee also meets as the Mountain/Desert Measure I Committee as it carries out responsibilities for Measure I Mountain/Desert Expenditure Plan.  (Brown Act)	Debra Jones, Victorville (Chair) Art Bishop, Apple Valley (Vice Chair) Daniel Ramos, Adelanto Timothy Silva, Barstow Rick Herrick, Big Bear Lake Josh Pullen, Hesperia Janet Jernigan, Needles Daniel Mintz, Sr., Twentynine Palms Rick Denison, Yucca Valley Paul Cook, Supervisor Dawn Rowe, Supervisor	Indeterminate (6/30/2025) Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate Indeterminate
<b>Legislative Policy Committee</b> Membership consists of the following: President, Vice-President, Immediate Past President and four Board members appointed by the Board President. - 1 East Valley member - 1 West Valley member - 1 Mountain/Desert member - 1 County member  Members shall serve for the duration of the State and Federal two-year legislative session in which they were appointed, with terms expiring December 31 of even-numbered years. The SBCTA Board President shall serve as Chair of the Legislative Policy Committee.	Provide guidance and recommendations to the Board of Directors regarding issues and actions relating to the executive, legislative or judicial branches of the State and Federal government, or any other local governing body.  Review and provide input on drafting of State and Federal legislative platform, which will serve as guiding principles to support or oppose State and Federal legislation and regulations.  (Brown Act)	Ray Marquez, Chino Hills (President) Rick Denison, Yucca Valley (Vice President) Dawn Rowe, Supervisor (Past President) Art Bishop, Apple Valley Larry McCallon, Highland Alan Wapner, Ontario Paul Cook, Supervisor	Indeterminate Indeterminate Indeterminate 12/31/2026 12/31/2026 12/31/2026 12/31/2026

### Policy Committee Meeting Times

General Policy Committee	Second Wednesday, 9:00 a.m., SBCTA Office
Legislative Policy Committee	Second Wednesday, 9:30 a.m., SBCTA Office
Transit Committee	Second Thursday, 9:00 a.m., SBCTA Office
Mountain/Desert Committee	Third Friday, 9:30 a.m., Victorville, CA

### Board of Directors Study Sessions for Metro Valley Issues

STUDY SESSION	PURPOSE	MEMBERSHIP	TERMS
Board of Directors Study Sessions for Metro Valley Issues Refer to SBCTA Policy 10007.	To review, discuss, and make recommendations for actions to be taken at regular meetings of the Board on issues relating to Measure I Projects in the Valley.  (Brown Act)	Board of Directors Helen Tran, San Bernardino (Chair) Jesse Armendarez, Supervisor (Vice Chair)	6/30/2025 6/30/2025

### Public and Specialized Transportation Advisory and Coordinating Council (PASTACC)

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p>Public and Specialized Transportation Advisory and Coordinating Council (PASTACC)</p> <p>Membership consists of 11 members appointed by the SBCTA Executive Director.</p> <p>5 representing Public Transit Providers</p> <p>1 representing County Dept. of Public Works</p> <p>2 representing the Consolidated Transportation Services Agency - Omnitrans and VVTA also represent CTSA for the Valley and High Desert respectively.</p> <p>5 At Large Members representing Social Service Providers</p>	<p>Subject to the Transportation Development Act (TDA) Section 99238 – establishes PASTACC’s statutory responsibilities;</p> <p>(1) Review and make recommendations on annual Unmet Transit Needs hearing findings</p> <p>(2) Score and make recommendations for Federal Transit Administration Section 5310 Capital Grant Program applications</p> <p>(3) Assist SBCTA in developing public outreach approach on updating the Coordinated Public Transit/Human Services Transportation Plan</p> <p>(4) Review call for projects for Federal Transit Administration Section 5310 grant applications</p> <p>(5) Monitor and make recommendations on Federal regulatory processes as they relate to transit and specialized transit</p> <p>(6) Monitor and disseminate information in reference to State level law and recommendations as they relate to transit and specialized transit</p> <p>(7) Receive annual reports on funded specialized programs funded through FTA Section 5310 and Measure I</p> <p>(8) Identify regional or county level areas of unmet needs</p> <p>(9) Address special grant or funding opportunities</p> <p>(10) Address any special issues of PASTACC voting and non-voting members</p> <p>(Brown Act)</p>	<p>Standing Membership –</p> <p>Morongo Basin Transit Authority</p> <p>Mountain Transit</p> <p>City of Needles Transit Services</p> <p>Omnitrans</p> <p>Victor Valley Transit Authority</p> <p>County of San Bernardino Dept. of Public Works</p> <p>At Large Membership –</p> <p>San Bernardino Dept. of Aging and Adult Services</p> <p>Foothill Aids</p> <p>Anthesis</p> <p>Reach Out Morongo Basin</p> <p>Loma Linda University Health</p>	<p>On-going</p> <p>On-going</p> <p>On-going</p> <p>On-going</p> <p>On-going</p> <p>On-going</p> <p>5/31/2027</p> <p>9/30/2026</p> <p>9/30/2026</p> <p>4/30/2028</p> <p>8/31/2027</p>

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

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

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p>Independent Taxpayer Oversight Committee (ITOC) Review of Measure I Expenditure Plan</p> <p>The ITOC shall provide citizen review to ensure that all Measure I funds are spent by the San Bernardino County Transportation Authority (hereby referred to as the Authority) in accordance with provision of the Expenditure Plan and Ordinance No. 04-01. The ordinance specifies that each member of the ITOC have certain credentials or experience as follows:</p> <p>A. One member who is a professional in the field of municipal audit, finance and/or budgeting with a minimum of five years in a relevant and senior decision-making position in the public or private sector.</p> <p>B. One member who is a licensed civil engineer or trained transportation planner with at least five years of demonstrated experience in the fields of transportation and/or urban design in government and/or the private sector. No member shall be a recipient or sub-recipient of Measure "T" funding.</p> <p>C. One member who is a current or retired manager of a major publicly financed development or construction project, who by training and experience would understand the complexity, costs and implementation issues in building large scale transportation improvements.</p> <p>D. One member who is current or retired manager of a major privately financed development or construction project, who by training and experience would understand the complexity, costs and implementation issues in building large scale transportation improvements.</p> <p>E. One public member, who possesses the knowledge and skills which will be helpful to the work of the ITOC.</p> <p>In addition to the appointed members, the SBCTA President and Executive Director will serve as ex-officio members.</p>	<p>The ITOC shall review the annual audits of the Authority; report findings based on the audits to the Authority; and recommend any additional audits for consideration which the ITOC believes may improve the financial operation and integrity of program implementation.</p> <p>The Authority shall hold a publicly noticed meeting, which may or may not be included on the agenda of a regularly scheduled Board meeting, with the participation of the ITOC to consider the findings and recommendations of the audits.</p> <p>(Brown Act)</p>	<p>Cole Jackson (A)</p> <p><i>Vacant</i> (B)</p> <p>Alex Artiaga (C)</p> <p>Chad Logan (D)</p> <p>Patrick Morris (E)</p> <p>Ray Marquez, Ex-Officio</p> <p>Ray Wolfe, Ex-Officio</p>	<p>10/31/2028</p> <p>06/30/2028</p> <p>06/30/2028</p> <p>03/01/2029</p>

### SBCTA Ad Hoc Committees

The Brown Act does not apply to ad hoc or temporary advisory committees composed of less than a majority of the Board or a standing policy committee. The President of the Board of Directors may designate ad hoc committees to study specific projects or matters for a set time frame subject to the concurrence of the Board of Directors, and shall make appointments to the ad hoc committees. When the subject matter of the ad hoc committee is of relevance to the geographical region of the County as a whole, geographical representation should be considered and if there is lack of interested members to ensure geographical balance the Board President may seek out participation from specific members.

COMMITTEE	PURPOSE	MEMBERSHIP
<p><b>Council of Governments Ad Hoc Committee</b></p> <p>On May 1, 2024, the Board approved the establishment of this ad hoc committee composed of Board members appointed by the Board President.</p>	<p>To provide guidance on the reviewing and updating the Bylaws and policies relating to SBCOG. At the November 6, 2024 Board meeting, staff was directed to work with the SBCOG Ad Hoc to complete the equity framework. This ad hoc has a term ending June 30, 2025.</p>	<p>Daniel Ramos, Adelanto</p> <p>Rick Herrick, Big Bear Lake</p> <p>Larry McCallon, Highland</p> <p>John Dutrey, Montclair</p> <p>L. Dennis Michael, Rancho Cucamonga</p> <p>Helen Tran, San Bernardino</p> <p>Rick Denison, Yucca Valley</p> <p>Joe Baca Jr., Supervisor</p>

<b>Housing Trust Ad Hoc Committee</b> On January 4, 2023, the Board approved the establishment of this ad hoc committee composed of Board members appointed by the Board President, for a term ending December 31, 2023. On December 6, 2023, the Board approved a 6-month extension, for a new term ending June 30, 2024. On February 7, 2024, the Board approved a 6-month extension, for a new term ending December 31, 2024. On November 6, 2024, the Board approved an extension for a new term ending December 31, 2025.	To take a broad look into the housing trust and how it interacts with the Council of Governments. This ad hoc has a term ending December 31, 2025.	Daniel Ramos, Adelanto Eunice Ulloa, Chino John Dutrey, Montclair Alan Wapner, Ontario L. Dennis Michael, Rancho Cucamonga Rick Denison, Yucca Valley Curt Hagman, Supervisor
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### SBCTA Technical Advisory Committees

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

## ***Minute Action***

### AGENDA ITEM: 4

***Date:*** June 12, 2025

***Subject:***

Amendment No. 1 to Contract No. 20-1002377 for On-Call Environmental Services

***Recommendation:***

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

Approve Amendment No. 1 to Contract No. 20-1002377 with Vandermost Consulting Services, Inc., for On-Call Environmental Services, to extend the contract term by one year, through October 31, 2026.

***Background:***

In November of 2020, the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) awarded Contract No. 20-1002377 to Vandermost Consulting Services, Inc., for On-Call Environmental services for the various projects within the Major Projects Delivery Program. Section 4.3 of Contract No. 20-1002377 provides that, “If work on a Contract Task Order (CTO) is in progress on the expiration date of this Contract, the terms of the Contract shall be extended by contract amendment.” Contract No. 20-1002377 will expire on October 31, 2025; however, there is ongoing work that will not be completed by the contract expiration date. For this reason, staff is requesting a one-year extension, revising the contract end date to October 31, 2026. This amendment will only extend the contract term for open task orders; no new task orders will be issued under this contract.

