



AGENDA
Mountain/Desert Policy Committee

November 15, 2024

9:30 AM

Location

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

TELECONFERENCING WILL BE AVAILABLE AT THE FOLLOWING LOCATION:

Needles City Hall
817 Third Street
Needles, CA 92363

Mountain/Desert Policy Committee Membership

Chair

Debra Jones, Council Member
City of Victorville

Carmen Hernandez, Council Member
City of Barstow

Rick Denison, Council Member
Town of Yucca Valley

Vice Chair

Rebekah Swanson, Mayor Pro Tem
City of Hesperia

Rick Herrick, Council Member
City of Big Bear Lake

Paul Cook, Supervisor
County of San Bernardino

Daniel Ramos, Mayor Pro Tem
City of Adelanto

Janet Jernigan, Mayor
City of Needles

Dawn Rowe, Supervisor
County of San Bernardino

Art Bishop, Mayor Pro Tem
Town of Apple Valley

Joel Klink, Mayor Pro Tem
City of Twentynine Palms

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

AGENDA

Mountain/Desert Policy Committee

November 15, 2024

9:30 AM

Location

SBCTA Office

Mojave Desert Air Quality Management District

14306 Park Avenue, Victorville, CA 92392

TELECONFERENCING WILL BE AVAILABLE AT THE FOLLOWING LOCATION:

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817 Third Street

Needles, CA 92363

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

To obtain additional information on any items, please contact the staff person listed under each item. You are encouraged to obtain any clarifying information prior to the meeting to allow the Board to move expeditiously in its deliberations. Additional "*Meeting Procedures*" and agenda explanations are attached to the end of this agenda.

CALL TO ORDER

(Meeting Chaired by Debra Jones)

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

Public Comment

Brief Comments from the General Public

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

Possible Conflict of Interest Issues

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

1. Information Relative to Possible Conflict of Interest

Pg. 9

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

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

DISCUSSION ITEMS

Discussion - Administrative Matters

2. 2025 Mountain/Desert Policy Committee Meeting Schedule

Pg. 10

Approve the 2025 Mountain/Desert Policy Committee meeting schedule.

Presenter: Betty Pineda

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

Discussion - Project Delivery

3. State Route 62 Sage Avenue to Airway Avenue Improvement Project - Cooperative Agreement with the Town of Yucca Valley for Project Initiation Document and Project Approval and Environmental Document Phases

Pg. 24

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

A. Allocate \$2,000,000 in Measure I Morongo Basin Major Local Highways Program funds for the Project Initiation Document (PID) and Project Approval and Environmental Document (PA/ED) phases of the State Route (SR) 62 Sage Avenue to Airway Avenue Improvement Project in the Town of Yucca Valley.

B. Approve Cooperative Agreement No. 25-1003191 with the Town of Yucca Valley for the PID and PA/ED phases of the SR 62 Sage Avenue to Airway Avenue Improvement Project with a not-to-exceed receivable amount of \$200,000 for SBCTA's Project Management costs.

C. Approve amendments to the Fiscal Year 2024/2025 Budget for Program 50, Fund Administration, Task No. 0550 – Allocations/Pass Through to decrease Measure I Morongo Basin Major Local Highways Program funds (Fund 4530) by \$200,000 and for Program 40, Project Delivery, Task No. 0820 – Freeway Projects to add Measure I Morongo Basin Major Local Highways Program funds (Fund 4530) in the amount of \$200,000.

Presenter: Paul Melocoton

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

4. US 395 Phase 2 Project Preview of the Hearing to Consider Resolution of Necessity for Property interests within the City of Hesperia Pg. 38

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

A. Conduct a public hearing to consider condemnation of real property required for the US 395 Phase 2 Project in the Cities of Hesperia and Victorville.

B. Upon completion of a public hearing, that the Board adopt Resolution of Necessity No. 25-051 authorizing and directing General Counsel, or her designee, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property from: La Belle I, LLC Property (Assessor's Parcel Number 3064-551-07 and 3064-551-08). The resolution must be approved by at least a two-thirds majority.

Presenter: Tracy Escobedo

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel has reviewed this item. The RONs were prepared and reviewed by outside ROW Counsel.

Discussion - Regional/Subregional Planning

5. Draft Strategies for the Long Range Multimodal Transportation Plan

Pg. 46

Receive a presentation on the Draft Long Range Multimodal Transportation Plan and its Strategic Priority Action Plan.

Presenter: Ginger Koblasz

This item is not scheduled for review by any other policy committee or technical advisory committee. This item was reviewed by stakeholder working groups on August 27, 2024 and August 29, 2024 and by the public in virtual meetings on September 17, 2024 and September 19, 2024.

Comments from Board Members

Brief Comments from Board Members

ADJOURNMENT

Additional Information

Attendance

Pg. 67

Acronyms

Pg. 68

Mission Statement

Pg. 70

The next Mountain/Desert Policy Committee meeting is scheduled for December 13, 2024.

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 and office is located at 1170 W. 3rd Street, 2nd 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. La oficina se encuentra en 1170 W. 3rd Street, 2nd 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/ at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed online at that web address. Agendas are also posted at 1170 W. 3rd Street, 1st Floor, San Bernardino at least 72 hours in advance of the meeting.