The following CTOs will have continued efforts required beyond the current expiration date:

**CTO 8:** Habitat Management Plan and Monitoring Plan for the State Route 210 Mixed Flow Lane Addition Project

**CTO 11:** Bat Monitoring for the Interstate 10 East Bound Truck Climbing Lane

**CTO 13:** Biological Surveys for Interstate 15 (I-15) Cajon Pass

**CTO 14:** Hazardous Waste Surveys for I-15 Cajon Pass

**CTO 15:** Environmental Coordination for Redlands/Highland Regional Gap Connector

***Financial Impact:***

This item is consistent with the 2025/2026 Fiscal Year Budget, in Program 40 using MSI funds.

***Reviewed By:***

This item has not received prior policy committee or technical advisory committee review. SBCTA General Counsel and Procurement Manager have reviewed this item and the draft amendment.

***Responsible Staff:***

Tracy Escobedo, Management Analyst II

*Entity: San Bernardino County Transportation Authority*

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Approved  
Board of Directors Metro Valley Study Session  
Date: June 12, 2025  
Witnessed By:

## General Contract Information

Contract No: 20-1002377 Amendment No.: 1Contract Class: Payable Department: Project DeliveryVendor No.: 02310 Vendor Name: Vandermost Consulting Services, Inc.Description: On-Call Environmental Services

List Any Related Contract Nos.: \_\_\_\_\_

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

## Contract Authorization

Board of Directors Date: 07/02/2025 Committee \_\_\_\_\_ Item # \_\_\_\_\_

## Contract Management (Internal Purposes Only)

Other Contracts \_\_\_\_\_ Sole Source? No \_\_\_\_\_ N/A

Federal/State/Local \_\_\_\_\_ Professional Services (Non-A&amp;E) \_\_\_\_\_

## Accounts Payable

Estimated Start Date: 11/07/2020 Expiration Date: 10/31/2025 Revised Expiration Date: 10/31/2026NHS: N/A QMP/QAP: No Prevailing Wage: No

Total Contract Funding: \_\_\_\_\_ Total Contingency: \_\_\_\_\_

Fund	Prog	Task	Sub-Task	Object	Revenue	PA Level	Revenue Code Name	\$	3,000,000.00	\$	-
GL		40	0815	0000	52001	620	Multi		3,000,000.00		-
GL									-		-
GL									-		-
GL									-		-
GL									-		-
GL									-		-
GL									-		-
GL									-		-
GL									-		-
GL									-		-

Tracy Escobedo

Kristi Harris

Project Manager (Print Name)

Task Manager (Print Name)

Additional Notes:

Attachment: CSS 20-1002377-01 [Revision 1] (11529 : Amendment No. 1 to Contract No. 20-1002377 for On-Call Environmental Services)



**AMENDMENT NO. 1 TO CONTRACT NO. 20-1002377**  
**BY AND BETWEEN**  
**SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY**  
**AND**  
**VANDERMOST CONSULTING SERVICES, INC.**  
**FOR**  
**ON-CALL ENVIRONMENTAL SERVICES**

This AMENDMENT NO. 1 to Contract No. 20-1002377 is made by and between the San Bernardino County Transportation Authority ("SBCTA") and Vandermost Consulting Services, Inc. ("CONSULTANT"). SBCTA and CONSULTANT are each a "Party" and collectively the "Parties" herein.

**RECITALS:**

- A. The Parties entered into Contract No. 20-1002377 on December 9, 2020, setting forth the terms and conditions for CONSULTANT's provision of On-Call Environmental Services ("Contract"); and
- B. SBCTA and CONSULTANT desire to amend the Contract to extend the term by one year through October 31, 2026, to allow for completion of Contract Task Orders currently in progress.

**NOW, THEREFORE,** the Parties agree to amend the Contract as follows:

1. Section 4.1 of Article 4., Performance Period, is revised in its entirety to read as follows:

“4.1 This Contract shall go into effect on November 6, 2020, contingent upon approval by SBCTA's Awarding Authority, and CONSULTANT shall commence work after written notification to proceed by SBCTA's Procurement Analyst. The Contract term, as to Contract Task Orders 8, 11, 13, 14 and 15 shall end on October 31, 2026, unless extended by written amendment. No other Contract Task Orders shall be issued during the remaining Contract term.”

2. Except as amended by this Amendment No. 1, all other provisions of the Contract shall remain in full force and effect and are incorporated herein by this reference.
3. The Recitals set forth above are incorporated herein by this reference.
4. This Amendment No.1 is effective upon execution by SBCTA.

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

**VANDERMOST CONSULTING  
SERVICES, INC.**

By: \_\_\_\_\_

Julie Beeman  
President/Secretary

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

**SAN BERNARDINO COUNTY  
TRANSPORTATION AUTHORITY**

By: \_\_\_\_\_

Ray Marquez  
Board President

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

APPROVED AS TO FORM:

By: \_\_\_\_\_

Julianna K. Tillquist  
General Counsel

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

CONCURRENCE

By: \_\_\_\_\_

Alicia J. Bullock  
Procurement Manager

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

## ***Minute Action***

### AGENDA ITEM: 5

***Date:*** June 12, 2025

***Subject:***

Interstate 10 Corridor Freight and Express Lane Project - Contract 2A: Release Invitation for Bids No. 25-1003269

***Recommendation:***

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

Authorize the Executive Director, or his designee, to release Invitation for Bids No. 25-1003269 for the construction of the Interstate 10 Corridor Freight and Express Lane Project – Contract 2A, subject to final approval of the Plans, Specifications and Estimates package, Right-of-Way Certification, allocation of funds by the California Transportation Commission, and issuance of the federal authorization to proceed with construction, and approval as to form by SBCTA General Counsel, or her designee.

***Background:***

The Interstate 10 (I-10) Corridor Freight and Express Lane Project – Contract 2 (Project) is the second phase of the San Bernardino County Transportation Authority (SBCTA) I-10 Corridor Express Lanes Program. The Project will include a single express lane in each direction from Interstate 15 (I-15) in the City of Ontario to Pepper Avenue in the City of Colton. To expedite project delivery, the Project will be divided into two construction contracts: Contract 2A from I-15 to Sierra Avenue and Contract 2B from Sierra Avenue to Pepper Avenue.

On July 6, 2022, the SBCTA Board of Directors (Board) awarded the professional services contract to initiate the Plans, Specifications, and Estimates (PS&E) phase of the Project. Caltrans has issued conditional acceptance of the 100% PS&E for Contract 2A on May 20, 2025.

Staff is recommending that the Board authorize the Executive Director, or his designee, to advertise the construction contract for the Project through the release of Invitation for Bids No. 25-1003269, subject to final approval of the Plans, Specifications and Estimates, Right-of-Way Certification, allocation of funds by the California Transportation Commission, and issuance of the federal authorization to proceed with construction, approval as to form by SBCTA General Counsel, or her designee. A future agenda item for award of the construction contract will be brought to the Board for consideration in fall 2025.

***Financial Impact:***

This Project is included in the proposed Budget for Fiscal Year 2025/2026 and funded with Measure I Valley Freeway Program funds, Congestion Mitigation and Air Quality Program funds, Federal Surface Transportation Block Grant Program funds, Trade Corridor Enhancement Program funds, and Local Partnership Program-Formula Program funds in Program 40, Project Delivery under Task No. 0820 Freeway Projects, Sub Task No. 0821 I-10 Corridor Freight and Express Lanes - Contract 2A.

***Reviewed By:***

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

*Entity: San Bernardino County Transportation Authority*

Board of Directors Metro Valley Study Session Agenda Item  
June 12, 2025  
Page 2

***Responsible Staff:***

Heng Chow, Project Manager

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Approved  
Board of Directors Metro Valley Study Session  
Date: June 12, 2025  
Witnessed By:

San Bernardino County Transportation Authority

## ***Minute Action***

AGENDA ITEM: 6

***Date:*** June 12, 2025

***Subject:***

Update on Cajon Pass Emergency Bypass Strategy

***Recommendation:***

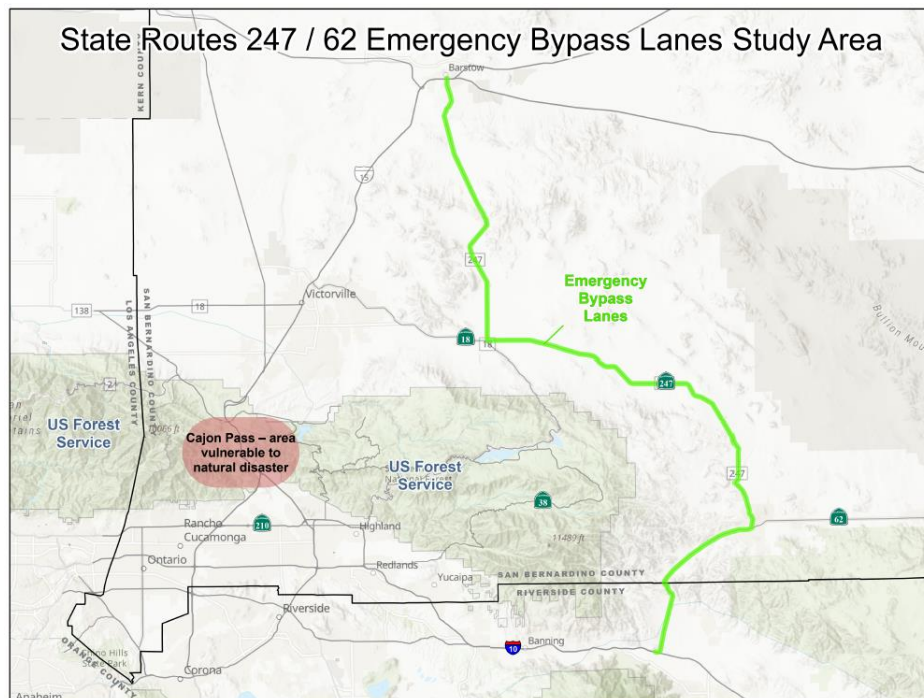
Receive an update on the Cajon Pass Emergency Bypass Strategy.

***Background:***

On September 8, 2022, the Governor of California 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) submitted a request for an earmark in the amount of \$1,000,000 to conduct the State Route (SR) 247/62 Emergency Bypass 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 is intended to increase the usefulness of SR-247 and SR-62 as an alternative to Interstate 15 (I-15) through the Cajon Pass in the event of an emergency, such as an earthquake, wildfire, major incident, or other disaster.

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



*Entity: San Bernardino County Transportation Authority*

The study is being conducted in two parts:

- Part 1 - prepares the Cajon Pass Emergency Bypass Strategy, which builds on emergency response information obtained from the California Highway Patrol (CHP), Caltrans, and other emergency service agencies. The Emergency Bypass Strategy focuses on traffic management on I-15 through the Cajon Pass during major incidents, but also provides information about how to best coordinate the messaging for a closure. The Draft Cajon Pass Emergency Bypass Strategy Executive Summary is included as Attachment A to this item.
- Part 2 - prepares a feasibility study for potential geometric and operational improvements on the portions of SR-247 from the City of Barstow to the Town of Yucca Valley, on SR-62 from the Town of Yucca Valley to Interstate 10 (I-10) in the City of Palm Springs, in the Cajon Pass, and on other state and local roadways that feed the Cajon Pass from either direction. The feasibility study serves as the basis for recommending projects to develop that will allow for strategic improvements to SR-247 and SR-62 and other routes that will better facilitate traffic management, evacuation, response, and recovery. Part 2 may also include a companion data collection effort as well as follow-up emergency response services coordination meetings. These meetings may consider strategies to improve off-system resiliency improvements to help limit the impact of natural disasters as well as to support evacuation and recovery by maintaining the open availability of alternative routes.