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

Closed Session Agenda Items – Consideration of closed session items excludes members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the President of the Board or Committee Chair (“President”) will announce the subject matter of the closed session. If reportable action is taken in closed session, the President shall report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item, except Board agenda items that were previously considered at a Policy Committee meeting where there was an opportunity for public comment. Individuals in attendance at SBCTA who desire to speak on an item may complete and turn in a "Request to Speak" form, specifying each item an individual wishes to speak on. Individuals may also indicate their desire to speak on an agenda item when the President asks for public comment. When recognized by the President, speakers should be prepared to step forward and announce their name for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The President or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations. Any individual who wishes to share written information with the Board may provide 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, no later than 5:00 pm the day before the meeting in order to allow sufficient time to distribute the information. Information provided as public testimony is not read into the record by the Clerk. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda. Any consent item that is pulled for discussion shall be treated as a discussion item, allowing further public comment on those items.

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

Disruptive or Prohibited Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the President may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive or prohibited conduct includes without limitation addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, bringing into the meeting any type of object that could be used as a weapon, including without limitation sticks affixed to signs, or otherwise preventing the Board from conducting its meeting in an orderly manner.

Your cooperation is appreciated!

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

Attendance.

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

Basic Agenda Item Discussion.

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

The Vote as specified in the SBCTA Administrative Code and SANBAG Bylaws.

- Each Member of the Board of Directors shall have one vote. In the absence of the official representative, the Alternate shall be entitled to vote. (Note that Alternates may vote only at meetings of the Board of Directors, Metro Valley Study Session and Mountain/Desert Policy Committee.)

Amendment or Substitute Motion.

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

Call for the Question.

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

The Chair.

- At all times, meetings are conducted in accordance with the Chair’s direction.
- These general practices provide guidelines for orderly conduct.
- From time to time, circumstances may require deviation from general practice (but not from the Brown Act or agency policy).
- Deviation from general practice is at the discretion of the Chair.

Courtesy and Decorum.

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

Adopted By SANBAG Board of Directors January 2008

Revised March 2014

Revised May 4, 2016

Revised June 7, 2023

Minute Action

AGENDA ITEM: 1

Date: November 15, 2024

Subject:

Information Relative to Possible Conflict of Interest

Recommendation:

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

Background:

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

Item No.	Contract No.	Principals & Agents	Subcontractors
3	25-1003191	Town of Yucca Valley	None

Item No. 4 – US 395 Phase 2 Project Preview of the Hearing to Consider Resolution of Necessity	
APN#	Principals & Agents
3064-551-07	La Belle I, LLC
3064-551-08	La Belle I, LLC

Financial Impact:

This item has no direct impact on the budget.

Reviewed By:

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

Responsible Staff:

Andrea Zureick, Director of Fund Administration

Approved
Mountain-Desert Committee
Date: November 15, 2024

Witnessed By:

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

Minute Action

AGENDA ITEM: 2

Date: *November 15, 2024*

Subject:

2025 Mountain/Desert Policy Committee Meeting Schedule

Recommendation:

Approve the 2025 Mountain/Desert Policy Committee meeting schedule.

Background:

The San Bernardino County Transportation Authority (SBCTA) Mountain/Desert Policy Committee has established a regular meeting schedule on the third Friday of each month, beginning at 9:30AM, in Victorville at the Mojave Desert Air Quality Management District offices. Although a monthly schedule is adopted, it is acknowledged that when there are not sufficient business items to require a meeting, the meeting will be cancelled. It has also been the practice to modify the meeting date and time when the meeting schedule conflicts with other meetings or holiday schedules. SBCTA staff, however, has been directed to make every effort to minimize deviation from the regular schedule to ensure continuity of meetings and participation.

A proposed 2025 meeting schedule is identified below for approval. Committee members and staff are urged to calendar these meetings for the coming year. Advance confirmation of meetings or cancellation notices are part of SBCTA's standard procedure for meeting preparation. The proposed meeting schedule conforms to the third Friday of each month except where noted.

The proposed 2025 meeting dates are as follows:

January 17, 2025

February 21, 2025

March 21, 2025

April 18, 2025

May 16, 2025

June 20, 2025

July 18, 2025 (**DARK**)

August 15, 2025

September 19, 2025

October 17, 2025

November 21, 2025

December 12, 2025*

**Mountain/Desert Policy Committee will be moved to the second Friday to allow SBCTA staff to prepare the Board of Directors agenda in a timely manner.*

Financial Impact:

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

Reviewed By:

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

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

Mountain-Desert Committee Agenda Item
November 15, 2024
Page 2

Responsible Staff:

Betty Pineda, Executive Assistant

Approved
Mountain-Desert Committee
Date: November 15, 2024

Witnessed By:

San Bernardino Council of Governments
San Bernardino County Transportation Authority

SBCTA / SBCOG 2025 Master Calendar

~ January 2025 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
NOTES: *The Board meeting will be held on the 2 nd Wednesday due to Holiday. **The CCMTAC meeting will be held on the 2 nd Thursday due to Holiday. ***This meeting falls on the 3 rd Wednesday of the month. ****This meeting falls on the 3 rd Thursday of the month.			1 New Year's Holiday	2 SCAG Regional Council	3	4
5	6	7 Orthodox Christmas	8 *Board	9 **City/County Manager's TAC	10	11
12	13	14 Orthodox New Year	15 ***General Policy Committee ***Legislative Policy Committee LAFCO Hearing	16 ****Transit Committee ****Metro Valley Study Session	17 Mt/Desert Policy Committee	18
19	20 Martin Luther King Jr. Holiday	21	22	23	24	25
26	27	28	29 League of CA Cities New Mayors & Council Members Academy	30 League of CA Cities New Mayors & Council Members Academy	31 League of CA Cities New Mayors & Council Members Academy	

Attachment: 2025 Master Meeting Calendar (10948 : 2025 Mountain/Desert Policy Committee Meeting

Board of Directors meetings start at 10:00 a.m.
 General Policy Committee starts at 9:00 a.m.