SBCTA released a Request for Proposals on December 19, 2023, seeking consultant support to develop the SR-247/62 Emergency Bypass Study. The firm WSP USA, Inc. was selected as the consultant for the Project, and the Board of Directors approved the award of Contract No. 24-1003069 to WSP USA, Inc. on May 1, 2024. The Project includes technical participation in the form of a Cajon Pass Working Group (CPWG). The CPWG held its kickoff meeting on October 28, 2024, and there have been two follow-up meetings since then. The meetings have been attended by members of SBCTA, WSP USA, Caltrans, CHP, the San Bernardino County Fire Protection District (County Fire), and the San Bernardino County (SBC) Department of Public Works (DPW).

The Draft Executive Summary for the Cajon Pass Emergency Bypass Strategy (Attachment A) highlights the preliminary results of Part 1: the Cajon Pass Emergency Bypass Strategy. It first summarizes input from the CPWG. It then identifies additional strategies and actions that could be considered for future major incidents in the Cajon Pass. Participants in the discussions thus far have included the CHP, Caltrans, the California Department of Forestry and Fire Protection (CAL FIRE), County Fire, the SBC Office of Emergency Services (OES), and the DPW. The Transportation Technical Advisory Committee, which consists of local jurisdiction public works/transportation representatives, has also been briefed on this material. The Cajon Pass Emergency Bypass Strategy has also been supplemented with available historical data from prior major incidents and traffic modeling data reconstructing traffic flows of scenarios in which the Cajon Pass is closed south of SR-138.

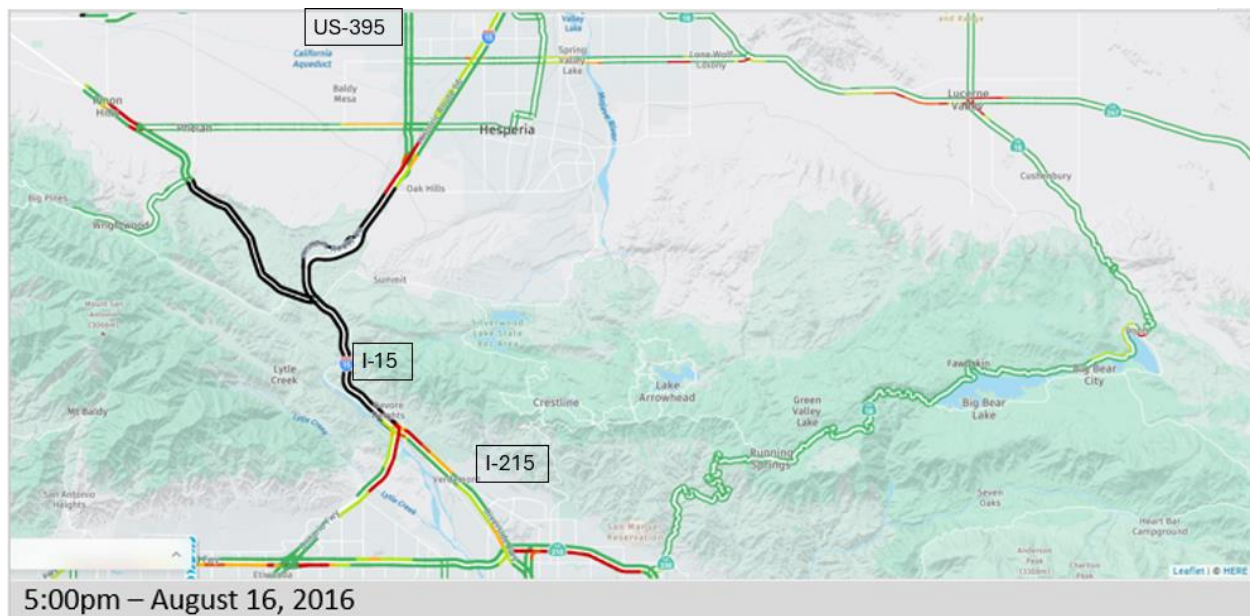
One of the historical closures included in the analysis is the Blue Cut Fire on August 16, 2016. This major fire caused a full closure of the Cajon Pass and severely limited capacity along mountain routes in both directions. Exhibit 1 on the following page shows the Cajon Pass closure limits (in black) for the Blue Cut Fire on August 16, 2016, at 5:00 pm. As expected, particularly heavy delays (in red) were seen in the initial hours on the I-15 approaches to the Cajon Pass,

San Bernardino County Transportation Authority



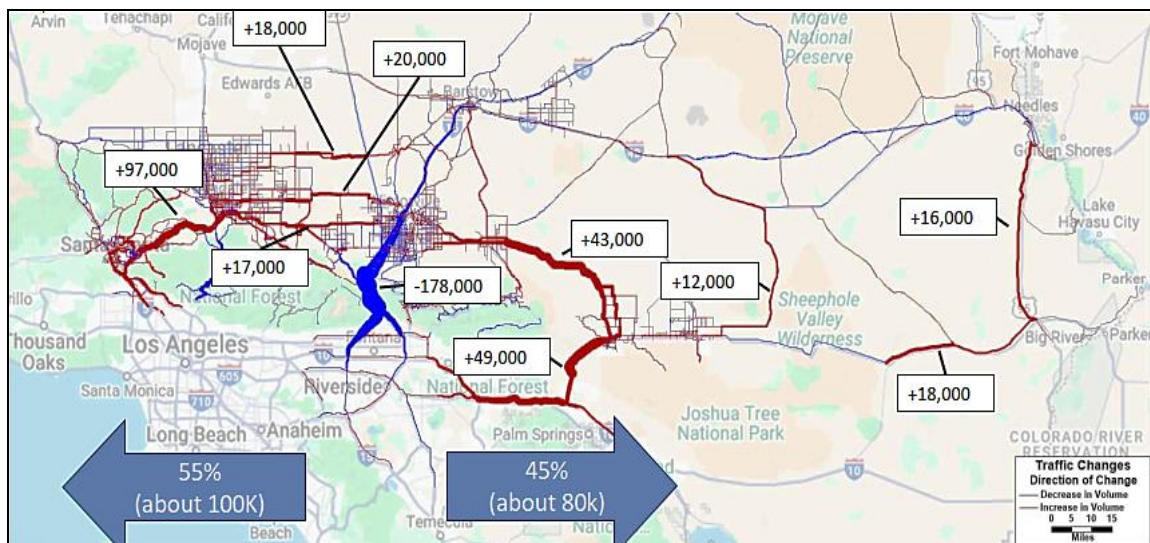
which primarily spread to US-395 and Phelan Road toward SR-138 on the north side and SR-210 on the south side. Challenges on SR-18 and SR-247 are shown to have occurred in Lucerne Valley.

### Exhibit 1. I-15 Closure and Surrounding Congestion Early in the Blue Cut Fire



Supplemental traffic modeling was conducted using the San Bernardino Transportation Analysis Model calibrated with 2019 traffic data. A major closure scenario was modeled, assuming the closure of I-15 through the Cajon Pass and no use of the mountain routes. The simulated closure produced a roughly 50-50 split of increased traffic to the east and west of I-15 at the Cajon Pass, as documented in Exhibit 2 below.

### Exhibit 2. Increases and Decreases in Daily Volume from Simulated Closure of Cajon Pass



A few of the key insights from the CPWG conversations are included below:

1. There are currently no formal incident response plans, traffic management plans, or detour plans for I-15 through the Cajon Pass that are referenced by agencies or emergency personnel during an incident. Incident command is handled on a case-by-case basis.
2. No single “Cajon Pass Closure Plan” exists, but a layered set of plans would be activated between federal, state, local, and military documents. Disaster response plans broadly acknowledge I-15 (and the Cajon Pass) as a critical transportation and logistics corridor. Additionally, most agencies follow a general protocol, procedure, or plan when responding to events – either federal, state, local, and/or internal. While the general guidance is helpful, much of the response is reflex-like and driven by the most pressing need. Agencies noted real-world scenarios and training exercises as being valuable learning experiences.
  - a. Several Emergency Operations Plans exist at the federal, state, and county levels. Furthermore, California OES provides general guidance for catastrophic incident planning through the “California Catastrophic Incident Base Plan: Concept of Operations” and more detailed guidance in the “Southern California Catastrophic Earthquake Plan, 2022.”
  - b. CHP follows its internal Emergency Incident Planning Manual and utilizes their standard communication equipment and protocols. Checklists are available for certain events (earthquakes, floods, etc.), but traffic management is handled on a case-by-case basis.
  - c. Caltrans does not have a plan specific to the Cajon Pass but has experience from and plans for other facilities they can leverage. General guidance is provided by their Emergency Operations Plan.
  - d. County OES has general frameworks for certain events (earthquakes, floods, landslides, etc.) but no formal process or traffic management component. Any routing plans, if developed, are generally kept private, so the most up-to-date version may be deployed with minimal public confusion due to a previous version. OES is currently conducting audits of key elements of their response frameworks.
3. The recommendation of specific alternative routes to the public is not generally advisable. Doing so may result in routes that are not optimal for significant portions of those unfortunate enough to be caught in a Cajon Pass closure. Pre-established alternative routes may also lock the public into a suboptimal route choice, as during emergency situations, the field conditions inevitably evolve in real time. The preferred course of action is to get the most accurate and timely information out to the media and the public on the location of the closure/incident and the nature of the event so that the traveling public can develop their own alternate route plan in real time based on their trip destination and the mapping apps now available to them. The CHP has indicated they now typically get information on major incidents out to the media very efficiently via “X” (formerly “Twitter”).
4. There are currently no formal incident response plans, traffic management plans, or detour plans for I-15 through the Cajon Pass that are referenced by emergency personnel



during an incident. Experience has shown that traffic management for is best handled based on field conditions (using the extensive knowledge of the area by response agencies, best practices, past personal experiences of key personnel, professional judgment etc.). The response agencies provide substantial discretion to field personnel because every emergency situation is different, and there are many variables (time of day, exact location and direction of incident, type of incident, expected duration of closure, etc.).