Legislative Policy Committee starts at 9:30 a.m.
 Transit Committee starts at 9:00 a.m.

Metro Valley Study Session starts at 9:30 a.m.
 Mountain/Desert Committee starts at 9:30 a.m.

SBCTA / SBCOG 2025 Master Calendar

~ February 2025 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1
2	3	4	5 Board	6 SCAG Regional Council	7	8
9	10	11	12 General Policy Committee Legislative Policy Committee	13 Transit Committee Metro Valley Study Session	14	15
16	17 Presidents' Day Holiday	18	19 LAFCO Hearing	20	21 Mt/Desert Policy Committee	22
23	24	25	26	27	28 Ramadan	

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Transit Committee starts at 9:00 a.m.

Metro Valley Study Session starts at 9:30 a.m.
Mountain/Desert Committee starts at 9:30 a.m.

SBCTA / SBCOG 2025 Master Calendar

~ March 2025 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 NACo Legislative Conference Ramadan
2 NACo Legislative Conference Ramadan	3 NACo Legislative Conference Ramadan	4 NACo Legislative Conference Ramadan	5 Board Ramadan	6 City/County Manager's TAC SCAG Regional Council Ramadan	7 Ramadan	8 Ramadan
9 Daylight Savings Time Begins Ramadan	10 Ramadan	11 Ramadan	12 General Policy Committee Legislative Policy Committee Ramadan	13 Transit Committee Metro Valley Study Session Ramadan	14 Ramadan	15 Ramadan
16 Ramadan	17 Ramadan	18 Ramadan	19 LAFCO Hearing Ramadan	20 Ramadan	21 Mt/Desert Policy Committee Ramadan	22 Ramadan
23 Ramadan	24 Ramadan	25 Ramadan	26 Ramadan	27 Laylat al-Qadr Ramadan	28 Ramadan	29 Ramadan
30	31 Cesar Chavez Day					

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 Transit Committee starts at 9:00 a.m.

Metro Valley Study Session starts at 9:30 a.m.
 Mountain/Desert Committee starts at 9:30 a.m.

SBCTA / SBCOG 2025 Master Calendar

~ April 2025 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2 Board	3 SCAG Regional Council	4	5
6	7	8	9 General Policy Committee Legislative Policy Committee	10 Transit Committee Metro Valley Study Session	11	12 Passover
13 Passover	14 Passover	15 Passover	16 LAFCO Hearing Passover	17 Passover	18 Mt/Desert Policy Committee Good Friday Passover	19 Passover
20 Easter Passover	21	22	23	24	25	26
27	28	29	30			

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Transit Committee starts at 9:00 a.m.

Metro Valley Study Session starts at 9:30 a.m.
Mountain/Desert Committee starts at 9:30 a.m.

SBCTA / SBCOG 2025 Master Calendar

~ May 2025 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
NOTES: *City/County Manager's TAC cancelled due to conflict with SCAG General Assembly. **This meeting falls on the 3 rd Thursday of the month.				1 *City/County Manager's TAC (CANCELLED) SCAG Regional Council SCAG General Assembly	2 SCAG General Assembly	3
4	5	6	7 Board	8 City/County Conference (Tentative)	9 City/County Conference (Tentative)	10
11	12	13	14 General Policy Committee Legislative Policy Committee	15 **Transit Committee **Metro Valley Study Session	16 Mt/Desert Policy Committee	17
18	19	20	21 LAFCO Hearing	22	23	24
25	26 Memorial Day Holiday	27	28	29	30	31

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 Transit Committee starts at 9:00 a.m.

Metro Valley Study Session starts at 9:30 a.m.
 Mountain/Desert Committee starts at 9:30 a.m.

SBCTA / SBCOG 2025 Master Calendar

~ June 2025 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 Shavuot (begins sunset)	2 Shavuot	3 Shavuot (ends nightfall)	4 Board	5 SCAG Regional Council	6 Eid al-Adha	7 Eid al-Adha
8	9	10	11 General Policy Committee Legislative Policy Committee	12 Transit Committee Metro Valley Study Session	13	14
15	16	17	18 LAFCO Hearing	19 Juneteenth Holiday US Conference of Mayors	20 Mt/Desert Policy Committee US Conference of Mayors	21 US Conference of Mayors
22 US Conference of Mayors	23	24	25	26	27 Muharram	28
29	30					

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Legislative Policy Committee starts at 9:30 a.m.
Transit Committee starts at 9:00 a.m.

Metro Valley Study Session starts at 9:30 a.m.
Mountain/Desert Committee starts at 9:30 a.m.

SBCTA / SBCOG 2025 Master Calendar

~ July 2025~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
NOTES: *No policy committee meetings.		1	2 Board	3 *City/County Manager's TAC (DARK) SCAG Regional Council	4 Independence Day Holiday	5
6	7	8	9 *General Policy Committee (DARK) *Legislative Policy Committee (DARK)	10 *Transit Committee (DARK) *Metro Valley Study Session (DARK)	11 NACo Annual Meeting	12 NACo Annual Meeting
13 NACo Annual Meeting	14 NACo Annual Meeting	15	16 LAFCO Hearing	17	18 *Mt/Desert Policy Committee (DARK)	19
20	21	22	23	24	25	26
27	28	29	30	31		

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Transit Committee starts at 9:00 a.m.

Metro Valley Study Session starts at 9:30 a.m.
Mountain/Desert Committee starts at 9:30 a.m.