5. CHP, Caltrans, County Fire, CAL FIRE, and other emergency service personnel know the area well and are typically able to rapidly establish lines of communication and collaborate on incident responses that both protect public safety and “minimize the pain” brought about by major incidents, to the extent possible. That said, there is no way to replace the traffic capacity of I-15 through the Cajon Pass, which carries approximately 200,000 cars and trucks each weekday. Major delays are inevitable.
6. The CHP is generally the first responder to an incident on I-15 and the initiator of communications regarding closure. The CHP dispatch office is co-located with the Caltrans Traffic Management Center, so communication between CHP and Caltrans is easy to establish and relatively frictionless.

### **Draft Cajon Pass Emergency Bypass Strategy**

In light of the efforts of the CPWG, a proposed traffic management strategy for major Cajon Pass incidents is as follows:

1. Build on all the elements and lessons learned highlighted above: (e.g. provide accurate and timely information on Cajon Pass incidents to the public and anticipate that many drivers will find an alternate route that is best for their own destination and individual conditions).
2. Meet the varying needs of all responding agencies:
  - a. DPW: Mitigation of congestion on San Bernardino County roads.
  - b. CHP: Public safety and accessibility to support response times.
  - c. OES: Availability of emergency access/supply routes.
  - d. Caltrans: Continuity of service on State roadways.
3. Establish a Food and Water Point of Distribution plan for incidents which leave motorists stranded for long periods of time.
  - a. Identify equipment (gators, quads, etc.) in the Operational Area that can be utilized on shoulders to set out water and food for any stranded motorists.
  - b. Coordinate with other San Bernardino County agencies, including Public Health, Behavioral Health, and Human Services.
4. Work with businesses along the transportation corridors such as gasoline stations, motels, towing companies and others that can provide resources to support incident management or recovery.

5. Reduce overall traffic demand during an incident by engaging with large trip generators/attractors (e.g., Las Vegas Convention and Visitors Authority, etc.). By engaging these organizations, the strategy aims to inform travelers early and direct them to alternate routes, reducing the volume of vehicles entering the Cajon Pass closure area.
6. Improve capacity and traffic operations at key bottlenecks on the alternate routes most often used during major Cajon Pass incidents. Alternate routes can become overloaded very quickly, and individual intersections can become serious bottlenecks that constrain flow for the entire route. An initial analysis of prior major incidents has suggested a set of locations that should be further examined for capacity enhancement or operational improvement. Preliminary examples in the High Desert include: I-15 at SR-138; I-15 at SR-18 south; I-15 at SR-18 north; SR-62 at SR-247; SR-247 at SR-18; SR-18 at US 395; SR-138 at Phelan Road. Phase 2 of the Emergency Bypass Study will look at what can be done in the SR-247/62 corridor overall, to make the use of that alternate as safe and efficient as possible.
7. Address other operational and capacity constraints along alternate routes or at intersections. Examples include: widening shoulders, upgrading/modifying intersection control, signal optimization and coordination, adding/extending turn lanes, providing consistent lane configurations, and mitigating overlaps/convergence of traffic.
8. Explore use of Intelligent Transportation System infrastructure along State roadways including SR-247/62 in order to support traffic monitoring and management systems such as Closed Circuit Television, changeable message signs (CMS), adaptive traffic control, and emergency vehicle preemption.
9. There is a tendency to think primarily of the southbound drivers from the High Desert when it comes to alternate routing, because of the sense of isolation from the Southern California region. But an equivalent amount of traffic goes northbound. For drivers in the Los Angeles (LA) Basin seeking to continue on I-15 north toward the Victor Valley and beyond, the mountain roads are not particularly good choices, but they may still be the best for certain destinations. Longer distance drivers that would have used I-40 may instead divert to I-10 toward Phoenix. Unfortunately, alternate routes from the LA Basin to the City of Las Vegas via I-15 are very limited, and mapping apps can be immensely helpful if information on Cajon Pass closures is available early enough before approaching the Pass.
10. Regarding mapping apps, agencies should develop relationships with real-time traffic mapping providers wherein for major incidents they can be notified by CHP or Caltrans to designate Cajon Pass closure locations in real time. This will increase the share of accurate re-routings provided to drivers that would have otherwise been using the Cajon Pass.
11. Support agency integration into the Joint Information System (JIS) structure. The JIS includes the Telephone Emergency Notification System (TENS), the San Bernardino Ready App, and activation protocols for the Joint Information Center, which is coordinated by OES.
12. Given the success with sharing incident information with the media through “X,” agencies may also want to consider establishing relationships with trucking companies

for CHP to share incident information on “X.” Other traditional methods such as radio and television will be important as well. A key focus will be supporting trucking companies in disseminating this information to their drivers in a timely way since some of the routes are not well-suited to large volumes of heavy-duty truck travel.

- a. Identify and socialize the AM radio stations that have information for any residents stranded on these roadways.
  - b. Utilize the TENS by using a geo-fence to send Wireless Emergency Alerts to all affected cell phones.
- 13. For longer term incidents, deploy portable CMS at strategic locations in advance of key alternate route exit points to advise of incident locations.
- 14. For ultra-long closures of I-15 (such as might be caused by an earthquake on the San Andreas Fault, which bisects the Cajon Pass), coordinate information dissemination not only with adjacent regions but adjacent states. A key part of the strategy will be to support interagency coordination in the form of resource allocation, communications protocols, command structures, and traffic management.
- 15. For non-critical, localized events:
  - a. Assess opportunities for vehicle turnarounds and parallel bypass routes that do not exist today. For example, reconnecting Cajon Boulevard between SR-138 and the ramps at Cajon Boulevard and I-15 to the south could play a critical future role to relieve congestion in the event of I-15 closures. While this would be a challenging project, the closure of this gap in Cajon Boulevard could greatly assist traffic management on major incidents south of SR-138.
  - b. Assess the feasibility of implementing measures such as dynamic medians, dynamic shoulders, and contraflow lanes (i.e. safely allow flows of southbound traffic in the northbound lanes, and vice versa), in extreme, long-term cases. A dynamic median was activated several years ago with the loss of a bridge on I-10 east of the Coachella Valley.
- 16. Establish direct notification channels with major freight and logistics partners (dispatch centers, industry associations)
- 17. Identify and prioritize infrastructure reinforcements: shoulders, turn lanes, pullouts for enforcement or disabled vehicles.
- 18. Conduct tabletop exercises with Caltrans, County Fire, OES and DPW, and CHP focused on contraflow or one-way routing scenarios.

It should be noted that many of these strategies apply not only to the Cajon Pass but also to other major routes that can be impacted by major incidents. For any of these events, there can be a major economic impact: for commuters struggling to access their employment sites, for truckers delivering time-sensitive goods, and for carrying on commerce in general. Investing in the improvement of some strategic locations can help to lessen that impact. Furthermore, coordinating these improvements with ongoing or planned projects will be important. However, as noted previously, there is no set of alternate routes that can fully replace the Cajon Pass.

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The Cajon Pass Emergency Bypass Strategy Executive Summary was distributed to the CPWG for review and comment. Each of the major emergency response stakeholders communicated to SBCTA and its consultant, WSP USA, that the Bypass Strategy accurately reflects the conversations from the CPWG. The suggested edits that were offered largely helped to provide added nuance and context. The edits from the review are incorporated into Attachment A.

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. The intent of this study is not to identify projects for the 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. This assessment will be the focal point of Part 2 of the study.

***Financial Impact:***

This item has no financial impact on the adopted Budget for Fiscal Year 2024/2025.

***Reviewed By:***

This item is scheduled for review by the Mountain/Desert Policy Committee on June 20, 2025.

***Responsible Staff:***

Ryan Graham, Planning Manager

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Approved  
Board of Directors Metro Valley Study Session  
Date: June 12, 2025

Witnessed By:

San Bernardino County Transportation Authority

## Attachment A

### Cajon Pass Emergency Bypass Strategy

#### Draft Executive Summary – SBCTA - 6/3/25

The Cajon Pass is a critical transportation corridor connecting Southern California to the rest of the United States via Interstate 15 (I-15). It serves as a convergence point for not only I-15 but also key rail lines and major utility infrastructure. The Cajon Pass and its highway connections support daily commuting, regional travel, and interstate travel for passenger vehicles and freight. It is a high-volume truck corridor, carrying approximately 200,000 total vehicles, including 20,000 trucks per day (source: Caltrans truck volume data) and is essential for both regional mobility and the national supply chain. Any significant disruption to this corridor – whether due to a catastrophic event, wildfire, earthquake or other prolonged closure – would have significant consequences for national and regional supply chains.

Assembly Bill (AB) 179 appropriated funding for the Priority Legislative Budget Projects (PLBP) Program, which included earmarks for a variety of transportation projects. The State Route (SR) 247/62 Emergency Bypass Study was one of the projects awarded funding. **The intent of the legislative earmark was to conduct a study that examines strategies to minimize the impact of closures and major traffic incidents in the Cajon Pass and to improve the ability for alternate routes such as SR-247/62 to carry additional traffic loads during these emergencies.**

The study is being conducted in two parts:

- Part 1 prepares an area-wide Cajon Pass Emergency Bypass Strategy that builds on any existing response plans previously developed by the County of San Bernardino, California Highway Patrol (CHP), California Department of Transportation (Caltrans), the State of California Catastrophic Earthquake Plan and other emergency service agencies' plans for traffic management during periods of closure on I-15 through the Cajon Pass due to major incidents.
- Part 2 prepares a feasibility study for potential geometric and operational improvements on the portions of SR-247 from the City of Barstow to the Town of Yucca Valley, on SR-62 from the Town of Yucca Valley to Interstate 10 (I-10) in the City of Palm Springs, in the Cajon Pass, and on other state and local roadways that feed the Cajon Pass from either direction. The feasibility study serves as the basis for recommending projects to develop that will allow for strategic improvements to SR-247 and SR-62 and other routes that will better facilitate traffic management, evacuation, response and recovery. Part 2 may also include a companion data collection effort as well as follow-up emergency response services coordination meetings. These meetings may consider strategies to improve off-system resiliency improvements to help limit the impact of natural disasters as well as to support evacuation and recovery by maintaining the open availability of alternative routes.

The Draft Executive Summary highlights the preliminary results of Part 1: the Cajon Pass Emergency Bypass Strategy. It first summarizes input from the Cajon Pass Working Group (CPWG), a group of stakeholders and emergency service agencies, on how they currently manage

traffic during incidents in the Cajon Pass. It then identifies additional strategies and actions that could be considered for traffic management during future major incidents in the Cajon Pass. Participants in the discussions thus far have included the CHP, Caltrans, the California Department of Forestry and Fire Protection (CAL FIRE), San Bernardino County Fire Protection District (County Fire), the San Bernardino County (SBC) Office of Emergency Services (OES), the SBC Department of Public Works (DPW). Focused debriefs regarding emergency traffic response and management were conducted with each agency individually. This coordination has been supplemented with available historic traffic data from prior major incidents as well as traffic modeling data reconstructing traffic flows of scenarios in which the Cajon Pass is closed south of SR-138.