SBCTA / SBCOG 2025 Master Calendar

~ August 2025 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
NOTES: *No Board Meeting.					1	2
3	4	5	6 *Board (DARK)	7 SCAG Regional Council (DARK)	8	9
10	11	12	13 General Policy Committee Legislative Policy Committee	14 Transit Committee Metro Valley Study Session	15 Mt/Desert Policy Committee	16 Janmashtami
17	18	19	20 LAFCO Hearing	21	22	23
24	25	26	27	28	29	30
31						

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Transit Committee starts at 9:00 a.m.

Metro Valley Study Session starts at 9:30 a.m.
Mountain/Desert Committee starts at 9:30 a.m.

SBCTA / SBCOG 2025 Master Calendar

~ September 2025 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1 Labor Day Holiday	2	3 Board	4 City/County Manager's TAC SCAG Regional Council	5 Prophet Muhammad's Birthday	6
7	8	9	10 General Policy Committee Legislative Policy Committee	11 Transit Committee Metro Valley Study Session	12 Mobility 21 Summit	13
14	15	16	17 LAFCO Hearing	18	19 Mt/Desert Policy Committee	20
21	22 Navratri Rosh Hashanah (Start)	23 Rosh Hashanah (Cont.)	24 Rosh Hashanah (Ends)	25	26	27
28	29	30				

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Transit Committee starts at 9:00 a.m.

Metro Valley Study Session starts at 9:30 a.m.
Mountain/Desert Committee starts at 9:30 a.m.

SBCTA / SBCOG 2025 Master Calendar

~ October 2025 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
NOTES: *This meeting will be held on the 3 rd Thursday due to a conflict with the League of CA Cities Annual Conference.			1 Board Yom Kippur	2 SCAG Regional Council Yom Kippur	3	4
5	6 Sukkot	7 Sukkot	8 General Policy Committee Legislative Policy Committee League of CA Cities Annual Conference Sukkot	9 League of CA Cities Annual Conference Sukkot	10 League of CA Cities Annual Conference Sukkot	11 Sukkot
12 Sukkot	13 Columbus Day Sukkot Shemini Atzeret	14 Shemini Atzeret Simchat Torah	15 LAFCO Hearing Simchat Torah	16 *Transit Committee *Metro Valley Study Session	17 Mt/Desert Policy Committee	18
19	20	21 Diwali	22	23	24	25
26	27	28	29	30	31 Halloween	(Empty)

Board of Directors meetings start at 10:00 a.m.
 General Policy Committee starts at 9:00 a.m.

Legislative Policy Committee starts at 9:30 a.m.
 Transit Committee starts at 9:00 a.m.

Metro Valley Study Session starts at 9:30 a.m.
 Mountain/Desert Committee starts at 9:30 a.m.

Attachment: 2025 Master Meeting Calendar (10948 : 2025 Mountain/Desert Policy Committee Meeting

SBCTA / SBCOG 2025 Master Calendar

~ November 2025 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
NOTES: *This is a tentative date since we do not have any information on when the CSAC Annual Meeting will take place.						1
2 Daylight Savings Time Ends	3	4	5 Board	6 City/County Manager's TAC SCAG Regional Council	7	8
9	10	11 Veteran's Day Holiday	12 General Policy Committee Legislative Policy Committee	13 Transit Committee Metro Valley Study Session	14	15
16	17 *CSAC Annual Meeting (Tentative)	18 *CSAC Annual Meeting (Tentative)	19 LAFCO Hearing *CSAC Annual Meeting (Tentative)	20 *CSAC Annual Meeting (Tentative)	21 Mt/Desert Policy Committee *CSAC Annual Meeting (Tentative)	22
23	24	25	26	27 Thanksgiving Day Holiday	28 Thanksgiving Day After	29
30						

Attachment: 2025 Master Meeting Calendar (10948 : 2025 Mountain/Desert Policy Committee Meeting

Board of Directors meetings start at 10:00 a.m.
General Policy Committee starts at 9:00 a.m.

Legislative Policy Committee starts at 9:30 a.m.
Transit Committee starts at 9:00 a.m.

Metro Valley Study Session starts at 9:30 a.m.
Mountain/Desert Committee starts at 9:30 a.m.

SBCTA / SBCOG 2025 Master Calendar

~ December 2025 ~						
Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3 Board	4 SCAG Regional Council	5	6
7	8	9	10 General Policy Committee Legislative Policy Committee	11 Transit Committee Metro Valley Study Session	12 *Mt/Desert Policy Committee	13
14	15	16	17 LAFCO Hearing	18	19	20
Hanukkah	Hanukkah	Hanukkah	Hanukkah	Hanukkah	Hanukkah	Hanukkah
21	22	23	24 Christmas Eve Holiday	25 Christmas Day Holiday	26 Kwanzaa	27 Kwanzaa
Hanukkah	Hanukkah					
28	29	30	31 New Year's Eve Holiday	NOTES: *This meeting will be held on the 2 nd Friday due to Holidays.		
Kwanzaa	Kwanzaa	Kwanzaa	Kwanzaa			

Attachment: 2025 Master Meeting Calendar (10948 : 2025 Mountain/Desert Policy Committee Meeting

Board of Directors meetings start at 10:00 a.m.
 General Policy Committee starts at 9:00 a.m.

Legislative Policy Committee starts at 9:30 a.m.
 Transit Committee starts at 9:00 a.m.

Metro Valley Study Session starts at 9:30 a.m.
 Mountain/Desert Committee starts at 9:30 a.m.