### Data Collection and Analysis

Data collection and analysis efforts were conducted by the consultant team to assist in the CPWG discussion on the Emergency Bypass Strategy. The approach to the compilation of this information for the CPWG includes the following considerations:

1. Traffic incidents along the Cajon Pass were logged for the period of June 2024 through January 2025. The log indicated that the location, time, duration, and severity of incidents in the Cajon Pass vary widely, and it would be difficult to craft response plans for every situation. Furthermore, most incidents, although frequent and/or serious, only resulted in partial closures and/or dissipated relatively quickly - therefore, they resulted in a low-to-moderate impact that did not force motorists to divert to alternate routes. There were also no incidents during this period that produced a complete closure of the Cajon Pass for a multiple day duration. As a result, the review of recent incidents was supplemented with major closures from past history as far back as 2014.
2. Based on the events and understanding of the effects based on input from the CPWG, the key criteria the consultant team considered when determining incident impact include:
  - a. Date/time,
  - b. Location (zone),
    - i. Zone 1 - Ranchero Rd. to Oak Hill Rd.
    - ii. Zone 2 - Oak Hill Rd. to SR-138 (critical - no parallel bypass)
    - iii. Zone 3 - SR-138 to Cajon Blvd. (critical - no parallel bypass)
    - iv. Zone 4 - Cajon Blvd. to Kenwood Ave.
    - v. Zone 5 - Kenwood Ave. to I-215
  - c. Duration of the closure,
  - d. Direction(s) affected
3. The following major events were expected to have created the most significant, and thus measurable, change in regional traffic patterns. These events are summarized below:
  - a. Police shooting on 9/14/24

The incident occurred in Zone 3 where there are no parallel alternative routes. The northbound closure lasted about 14 hours – it is unclear if it was a full closure the entire time. It would be expected that traffic patterns due to a southbound closure would follow the same alternate route(s) but in reverse. The incident occurred on a Saturday evening and was cleared Sunday morning.

b. Snowstorm on 11/28/19

The storm was expected but the magnitude was not planned for. The storm severely limited capacity along the entire pass and mountain routes in both directions. There was a short, full closure followed by a partial (one lane) re-opening causing significant congestion. The storm occurred on Thanksgiving Day. The combination of these factors provided a focused view of more local alternate routes used during the event as well as insights into altered travel routes in anticipation of an event.

c. Blue Cut Fire on 8/16/16

This was a major fire that caused a full closure of the Cajon Pass and severely limited capacity along mountain routes in both directions. The fire began on a Tuesday. The combination of these factors provided a more regional view of alternate routes used during an event when the Cajon Pass and mountain routes are unavailable.

4. Historical traffic data available through the Caltrans Performance Measurement System (PeMS) and ClearGuide (a “big-data” history of traffic congestion on the road network) was reviewed for the major closures. The data mostly covered state highways and showed color-coded congestion levels as opposed to traffic volumes. Several arterial bottlenecks became apparent on alternate routes. For example, Exhibit 1 below shows the Cajon Pass closure limits (in black) on August 16, 2016, 2:30 pm, for the Blue Cut Fire. As expected, particularly heavy delays (in red) were seen in the initial hours on the I-15 approaches to the Pass, which primarily spread to US 395 and Phelan Road toward SR-138 on the north side and SR-210 on the south side. Challenges on SR-18, SR-247 and SR-62 were documented later in the incident.
5. Supplemental traffic modeling was conducted using the San Bernardino Transportation Analysis Model calibrated with 2019 traffic data. A major closure scenario was modeled, assuming the closure of I-15 through the Cajon Pass and no use of the mountain routes. Exhibit 2 below shows the increases in daily traffic volume on routes to the east and west of the Cajon Pass and reductions of daily traffic volume on I-15. The modeling showed:
  - a. Rerouted traffic was concentrated along state highways such as SR-247, SR-62, and SR-18 in the High Desert and SR-14 in the County of Los Angeles. The model assumes that all drivers still make the trip to their original destination, but just by a different route. In reality, we expect some drivers (both car and truck) to assess the situation and decide not to make the trip at all or simply pause their trip and wait for a better time to travel.
6. The simulated closure produced a roughly 50-50 split of increased traffic to the east and west of I-15 at the Cajon Pass, as documented in Exhibit 2 below. The importance of model data at this point is to show the high-level distribution of rerouted traffic to the east/west and potential spillover to local roads from a complete closure of I-15 in the Cajon Pass. Note: The model distributes traffic based on standard capacity-balancing parameters and does not reflect any specific trip/route detours, restrictions, or diversions/cancellations. Localized traffic impacts (queueing, bottlenecks, or roadway improvements) will be looked at in detail as the effort progresses.



5:00pm – August 16, 2016

**Traffic Changes**  
 Direction of Change  
 — Decrease in Volume  
 — Increase in Volume  
 0 5 10 15  
 Miles

## 1. Incident Response and Reporting

- 4



- b. No single “Cajon Pass Closure Plan” exists, but a layered set of plans and actions would be activated between federal, state, local, and military documents. Disaster response plans broadly acknowledge I-15 (and the Cajon Pass) as a critical transportation and logistics corridor. Additionally, most agencies follow a general protocol, procedure, or plan when responding to events – either federal, state, local, and/or internal. While the general guidance is helpful, much of the response is reflex-like, utilizing past experience and training, and driven by the most pressing need. Agencies noted real-world scenarios and training exercises as being valuable learning experiences.
  - i. Several Emergency Operations Plans exist at the federal, state, and county levels. Furthermore, California OES provides general guidance for catastrophic incident planning through the “California Catastrophic Incident Base Plan: Concept of Operations” and more detailed guidance in the “Southern California Catastrophic Earthquake Plan, 2022.”
  - ii. CHP follows its internal Emergency Incident Planning Manual and utilizes their standard communication equipment and protocols. Checklists are available for certain events (earthquakes, floods, etc.), but traffic management is handled on a case-by-case real-time basis.
  - iii. Caltrans does not have a plan specific to the Cajon Pass but has experience from and plans for other facilities they can leverage. General guidance is provided by their Emergency Operations Plan.
  - iv. County OES has general frameworks for certain events (earthquakes, floods, landslides, etc.) but no formal process or traffic management component. Any routing plans, if developed, are generally kept private so the most up-to-date version may be deployed with minimal public confusion due to a previous version. OES is currently conducting audits of key elements of their response frameworks.
- c. Traffic management for incidents is generally handled based on field conditions (using the extensive knowledge of the area by response agencies, best practices, past personal experiences of key personnel, professional judgement etc.). The response agencies provide substantial discretion to field personnel because every emergency situation is different, and there are many variables (time of day, exact location and direction of incident, type of incident, expected duration of closure, etc.). The CHP is generally the first responder to an incident along the state highway system and initiator of communications regarding closure. The CHP dispatch office is co-located with the Caltrans Traffic Management Center so communication between CHP and Caltrans is easy to establish and relatively frictionless. A mobile unified command center with federal, state and local partners may also be strategically established in the field depending on the needs of the incident. Caltrans then relays traffic information directly to the public through changeable message signs (CMS) and indirectly through online map apps that reference Caltrans QuickMap data and system sensor data (PeMS).
  - i. For disaster events, OES expects that roads will initially be closed for emergency vehicle access only. While CHP oversees the re-opening of lanes on I-15, there are procedural requirements for certain events that can dictate the pace of re-opening lanes.

- ii. There is need to formalize agreements with mapping platforms such as Waze, Google, and Apple to flag closures in real-time so that system users can be directed to vetted detours.
- iii. There is potential need to integrate the Emergency Bypass Strategy into the County of San Bernardino's Joint Information System (JIS) structure. The JIS includes the Telephone Emergency Notification System (TENS), the San Bernardino Ready App, and activation protocols for the Joint Information Center (JIC), which is coordinated by OES.
- iv. More formalized alert and warning processes can enhance public communications during rapidly evolving emergencies.

## **2. Communications**

- a. CHP, Caltrans, County Fire, CAL FIRE, and other emergency service personnel know the area well and are typically able to rapidly establish lines of communication and collaborate on incident responses that both protect public safety and "minimize the pain" brought about by major incidents, to the extent possible. That said, there is no way to replace the traffic capacity of I-15 through the Cajon Pass, which carries approximately 200,000 cars and trucks each weekday. Major delays are inevitable.
- b. The CHP has found that "X" (formerly "Twitter") is now one of the most efficient methods of getting information to the media about major incidents. Critical pieces of information include the route, direction, exact location, and potential duration and nature of the incident. From this, many drivers (especially the local ones) can make their own decisions about routing.
- c. There may be an opportunity to more formally align the Emergency Bypass Strategy with the San Bernardino County Emergency Operations Plan Annexes. This could help ensure that OES has all the plans necessary for training purposes. Doing so will provide an opportunity to establish and align clear activation thresholds and protocols for OES engagement during a prolonged or multi-agency incident.
- d. Establishing Points of Distribution for situations of mass care and standings would require coordination with other San Bernardino County agencies, such as Public Health, Behavioral Health, and Human Services. This cross-agency planning is typically led by OES and would promote greater effectiveness and equity in service delivery during major incidents.

## **3. Detours and Routing**

- a. The destinations of drivers approaching the Cajon Pass vary widely. The best alternate route for drivers from the City of Las Vegas to the City of Los Angeles will be very different than for drivers traveling from the City of Las Vegas to the City of Palm Springs, for example. Therefore, recommending specific alternate routes to the public may actually result in routes that are not optimal for significant portions of those unfortunate enough to be caught in a Cajon Pass backup. The best route depends on their destination.
- b. Driver familiarity ranges from very familiar to unfamiliar. CHP noted that they, and likely other commuters, have used the mountain routes and are generally familiar/comfortable

with them but non-commuters may experience difficulties. Additionally, SR-18 is a common route for vehicles from I-15 to SR-247.

- c. While Caltrans has previously developed a set of alternate route maps that could be used for diversion of traffic depending on location and direction of an incident, the maps generally presumed that the diversions would be more localized. Thus, they were not found to be as useful for major incidents in the Cajon Pass, where multiple alternate routes (both long and short) are needed to handle traffic. Displaying accurate information on changeable message signs and information through the media allow drivers to make the choices that are in their own best interest, recognizing that no alternate route will be as fast as an incident-free Cajon Pass.
- d. Real-time route mapping apps are now relied upon heavily by the public. While not everyone will be able to safely access this information enroute to their destination, once they learn of a major incident in the Cajon Pass, typically enough of the cars or trucks will be able to plan an alternate route on their own to partially reduce the impact. This helps reduce the volume of traffic approaching the incident site and get stuck in local traffic.