Minute Action

AGENDA ITEM: 3

Date: *November 15, 2024*

Subject:

State Route 62 Sage Avenue to Airway Avenue Improvement Project - Cooperative Agreement with the Town of Yucca Valley for Project Initiation Document and Project Approval and Environmental Document Phases

Recommendation:

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

- A. Allocate \$2,000,000 in Measure I Morongo Basin Major Local Highways Program funds for the Project Initiation Document (PID) and Project Approval and Environmental Document (PA/ED) phases of the State Route (SR) 62 Sage Avenue to Airway Avenue Improvement Project in the Town of Yucca Valley.
- B. Approve Cooperative Agreement No. 25-1003191 with the Town of Yucca Valley for the PID and PA/ED phases of the SR 62 Sage Avenue to Airway Avenue Improvement Project with a not-to-exceed receivable amount of \$200,000 for SBCTA's Project Management costs.
- C. Approve amendments to the Fiscal Year 2024/2025 Budget for Program 50, Fund Administration, Task No. 0550 – Allocations/Pass Through to decrease Measure I Morongo Basin Major Local Highways Program funds (Fund 4530) by \$200,000 and for Program 40, Project Delivery, Task No. 0820 – Freeway Projects to add Measure I Morongo Basin Major Local Highways Program funds (Fund 4530) in the amount of \$200,000.

Background:

The State Route (SR) 62 Sage Avenue to Airway Avenue Improvement Project (Project) is located in the Town of Yucca Valley. The intersection of SR 62 and SR 247 is located within the limits of the Project. The Project proposes to address a traffic bottleneck along an approximately three-quarters of a mile segment of SR 62 along the Town of Yucca Valley's commercial segment. The Project will add an outside channelization lane along both directions and improve three existing intersections. Attachment B to Cooperative Agreement No. 25-1003191 provides an aerial depiction of the Project location and proposed improvements. The Morongo Basin Subarea representatives, the Mountain/Desert Policy Committee, and the San Bernardino County Transportation Authority (SBCTA) Board of Directors recognized the Project as a priority regional project for the Subarea, and the Project was included in the 2021 Update to the 10-Year Delivery Plan. It has also been recognized in the SBCTA Countywide Transportation Plan, the Morongo Basin Area Transportation Study, and the Southern California Association of Governments Regional Transportation Plan.

On February 22, 2024, the Town of Yucca Valley requested that SBCTA staff initiate the cooperative agreement process and requested that SBCTA take the lead on the Project. The cooperative agreement will cover the Project Initiation Document (PID) and Project Approval and Environmental Document (PA/ED) phases. Under this agreement, for both the PID and PA/ED phases, the cost will be funded with 100% Measure I Morongo Basin Major Local Highways Program funds and SBCTA's Project Management costs will be funded 100% by local Town of Yucca Valley funds. Cost and funding shares for the subsequent design, right-of-way,

Entity: San Bernardino County Transportation Authority

Mountain-Desert Committee Agenda Item

November 15, 2024

Page 2

and construction phases will be evaluated once traffic studies are completed in accordance with the Rural Mountain/Desert Subareas Major Local Highways (MDMLH) Program Measure I 2010-2040 Strategic Plan Policy No. 40017/MDMLH-2 and 7. The cost of the PA/ED phase is estimated to be \$2 million with Project Management costs at \$200,000. The cost estimate under this cooperative agreement assumes that the project environmental document will be an Environmental Assessment with a Finding of No Significant Impact under the National Environmental Policy Act and Initial Study with a Mitigated Negative Declaration under the California Environmental Quality Act.

Staff is recommending approval of Cooperative Agreement No. 25-1003191 with the Town of Yucca Valley for the PID and PA/ED phases of the Project with an estimated cost of \$2 million to be funded with Measure I funds and a not-to-exceed receivable amount of \$200,000 to be funded with Town of Yucca Valley funds for SBCTA’s Project Management costs. Additionally, staff recommends a budget amendment as described in Recommendation C to move funds originally anticipated to be reimbursed to the Town of Yucca Valley to the Freeway Program for management by SBCTA.

Financial Impact:

Funding for this Project is included in the adopted Budget for Fiscal Year 2024/2025 in Program 50, Fund Administration. Recommendation C moves these funds to Program 40, Project Delivery under Task No. 0820 Freeway Projects, Sub-Task No. 0860 SR 62 Sage to Airway Project.

Reviewed By:

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

Responsible Staff:

Paul Melocoton, Project Manager

Approved
Mountain-Desert Committee
Date: November 15, 2024

Witnessed By:

General Contract Information

Contract No: 25-1003191 Amendment No.: _____
 Contract Class: Receivable Department: Project Delivery
 Customer ID: YV TO Customer Name: Town of Yucca Valley
 Description: SR-62 Sage to Airway Cooperative Agreement for PID and PA/ED phases

List Any Accounts Payable Related Contract Nos.: _____

Dollar Amount					
Original Contract	\$	200,000.00	Original Contingency	\$	-
Prior Amendments	\$	-	Prior Amendments	\$	-
Prior Contingency Released	\$	-	Prior Contingency Released (-)	\$	-
Current Amendment	\$	-	Current Amendment	\$	-
Total/Revised Contract Value	\$	200,000.00	Total Contingency Value	\$	-
Total Dollar Authority (Contract Value and Contingency)				\$	200,000.00

Contract Authorization

Board of Directors Date: 12/4/2024 Committee _____ Item # _____

Contract Management (Internal Purposes Only)