### **Draft Cajon Pass Emergency Bypass Strategy**

In light of this, a proposed traffic management strategy for major Cajon Pass incidents is as follows:

1. Build on all the elements and lessons learned highlighted above: (e.g. provide accurate and timely information on Cajon Pass incidents to the public and anticipate that many drivers will find an alternate route that is best for their own destination and individual conditions).
2. Meet the varying needs of all responding agencies:
  - a. DPW: Mitigation of congestion on San Bernardino County roads.
  - b. CHP: Public safety and accessibility to support response times.
  - c. OES: Availability of emergency access/supply routes.
  - d. Caltrans: Continuity of service on State roadways.
3. Establish a Food and Water Point of Distribution plan for incidents which leave motorists stranded for long periods of time.
  - a. Identify equipment (gators, quads, etc.) in the Operational Area that can be utilized on shoulders to set out water and food for any stranded motorists.
  - b. Coordinate with other San Bernardino County agencies, including Public Health, Behavioral Health, and Human Services.
4. Work with businesses along the transportation corridors such as gasoline stations, motels, towing companies and others that can provide resources to support incident management or recovery.
5. Reduce overall traffic demand during an incident by engaging with large trip generators/attractors (e.g., Las Vegas Convention and Visitors Authority, etc.). By engaging these organizations, the strategy aims to inform travelers early and direct them to alternate routes, reducing the volume of vehicles entering the Cajon Pass closure area.

6. Improve capacity and traffic operations at key bottlenecks on the alternate routes most often used during major Cajon Pass incidents. Alternate routes can become overloaded very quickly, and individual intersections can become serious bottlenecks that constrain flow for the entire route. An initial analysis of prior major incidents has suggested a set of locations that should be further examined for capacity enhancement or operational improvement. Preliminary examples in the High Desert include: I-15 at SR-138; I-15 at SR-18 south; I-15 at SR-18 north; SR-62 at SR-247; SR-247 at SR-18; SR-18 at US 395; SR-138 at Phelan Road. Phase 2 of the Emergency Bypass Study will look at what can be done in the SR-247/62 corridor overall, to make the use of that alternate as safe and efficient as possible.
7. Address other operational and capacity constraints along alternate routes or at intersections. Examples include: widening shoulders, upgrading/modifying intersection control, signal optimization and coordination, adding/extending turn lanes, providing consistent lane configurations, and mitigating overlaps/convergence of traffic.
8. Explore use of Intelligent Transportation System infrastructure along State roadways including SR-247/62 in order to support traffic monitoring and management systems such as Closed Circuit Television, CMS, adaptive traffic control, and emergency vehicle preemption.
9. There is a tendency to think primarily of the southbound drivers from the High Desert when it comes to alternate routing, because of the sense of isolation from the Southern California region. But an equivalent amount of traffic goes northbound. For drivers in the Los Angeles (LA) Basin seeking to continue on I-15 north toward the Victor Valley and beyond, the mountain roads are not particularly good choices, but they may still be the best for certain destinations. Longer distance drivers that would have used I-40 may instead divert to I-10 toward Phoenix. Unfortunately, alternate routes from the LA basin to the City of Las Vegas via I-15 are very limited, and mapping apps can be immensely helpful if information on Cajon Pass closures is available early enough before approaching the Pass.
10. Regarding mapping apps, agencies should develop relationships with real-time traffic mapping providers wherein for major incidents they can be notified by CHP or Caltrans to designate Cajon Pass closure locations in real time. This will increase the share of accurate re-routings provided to drivers that would have otherwise been using the Cajon Pass.
11. Support agency integration into the Joint Information System (JIS) structure. The JIS includes the TENS, the San Bernardino Ready App, and activation protocols for the JIC, which is coordinated by OES.
12. Given the success with sharing incident information with the media through “X,” agencies may also want to consider establishing relationships with trucking companies for CHP to share incident information on “X.” Other traditional methods such as radio and television will be important as well. A key focus will be supporting trucking companies in disseminating this information to their drivers in a timely way since some of the routes are not well-suited to large volumes of heavy-duty truck travel.
  - a. Identify and socialize the AM radio stations that have information for any residents stranded on these roadways.
  - b. Utilize the Telephone Emergency Notification System (TENS) by using a geo-fence to send Wireless Emergency Alerts to all affected cell phones.

13. For longer term incidents, deploy portable CMS at strategic locations in advance of key alternate route exit points to advise of incident locations.
14. For ultra-long closures of I-15 (such as might be caused by an earthquake on the San Andreas Fault, which bisects the Cajon Pass), coordinate information dissemination not only with adjacent regions but adjacent states. A key part of the strategy will be to support interagency coordination in the form of resource allocation, communications protocols, command structures, and traffic management.
15. For non-critical, localized events:
  - a. Assess opportunities for vehicle turnarounds and parallel bypass routes that do not exist today. For example, reconnecting Cajon Boulevard between SR-138 and the ramps at Cajon Boulevard and I-15 to the south could play a critical future role to relieve congestion in the event of I-15 closures. While this would be a challenging project, the closure of this gap in Cajon Boulevard could greatly assist traffic management on major incidents south of SR-138.
  - b. Assess the feasibility of implementing measures such as dynamic medians, dynamic shoulders, and contraflow lanes (i.e. safely allow flows of southbound traffic in the northbound lanes, and vice versa), in extreme, long-term cases. A dynamic median was activated several years ago with the loss of a bridge on I-10 east of the Coachella Valley.
16. Establish direct notification channels with major freight and logistics partners (dispatch centers, industry associations)
17. Identify and prioritize infrastructure reinforcements: shoulders, turn lanes, pullouts for enforcement or disabled vehicles.
18. Conduct tabletop exercises with Caltrans, County Fire, OES and DPW, and CHP focused on contraflow or one-way routing scenarios.

It should be noted that many of these strategies apply not only to the Cajon Pass but also to other major routes that can be impacted by major incidents. For any of these events, there can be a major economic impact: for commuters struggling to access their employment sites, for truckers delivering time-sensitive goods, and for carrying on commerce in general. Investing in the improvement of some strategic locations can help to lessen that impact. Furthermore, coordinating these improvements with ongoing or planned projects will be important. However, as noted previously, there is no set of alternate routes that can fully replace the Cajon Pass.

## Next Steps

This summary is being disseminated to provide the highlights of what has been learned in the Emergency Bypass Study thus far. The bullets below indicate where the study stands and what can be expected as it moves forward. The project must be completed by June, 2026.

- **Part 1 - Emergency Bypass Strategy**
  - Identify key routes for study (complete)
  - Assess/model traffic data (analysis of existing conditions complete; also modeling future conditions)
  - Evaluate operational impact, overall strategy, and potential solutions (in review)

- Develop set of improvements and actions (in progress)
- Draft/final report (in progress)
- **Part 2 - Feasibility Study**
  - Develop concepts and planning-level cost estimates for improvements to selected bottlenecks and key alternate routes
  - Assess feasibility of and bundle improvements
  - Develop phasing and implementation plan
  - (Optional) – Identify data gaps for emergency response services
  - (Optional) – Determine appropriate opportunities to support data gathering efforts
  - (Optional) – Facilitate meetings with emergency response services to improve off-system resiliency efforts to support evacuation, response and recovery efforts.
  - Draft/final study

## ***Minute Action***

AGENDA ITEM: 7

***Date:*** June 12, 2025

***Subject:***

Measure I - Toolkit

***Recommendation:***

Receive information regarding the Measure I toolkit.

***Background:***

Measure I, the half-cent sales tax in San Bernardino County, has been a critical part of the San Bernardino County Transportation Authority's (SBCTA) ability to deliver transportation infrastructure improvements to the businesses, residents, and commuters of our region. As we enter our 35th year of utilizing the resources from the voter-approved Measure I half-cent funding, SBCTA wants to share the successes of this program with those who have entrusted us as good stewards.

To achieve this goal, an educational program is being rolled out throughout the county to showcase the key accomplishments associated with Measure I. This includes regional capital improvement projects as well as the repair and expansion of local streets and roads. Measure I continues to pay dividends from the voters' investment.

As a part of the educational program, we are developing a Measure I Communications Tool Kit. This initiative aims to empower representatives from the 25 different jurisdictions within the county. To achieve this, SBCTA has created a series of messaging tools to help share a consistent message about Measure I.

- Key messages
- Fact sheets
- Short videos
- Social media content
- Graphics and logos
- Web links

The Measure provides unique benefits to each jurisdiction, but it is also important for the county, as a whole, that we continue to share our successes with one another. The goal of the tool kit is to celebrate all that Measure I has brought to our county, and to recognize and publicize the value and powerful impact of this local resource as we look to the next generation of our transportation network.

***Financial Impact:***

This item has no financial impact on the adopted Budget for Fiscal Year 2025/2026.

***Reviewed By:***

This information was presented to the City/County Managers' Technical Advisory Committee on June 5, 2025. This item is scheduled for review by the Mountain/Desert Policy Committee on June 20, 2025.

*Entity: San Bernardino County Transportation Authority*

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***Responsible Staff:***

Otis Greer, Director of Legislative and Public Affairs

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San Bernardino County Transportation Authority

Approved  
Board of Directors Metro Valley Study Session  
Date: June 12, 2025  
Witnessed By:



## ***Minute Action***

### AGENDA ITEM: 8

***Date:*** June 12, 2025

***Subject:***

Capital Project Needs Analysis Submittals and Funding Allocations for the Measure I Valley Major Street Program/Arterial Sub-Program for Fiscal Year 2025/2026

***Recommendation:***

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

Approve the Project List for the Measure I Valley Major Street Program/Arterial Sub-program allocations for Fiscal Year 2025/2026.

***Background:***

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

Additionally, as required by policy, Valley jurisdictions must prepare, adopt, and annually submit to SBCTA by September 30<sup>th</sup>, their Capital Project Needs Analysis (CPNA), a list of projects for which they plan to request reimbursement of the public share in the next five years, as shown in Attachment A. Projects listed in the first two years or shown as having any unreimbursed expenditures from prior years are eligible for reimbursement in Fiscal Year (FY) 2025/2026. Besides identifying the need for Measure I funds by project phase, the complete submittal also lists other anticipated funding sources, including the required development mitigation fair share funds.

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

The Arterial Sub-program current year funding allocations were approved by the Board on April 2, 2025, as part of the FY 2025/2026 Budget planning process. Attachment B shows the Board-approved total allocations to date, project reimbursements to date, and arterial funds identified as collateral for development share term loans. Since FY 2021/2022, adjustments have been made to each city's share over a 15-year period to achieve fair share equity between actual program revenue and approved allocations among jurisdictions. Also listed as additional

*Entity: San Bernardino County Transportation Authority*

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

***Financial Impact:***

The adopted Budget for Fiscal Year 2025/2026 includes sufficient Valley Arterial Sub-Program funds for new and ongoing projects to support this allocation in Program 50, Fund Administration.

***Reviewed By:***

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

***Responsible Staff:***

Marc Lucius, Management Analyst II

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Approved  
Board of Directors Metro Valley Study Session  
Date: June 12, 2025

Witnessed By:

San Bernardino County Transportation Authority

**CAPITAL PROJECT NEEDS ANALYSIS**  
**VALLEY ARTERIAL SUB-PROGRAM - FY2025/2026 to FY2029/2030**

Jurisdiction	Project	DEV LOAN?	5-YR Advance	Nexus Project Cost	Current Cost Estimate	MI Prior	MI FY 25/26	MI FY 26/27	MI FY 27/28	MI FY 28/29	MI FY 29/30	MI Future	MI Total
Chino	Widen Edison Ave from Central Ave to Euclid Ave from 4 to 6 lanes			12,407,000	16,200,000	2,000,000	0	0	0	0	0	0	2,000,000
	Widen Pine Ave from El Prado Rd to SR-71 from 2 to 4 lanes		Yes	39,292,000	74,000,000	1,833,830	1,724,000	10,483,187	8,638,983	0	0	0	22,680,000
	Widen Pine Avenue from Hellman Avenue to Euclid Avenue from 2 to 6 lanes			7,355,000	45,300,000	0	0	4,432,576	4,432,576	0	0	0	8,865,152
						<b>3,833,830</b>	<b>1,724,000</b>	<b>14,915,763</b>	<b>13,071,559</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33,545,152</b>
Chino Hills	Widen Pine Ave from SR-71 to Chino Creek (north side only)			4,201,000	4,201,000	0	0	2,789,884	0	0	0	0	2,789,884
	Soquel Canyon Pkwy/Peyton Dr Connection - construct 2 lanes from Soqual Cyn Pkwy to Peyton Dr at Woodview Rd			16,000,000	16,000,000	0	0	253,834	0	0	0	0	253,834
						<b>0</b>	<b>0</b>	<b>3,043,718</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,043,718</b>
Colton	Improvement of La Cadena Dr from Rancho Ave to Iowa Split including bridge replacement at Santa Ana River			3,696,215	26,173,958	234,497	616,719	616,719	616,719	0	0	0	2,084,654
	Widen and realign Reche Cyn Rd from Washington St (Hunts Ln) to City Limits from 2 to 4 lanes			6,782,000	5,669,970	50,754	44,556	180,954	180,954	180,954	0	0	638,172
	Widen Mount Vernon Ave Bridge over UPRR			4,800,000	17,662,602	315,199	533,699	533,699	533,699	0	0	0	1,916,296
						<b>600,450</b>	<b>1,194,974</b>	<b>1,331,372</b>	<b>1,331,372</b>	<b>180,954</b>	<b>0</b>	<b>0</b>	<b>4,639,122</b>
Fontana	Widen Sierra Ave from Summit Av to I-15			12,857,000		95,139	0	0	0	0	0	0	95,139
	Widen Foothill Blvd from Hemlock to Almeria from 4 to 6 lanes			16,522,000		2,609,814	0	0	0	0	0	0	2,609,814
	Widen Sierra Ave from Foothill Blvd to Baseline Ave from 4 to 6 lanes			14,377,000	21,343,063	11,286,653	0	0	0	0	0	0	11,286,653
	Widen Slover Ave from Etiwanda Ave to 800' e/o Etiwanda from 2 to 4 lanes			9,643,000	13,147,629	5,563,638	0	0	0	0	0	0	5,563,638
	Citrus Avenue Widening at SR-210			1,195,000	620,000	420,980	0	0	0	0	0	0	420,980
	Widen Cherry Ave from Baseline Ave. to Highland Ave. from 4 to 6 lanes			5,625,000	1,950,000	1,302,865	0	0	0	0	0	0	1,302,865
	Widen Walnut Ave from I-15 to San Servaine from 2 to 4 lanes			5,806,000	1,950,000	1,345,235	0	0	0	0	0	0	1,345,235
	Intersection widening and traffic signal installation at Santa Ana Ave and Juniper Ave			12,857,000	870,000	590,730	0	0	0	0	0	0	590,730
	Widen Foothill Blvd from Citrus Ave to Maple Ave from 4 to 6 lanes.			11,601,000	21,608,343	230,860	0	0	0	0	0	0	230,860
						<b>23,445,914</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23,445,914</b>
Fontana Sphere	Widen Cherry Ave Bridge from Merrill Ave to Whittram from 4 to 6 lanes			10,200,000	10,957,067	584,205	0	0	0	0	0	5,803,765	6,387,970
	Widen San Bernardino Ave from Cherry Ave to Fontana City Limits from 2 to 4 lanes			16,000,000	15,599,600	121,464	1,728,537	6,949,185	0	0	0	0	8,799,186
						<b>705,669</b>	<b>1,728,537</b>	<b>6,949,185</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,803,765</b>	<b>15,187,156</b>
Grand Terrace	Extend Commerce Way from 900' n/o DeBerry Rd to Main St from 0 to 4 lanes			6,185,000		1,186,430	876,500	0	0	0	0	0	2,062,930
						<b>1,186,430</b>	<b>876,500</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,062,930</b>
Highland	SR-210 / Baseline Interchange - term loan; cash flow estimated by SBCTA	Yes		13,260,000	31,730,814	0	200,000	200,000	50,000	0	0	0	450,000
	Victoria Avenue Improvements Project			6,549,000	9,986,000	268,000	268,000	0	0	0	0	0	536,000
						<b>268,000</b>	<b>468,000</b>	<b>200,000</b>	<b>50,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>986,000</b>

**CAPITAL PROJECT NEEDS ANALYSIS**  
**VALLEY ARTERIAL SUB-PROGRAM - FY2025/2026 to FY2029/2030**

Jurisdiction	Project	DEV LOAN?	5-YR Advance	Nexus Project Cost	Current Cost Estimate	MI Prior	MI FY 25/26	MI FY 26/27	MI FY 27/28	MI FY 28/29	MI FY 29/30	MI Future	MI Total
Loma Linda	Intersection Improvements at Mound St and Anderson St			1,000,000	1,568,300	0	330,970	628,830	0	0	0	0	959,800
	Widen California St from Barton Rd to Redlands Blvd from 2 to 6 lanes			4,100,000	12,686,679	0	956,995	0	1,563,935	0	0	0	2,520,931
	Install traffic signal at Barton Rd & Benton St			235,632	242,112	0	0	148,172	0	0	0	0	148,172
						0	1,287,965	777,002	1,563,935	0	0	0	3,628,903
Montclair	I-10 / Monte Vista Ave interchange - term loan; cash flow estimated by SBCTA	Yes	Yes	32,219,539		0	1,990,241	0	0	0	0	0	1,990,241
						0	1,990,241	0	0	0	0	0	1,990,241
Ontario	Spot Widen Airport Dr from Kettering to Etiwanda Ave from 2 to 4 lanes, including intersection at Etiwanda/Slover			5,270,000		1,634,972	225,625	0	0	0	0	0	1,860,596
	Widen Holt Blvd from Benson Ave to Vineyard Ave from 4 to 6 lanes (Holt/Grove Intx)			50,898,000	9,143,990	2,681,592	2,116,294	0	0	0	0	0	4,797,886
	Replace 4th St structure between I-10 westbound ramps and I-10 eastbound ramps and widen to 5 lanes - cashflow estimated by SBCTA	Yes	Yes	20,758,000	22,336,447	0	913,167	0	0	0	0	0	913,167
	Widen Grove Ave from I-10 to Holt Blvd from 4 to 6 lanes, Including W. Cuc. Creek Bridge			37,894,000	9,143,990	2,681,592	2,116,294	0	0	0	0	0	4,797,886
	Widen Holt Blvd from Benson Ave to Vineyard Ave from 4 to 6 lanes (Holt/Mtn Intx)			2,631,000	5,074,509	77,840	0	0	0	0	0	0	77,840
	Widen Mountain Ave from Sixth Street to s/o Holt Blvd			2,631,000	5,074,509	77,840	0	0	0	0	0	0	77,840
						7,153,835	5,371,380	0	0	0	0	0	12,525,214
Rancho Cucamonga	Widen Wilson Ave from East Ave to Wardman Bullock from 0 to 4 lanes			10,567,000	7,434,218	3,199,098	0	0	0	0	0	0	3,199,098
	Construct a Traffic Signal at the Intersection of Milliken and 5th			481,000	738,737	526,720	0	0	0	0	0	0	526,720
	Construct a Traffic Signal at the Intersection of Rochester and Jersey			481,000	738,737	526,720	0	0	0	0	0	0	526,720
	Widen Victoria Ave from EHS to I-15			554,000	412,341	293,999	0	0	0	0	0	0	293,999
	Construct a Traffic Signal at the Intersection of East and Miller			481,000	738,737	526,720	0	0	0	0	0	0	526,720
	Construct a Traffic Signal at the Intersection of 6th and Rochester			481,000	738,737	526,720	0	0	0	0	0	0	526,720
	Construct a Traffic Signal at the Intersection of Carnelian and Banyan			539,000	600,297	428,012	0	0	0	0	0	0	428,012
	Construct a Traffic Signal at the Intersection of 6th and Hellman			617,000	1,081,710	771,973	0	0	0	0	0	0	771,973
	Construct a Traffic Signal at the Intersection of 6th and Utica			539,000	595,946	424,910	0	0	0	0	0	0	424,910
						7,224,872	0	0	0	0	0	0	7,224,872
Redlands	Construct a Traffic Signal at the Intersection of Wabash Ave and Citrus Ave			870,000	870,000	0	0	0	92,280	576,750	0	0	669,030
	Construct a Traffic Signal at the Intersection of Wabash Ave and 5th Ave			885,000	885,000	0	0	0	0	96,125	584,440	0	680,565
	Construct a Traffic Signal at the Intersection of Dearborn St and Citrus Ave			800,000	800,000	0	0	76,900	538,300	0	0	0	615,200
	Widen Citrus Ave from Dearborn St to Wabash Ave from 2 to 4 lanes			1,500,000	1,500,000	0	1,153,500	0	0	0	0	0	1,153,500
						0	1,153,500	76,900	630,580	672,875	584,440	0	3,118,295