Local Funding Agreement N/A

Accounts Receivable

Total Contract Funding: \$ 200,000.00 Funding Agreement No: 25-1003191
 Beginning POP Date: 12/4/2024 Ending POP Date: 12/31/2029 Final Billing Date: 4/30/2030
 Expiration Date: 12/31/2029 Fund Admin: Yes
 Parent Contract 25-1003191 PM Description SR 62 Sage to Airway Coop with Yucca Valley
 Z-Related Contracts Z25-1003191

Sub-							Sub-						
Fund	Prog	Task	Task	Revenue	Total Contract Funding:	Fund	Prog	Task	Task	Revenue	Total Contract Funding:		
GL	6010	40	0820	0860	42435002	200,000.00	GL				-		
GL						-	GL				-		
GL						-	GL				-		
GL						-	GL				-		
GL						-	GL				-		
GL						-	GL				-		
GL						-	GL				-		
GL						-	GL				-		

Paul Melocoton
Project Manager (Print Name)

Kristi L. Harris
Task Manager (Print Name)

Additional Notes:

Attachment: CSS 25-1003191 [Revision 3] (10972 : SR 62 Sage to Airway Improvement Project Coop w/Town of Yucca Valley for PID & PAED

COOPERATIVE AGREEMENT NO. 25-1003191

BETWEEN

SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY

AND

TOWN OF YUCCA VALLEY

FOR

**PROJECT INITIATION DOCUMENT (PID) &
PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PA/ED)
PHASES**

**FOR THE STATE ROUTE 62 FROM SAGE AVENUE TO AIRWAY AVENUE
IMPROVEMENT PROJECT IN THE TOWN OF YUCCA VALLEY**

I. PARTIES AND TERM

- A. This COOPERATIVE AGREEMENT (“AGREEMENT”) is made and entered into by and between the San Bernardino County Transportation Authority (“SBCTA”) and the Town of Yucca Valley (“TOWN”). SBCTA and TOWN may be referred to herein individually as a “PARTY” and collectively as “PARTIES”.
- B. Unless this AGREEMENT is terminated early as provided in Section V, Paragraph E, this AGREEMENT shall terminate upon completion of the PARTIES’ obligations associated with the project initiation document (“PID”) and project approval and environmental document (“PA/ED”) phases described herein or December 31, 2029, whichever is earlier in time. The indemnification provisions identified in Section V, Paragraphs C through D, shall survive the termination of this AGREEMENT. Should any claims arising out of this AGREEMENT be asserted against one of the PARTIES prior to the termination of this AGREEMENT, the AGREEMENT shall be extended until such time as the claims are settled, dismissed or paid.

II. RECITALS

- A. WHEREAS, TOWN intends to initiate improvements to State Route 62 (SR 62) from Sage Avenue to Airway Avenue within the limits of the Town of Yucca Valley; and
- B. WHEREAS, planned improvements include widening SR 62 from four lanes to six lanes including intersection and traffic signal modifications, and as further defined in Attachment A and depicted in Attachment B, both of which are attached hereto and made part of this AGREEMENT, and are defined as the “PROJECT”; and
- C. WHEREAS, the PROJECT is eligible for the Morongo Basin Major Local Highway Projects Program and is included in the 10-Year Delivery Plan approved by the SBCTA Board of Directors in December 2021; and

- D. WHEREAS, the Morongo Basin Subarea representatives, the Mountain/Desert Policy Committee, and SBCTA Board of Directors recognized PROJECT as a priority regional project for the Subarea; and
- E. WHEREAS, the PARTIES wish to enter into this AGREEMENT to delineate roles, responsibilities, and funding commitments relative to Project Management, PID, and PA/ED activities of the PROJECT; and
- F. WHEREAS, the TOWN desires SBCTA to provide Project Management services, estimated at \$200,000, for the PROJECT, and understands it is the TOWN's sole responsibility to pay 100% of the actual SBCTA Project Management costs in accordance with SBCTA Measure I Strategic Plan Policy 40017/MDMLH-22 and -23; and
- G. WHEREAS, the PROJECT cost shall be funded with 100% Measure I funds for the PID and PA/ED phases of PROJECT only; and
- H. WHEREAS, funding for future phases of PROJECT will be subject to provisions of SBCTA Measure I 2010-2040 Strategic Plan and Policy 40017/MDMLH-2 and -7;

NOW, THEREFORE, for good and valuable consideration and the mutual promises contained herein, the PARTIES agree to the following:

III. **SBCTA RESPONSIBILITIES**

SBCTA agrees:

- A. To be lead agency on Project Management, PID, and PA/ED and to diligently undertake and complete the PID and PA/ED work for the PROJECT, including the selection and retention of consultants. Performance of services under these consultant contracts shall be subject to the technical direction of SBCTA's Director of Project Delivery, or their designee, with input and consultation from TOWN. SBCTA shall ensure that consultants and contractors participating in PROJECT work are appropriately qualified or licensed to perform the tasks assigned to them and shall be responsible for managing the quality of the PROJECT work.
- B. To contribute towards PID and PA/ED phases of the PROJECT in an amount not to exceed \$2,000,000 (SBCTA FUNDS) as shown in Attachment A. The actual cost of a specific phase may ultimately vary from the estimates provided in Attachment A, but should the total cost of the PID and PA/ED phases exceed the total estimate as shown in Attachment A, SBCTA agrees to entertain amendment of the AGREEMENT in good faith in accordance with Section V, Paragraph A, below. However, in no case shall the SBCTA FUNDS exceed \$2,000,000 without a written amendment, signed by both PARTIES, to this AGREEMENT.
- C. To prepare and submit to TOWN signed invoices for reimbursement of allowable PROJECT expenditures. Invoices may be submitted to TOWN as frequently as monthly.