**CAPITAL PROJECT NEEDS ANALYSIS**  
**VALLEY ARTERIAL SUB-PROGRAM - FY2025/2026 to FY2029/2030**

Jurisdiction	Project	DEV LOAN?	5-YR Advance	Nexus Project Cost	Current Cost Estimate	MI Prior	MI FY 25/26	MI FY 26/27	MI FY 27/28	MI FY 28/29	MI FY 29/30	MI Future	MI Total
<b>Rialto</b>	Construct Pepper Ave from N. Terminus to Highland Ave to 4 lanes			25,098,000	15,022,010	8,878,008	0	0	0	0	0	0	8,878,008
	Widen Riverside Ave from Gateway Plaza to San Bernardino Ave from 4 to 6 lanes			1,505,000	4,780,875	2,825,497	0	0	0	0	0	0	2,825,497
	Construct a Traffic Signal at the Intersection of Riverside and Linden with intersection improvements			792,000	888,254	524,958	0	0	0	0	0	0	524,958
	Widen Alder Ave from Baseline Rd to Renaissance Pkwy from 2 to 4 lanes			9,022,000	8,272,659	4,889,141	0	0	0	0	0	0	4,889,141
	Widen Ayala Dr from Baseline Rd to Renaissance Pkwy from 2 to 4 lanes			7,554,000	6,298,766	4,087,120	0	0	0	0	0	0	4,087,120
	Widen Cactus Ave from Valley Blvd to Foothill Blvd from 3 to 4 lanes			774,000	481,229	284,406	0	0	0	0	0	0	284,406
	Widen Randall Ave from Cactus Ave to Riverside Ave from 2 to 4 lanes			745,000	4,284,491	2,532,134	0	0	0	0	0	0	2,532,134
						<b>24,021,264</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24,021,264</b>
<b>San Bernardino, City of</b>	Reconstruct Mt Vernon Bridge to 4 lanes (local match)		Yes	19,525,000	242,417,534	7,132,830	5,730,806	504,098	0	0	0	0	13,367,734
	Widen "H" St from Kendall Dr to 40th St from 2 to 4 lanes		Yes	7,500,000	7,500,000	77,188	0	0	0	0	0	0	77,188
	Widen State Street from 16th St to Baseline St from 0 to 4 lanes		Yes	8,479,000	9,000,000	4,541,832	0	0	0	0	0	0	4,541,832
	Widen 40th St from Acre Ln to Electric Ave from 2 to 4 lanes		Yes	8,500,000	8,500,000	35,009	0	0	866,560	3,380,000	0	0	4,281,569
						<b>11,786,859</b>	<b>5,730,806</b>	<b>504,098</b>	<b>866,560</b>	<b>3,380,000</b>	<b>0</b>	<b>0</b>	<b>22,268,323</b>
<b>San Bernardino Sphere</b>	Widen State Street from Adams St to Nolan St from 2 to 4 lanes			6,750,000	4,000,000	529,449	517,533	516,780	1,512,238	0	0	0	3,076,000
						<b>529,449</b>	<b>517,533</b>	<b>516,780</b>	<b>1,512,238</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,076,000</b>
<b>Upland</b>	Widen Arrow Hwy from County Line to Central Ave from 2 to 4 lanes			2,874,000	1,870,000	0	0	0	0	913,220	0	0	913,220
	Widen Foothill Blvd from County Line to Central Ave from 2 to 6 lanes			5,900,000	5,900,000	432,543	0	0	0	0	0	0	432,543
						<b>432,543</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>913,220</b>	<b>0</b>	<b>0</b>	<b>1,345,763</b>
<b>Yucaipa</b>	Widen 5th St from Yucaipa Bl to County Line Rd from 2 to 4 lanes		Yes	8,059,000	2,030,000	1,402,000	0	0	0	0	0	0	1,402,000
	Widen Ave E from 14th St to Bryant St from 2 lanes to 4 lanes		Yes	26,968,000	9,053,000	6,208,000	0	0	0	0	0	0	6,208,000
	Widen Calimesa Bl from Oak Glen Rd to County Line Rd from 2 to 4 lanes		Yes	4,804,000	6,767,000	1,740,000	0	750,000	1,500,000	750,000	0	0	4,740,000
	Widen County Line Rd from I-10 to Calimesa Blvd from 2 to 4 lanes		Yes	699,000	10,002,000	6,869,000	0	0	0	0	0	0	6,869,000
	Widen Yucaipa Bl from I-10 to 15th St from 4 to 6 lanes		Yes	20,248,000	16,545,000	9,861,000	0	700,000	700,000	700,000	0	0	11,961,000
						<b>26,080,000</b>	<b>0</b>	<b>1,450,000</b>	<b>2,200,000</b>	<b>1,450,000</b>	<b>0</b>	<b>0</b>	<b>31,180,000</b>
<b>Total</b>						<b>\$ 107,269,115</b>	<b>\$ 22,043,436</b>	<b>\$ 29,764,818</b>	<b>\$ 21,226,244</b>	<b>\$ 6,597,049</b>	<b>\$ 584,440</b>	<b>\$ 5,803,765</b>	<b>\$ 193,288,867</b>

## ATTACHMENT B

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

	SHARES	ALLOCATIONS	BALANCES		SPECIAL ARRANGEMENTS		CPNA			
Jurisdiction	Current Equitable Share*	FY10/11 thru FY25/26	Reimbursements FY10/11 thru 5/5/25	Allocation Balance	Approved Advances @ 5/5/25	Term Loan Collateral @ 5/5/25	Balance PLUS Anticipated Revenue FY26/27 thru FY29/30	Balance of Equitable Share Due in FY29/30	Total "Needs" from CPNA FY25/26 thru FY29/30 (incl loan collateral)	Total "Needs" thru FY29/30 when limited by 5-yr rule thru FY34/35
Chino	7.591%	\$24,294,535	\$298,946	\$23,995,589	\$12,747,348		\$33,598,578	\$708,207	\$33,545,152	\$33,545,152
Chino Hills	2.194%	\$3,185,579	\$0	\$3,185,579			\$3,185,579	-\$1,174,460	\$3,043,718	\$3,043,718
Colton	2.534%	\$8,590,874	\$419,427	\$8,171,446			\$11,524,614	\$412,341	\$4,639,122	\$4,639,122
Fontana	19.400%	\$50,309,124	\$17,365,322	\$32,943,802			\$50,502,865	-\$8,197,661	\$23,445,914	\$23,445,914
Grand Terrace	1.389%	\$4,709,047	\$151,462	\$4,557,585			\$6,395,608	\$226,023	\$2,062,930	\$2,062,930
Highland	6.777%	\$22,903,499	\$6,246,382	\$16,657,117		\$2,435,439	\$25,602,783	\$1,076,378	\$986,000	\$986,000
Loma Linda	4.074%	\$13,811,846	\$5,243,316	\$8,568,530			\$13,959,534	\$662,936	\$3,628,903	\$3,628,903
Montclair	0.597%	\$2,023,974	\$1,913,734	\$110,240	\$1,078,732	\$1,990,241	\$900,232	\$97,146	\$1,990,241	\$997,378
Ontario	12.272%	\$41,605,052	\$17,381,859	\$24,223,192	\$6,383,764		\$40,462,368	\$1,996,943	\$12,525,214	\$12,525,214
Rancho Cucamonga	5.044%	\$13,870,311	\$5,429,607	\$8,440,705			\$13,614,013	-\$1,219,465	\$7,224,872	\$7,224,872
Redlands	4.854%	\$16,456,235	\$2,112,512	\$14,343,723			\$20,766,878	\$789,860	\$3,118,295	\$3,118,295
Rialto	3.831%	\$12,450,073	\$11,055,088	\$1,394,985			\$6,299,422	\$426,619	\$24,021,264	\$13,305,052
San Bernardino	7.857%	\$26,637,132	\$11,337,116	\$15,300,016	\$14,196,975		\$25,696,953	\$1,278,519	\$22,268,323	\$22,268,323
Upland	2.743%	\$9,299,434	\$3,158,457	\$6,140,977	\$2,029,872		\$9,770,708	\$446,351	\$1,345,763	\$1,345,763
Yucaipa	5.965%	\$18,593,618	\$15,585,426	\$3,008,192	\$9,682,601		\$10,401,757	\$374,710	\$31,180,000	\$21,020,214
County	12.878%	\$43,659,539	\$6,247,171	\$37,412,368			\$54,453,446	\$2,095,554	\$18,263,156	\$18,263,156
Arterial Allocation	100.000%	\$312,399,872	\$103,945,826	\$208,454,046	\$46,119,292	\$4,425,680	\$327,135,338	\$0	\$193,288,867	\$171,420,006

## Additional Information

**BOARD OF DIRECTORS METRO VALLEY STUDY SESSION ATTENDANCE – 2025**  
**VALLEY BOARD MEMBER ATTENDANCE**

<b>Name</b>	<b>Jan</b>	<b>Feb</b>	<b>March</b>	<b>April</b>	<b>May</b>	<b>June</b>	<b>July</b>	<b>Aug</b>	<b>Sept</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
<b>Eunice Ulloa</b> City of Chino				X								
<b>Ray Marquez</b> City of Chino Hills		X	X	X								
<b>Frank Navarro</b> City of Colton		X		X	X							
<b>Aquanetta Warren</b> City of Fontana		X		X	X							
<b>Bill Hussey</b> City of Grand Terrace		X		X	X							
<b>Larry McCallon</b> City of Highland		X	X	X	X							
<b>Ronald Dailey</b> City of Loma Linda		*	X	*	X							
<b>John Dutrey</b> City of Montclair		X	X	X	X							
<b>Alan Wapner</b> City of Ontario			X		X							
<b>L. Dennis Michael</b> City of Rancho Cucamonga		X		X								
<b>Mario Saucedo</b> City of Redlands		X	X	X	X							
<b>Joe Baca</b> City of Rialto		X	X	X	X							
<b>Helen Tran</b> City of San Bernardino		X	X	X	X							
<b>Rudy Zuniga</b> City of Upland												
<b>Judy Woosley</b> City of Yucaipa		X	X	X	X							
<b>Curt Hagman</b> Board of Supervisors		X	X		X							

X = member attended meeting.    \* = alternate member attended meeting.    Empty box = Did not attend meeting    Crossed out box = not a Board Member at the time.  
Shaded box = No meeting

Communication: Attendance (Additional Information)



# BOARD OF DIRECTORS METRO VALLEY STUDY SESSION ATTENDANCE – 2025

## VALLEY BOARD MEMBER ATTENDANCE (Cont.)

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
<b>Dawn Rowe</b> Board of Supervisors		X	X									
<b>Jesse Armendarez</b> Board of Supervisors			X	X								
<b>Joe Baca, Jr.</b> Board of Supervisors		X	X	X	X							

## MOUNTAIN/DESERT BOARD MEMBER ATTENDANCE

<b>Daniel Ramos</b> City of Adelanto				X								
<b>Art Bishop</b> Town of Apple Valley		X	X	X	X							
<b>Timothy Silva</b> City of Barstow		X		*	X							
<b>Rick Herrick</b> City of Big Bear Lake												
<b>Josh Pullen</b> City of Hesperia		*		*	*							
<b>Janet Jernigan</b> City of Needles												
<b>Daniel Mintz, Sr.</b> City of Twentynine Palms												
<b>Debra Jones</b> City of Victorville												
<b>Rick Denison</b> Town of Yucca Valley			X	X								
<b>Paul Cook</b> Board of Supervisors		X	X	X								

X = member attended meeting. \* = alternate member attended meeting. Empty box = Did not attend meeting. Crossed out box = not a Board Member at the time.

MVSSatt24

Shaded box = No meeting

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

**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 <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