- D. To establish and maintain an accounting system conforming to Generally Accepted Accounting Principles (“GAAP”) to support SBCTA’s request for reimbursement, payment vouchers, or invoices, which segregate and accumulate costs of Project Management work elements, and produce monthly reports that clearly identify reimbursable costs, matching fund costs, indirect cost allocation, and other allowable expenditures by SBCTA.
- E. To prepare a final accounting of expenditures, including a final invoice for the actual Project Management costs. The final accounting and invoice shall be submitted no later than one hundred and twenty (120) calendar days following the completion of this AGREEMENT and shall be submitted to TOWN. The invoice shall include a statement that these PROJECT funds were used in conformance with this AGREEMENT and for those PROJECT-specific Project Management work activities.
- F. To cooperate in having a PROJECT-specific audit completed by TOWN, at its option, upon completion of Project Management work. The audit should justify and validate that all funds expended on the PROJECT were used in conformance with this AGREEMENT.
- G. To reimburse TOWN for costs that are determined by subsequent audit to be unallowable within ninety (90) calendar days of SBCTA receiving notice of audit findings, which time shall include an opportunity for SBCTA to respond to and/or resolve the finding. Should the finding not be otherwise resolved and SBCTA fails to reimburse monies due TOWN within ninety (90) calendar days of audit finding, or within such other period as may be agreed between both PARTIES hereto, the TOWN’s Council reserves the right to withhold future payments due SBCTA from any source under TOWN’s control.
- H. SBCTA’s Director of Project Delivery is authorized to act on behalf of SBCTA under this Section of the AGREEMENT.
- I. To designate a responsible staff member that will be SBCTA’s representative in attending the Project Development Team (“PDT”) meetings, receiving day-to-day communication, and providing Project Management services.
- J. To complete review and provide comments on PROJECT documents in a timely manner that is consistent with the schedule.
- K. To provide TOWN with a proposed project schedule to complete the PROJECT.
- L. To include TOWN in PDT meetings and related communications on PROJECT progress as well as to provide TOWN with copies of PDT meeting minutes and action items.
- M. To perform the PROJECT work in accordance with State and Federal standards and practices.
- N. To provide TOWN with a reasonable amount of review and approval time and an opportunity to review, comment on, and approve PID and PA/ED documents.
- O. To apply for encroachment permits authorizing entry of SBCTA and its consultants and contractors onto TOWN right of way to perform investigative activities, including surveying and geotechnical borings, and other field activities required by the PROJECT; and to receive encroachment permits from the TOWN at no cost to SBCTA, its consultants, and contractors.

- P. To obtain all necessary PROJECT permits, agreements, and/or approvals from appropriate agencies. All mitigation, monitoring, and/or remedial action required by said permits and/or agreements obtained from agencies other than the TOWN shall constitute part of the PROJECT cost.
- Q. To identify the utilities within the PROJECT area and coordinate with utility companies to determine their location, and if necessary, their potential relocation.
- R. To require all contractors and/or consultants under contract to perform services related to the PROJECT to include the TOWN, its officers, directors, employees, and agents as additional insureds and to indemnify, defend, and hold harmless the TOWN, its officers, directors, employees, and agents from any liability, claims, demands, suits, or actions which may be made by any person resulting from the PROJECT.

IV. TOWN RESPONSIBILITIES

TOWN agrees:

- A. To reimburse SBCTA for TOWN's share of actual costs incurred towards SBCTA's Project Management in an estimated amount of \$200,000 (TOWN FUNDS) as shown in Attachment A. The actual cost of a specific phase may ultimately vary from the estimates provided in Attachment A and should TOWN's total share for SBCTA's Project Management exceed the estimates as shown in Attachment A, TOWN agrees to amend AGREEMENT in good faith and contribute these additional costs in accordance with Section V, Paragraph A, below.
- B. When conducting an audit of the costs claimed under the provisions of this AGREEMENT, to rely to the maximum extent possible on any prior audit of SBCTA performed pursuant to the provisions of State and Federal laws. In the absence of such an audit, work of other auditors will be relied upon to the extent that work is acceptable to TOWN when planning on conducting additional audits.
- C. To designate a responsible staff member that will be TOWN's representative in attending the PDT meetings, receiving day-to-day communication, and reviewing the PROJECT documents.
- D. To review, provide comments on, and approve PROJECT documents within two (2) weeks of receiving the review request from SBCTA. All necessary PROJECT reviews, permits, agreements, and/or approvals from the TOWN shall be provided at no cost to SBCTA, its consultants, and contractors.
- E. TOWN's Public Works Director is authorized to act on behalf of TOWN under this Section of the AGREEMENT.
- F. To provide permits, inspections, reviews, and oversight at no cost to SBCTA or to consultants and contractors contracted by SBCTA to work on the PROJECT.

- G. To provide SBCTA copies of the franchise/utility agreements for the utilities in the PROJECT area for the purpose of determining prior rights and estimating utility relocation costs.
- H. TOWN is responsible for all commitments that are part of their direct agreement with Caltrans, including but not limited to Freeway Maintenance Agreement and Landscape and Aesthetic Maintenance Agreements.

V. MUTUAL RESPONSIBILITIES

The PARTIES agree:

- A. To abide by all applicable Federal, State, and Local laws and regulations pertaining to the PROJECT, including policies in the applicable program in the Measure I 2010-2040 Strategic Plan, as amended, as of the Effective Date of this AGREEMENT. In the event SBCTA determines Project Management, PID, and PA/ED work may exceed the amounts identified in Attachment A of this AGREEMENT, SBCTA shall inform TOWN of this determination and thereafter the PARTIES shall work together in an attempt to agree upon an amendment to the amounts identified in this AGREEMENT. In no event, however, shall the PARTIES be responsible for PROJECT costs in excess of the amounts identified in this AGREEMENT without a written amendment that is approved by the PARTIES.
- B. Eligible PROJECT reimbursements shall include only those costs incurred by SBCTA for PROJECT-specific work activities that are described in this AGREEMENT and shall not include escalation or interest.
- C. Neither SBCTA nor any officer, director, employee or agent thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by TOWN under or in connection with any work, authority or jurisdiction delegated to TOWN under this AGREEMENT. It is understood and agreed that, pursuant to Government Code Section 895.4, TOWN shall fully defend, indemnify and save harmless SBCTA, its officers, directors, employees or agents from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by TOWN under or in connection with any work, authority or jurisdiction delegated to TOWN under this AGREEMENT.
- D. Neither TOWN nor any officer, director, employee or agent thereof is responsible for any injury, damage or liability occurring or arising by reason of anything done or omitted to be done by SBCTA and under or in connection with any work, authority or jurisdiction delegated to SBCTA under this AGREEMENT. It is understood and agreed that, pursuant to Government Code Section 895.4, SBCTA shall fully defend, indemnify and save harmless TOWN, its officers, directors, employees or agents from all claims, suits or actions of every name, kind and description brought for or on account of injury (as defined by Government Code Section 810.8) occurring by reason of anything done or omitted to be done by SBCTA under or in connection with any work, authority or jurisdiction delegated to SBCTA under this AGREEMENT.

- E. Notwithstanding any other provision herein, to the extent consistent with the terms and obligations hereof, any PARTY may terminate this AGREEMENT at any time, with or without cause, by giving thirty (30) calendar days' written notice to the other PARTY. In the event of a termination, the PARTY terminating this AGREEMENT shall be liable for any costs or other obligations it may have incurred under the terms of the AGREEMENT prior to termination.
- F. The Recitals to this AGREEMENT are true and correct and are incorporated into this AGREEMENT.
- G. All signatories hereto warrant that they are duly authorized to execute this AGREEMENT on behalf of said PARTY and that by executing this AGREEMENT, the PARTIES hereto are formally bound to this AGREEMENT.
- H. This AGREEMENT shall be governed by and construed in accordance with the laws of the State of California. All PARTIES agree to follow all applicable local, state, county, and federal laws and ordinances with respect to performance under this AGREEMENT.
- I. The PARTIES agree that each PARTY and any authorized representative, designated in writing to the PARTIES, and upon reasonable notice, shall have the right during normal business hours to examine all PARTIES' financial books and records with respect to this AGREEMENT. The PARTIES agree to retain their books and records for a period of three (3) years from the later of: a) the date on which this AGREEMENT terminates; or b) the date on which such book or record was created.
- J. If any clause or provisions of this AGREEMENT is illegal, invalid, or unenforceable under applicable present or future laws, then it is the intention of the PARTIES that the remainder of this AGREEMENT shall not be affected but shall remain in full force and effect.
- K. This AGREEMENT cannot be amended or modified in any way except in writing, signed by all PARTIES hereto.
- L. Neither this AGREEMENT, nor any of the PARTIES' rights, obligations, duties, or authority hereunder may be assigned in whole or in part by either PARTY without the prior written consent of the other PARTY in its sole, and absolute, discretion. Any such attempt of assignment shall be deemed void and of no force and effect.
- M. No waiver of any default shall constitute a waiver of any other default whether of the same or other covenant or condition. No waiver, benefit, privilege, or service voluntarily given or performed by a PARTY shall give the other PARTY any contractual rights by custom, estoppel, or otherwise.
- N. In the event of litigation arising from this AGREEMENT, each PARTY to this AGREEMENT shall bear its own costs, including attorneys' fees. This paragraph shall not apply to the costs or attorneys' fees relative to paragraphs C and D of this Section.
- O. This AGREEMENT may be signed in counterparts, each of which shall constitute an original, and may be signed using electronic signatures. This AGREEMENT is effective and shall be dated on the date executed by SBCTA ("Effective Date").

P. Any notice required, authorized, or permitted to be given hereunder or any other communications between the PARTIES provided for under the terms of this AGREEMENT shall be in writing, unless otherwise provided for herein, and shall be served personally or by reputable courier addressed to the relevant party at the address/fax number stated below:

If to SBCTA: Kristi Lynn Harris
Director of Project Delivery
1170 West Third Street, Second Floor
San Bernardino, CA 92410-1715
Telephone: (909) 884-8276

If to TOWN: Alex Qishta, Town Engineer and
Public Works Director
57090 Twentynine Palms Highway
Yucca Valley, CA 92284
Telephone: (760) 369-6579

Q. There are no third-party beneficiaries, and this AGREEMENT is not intended, and shall not be construed to be for the benefit of, or be enforceable by, any other person or entity whatsoever.

-----SIGNATURE PAGE TO FOLLOW-----

DRAFT

Attachment: 25-1003191 (PDF) (10972 : SR 62 Sage to Airway Improvement Project Coop w/Town of Yucca Valley for PID & PAED Phases)

**SIGNATURE PAGE TO
COOPERATIVE AGREEMENT NO. 25-1003191
BETWEEN
SAN BERNARDINO COUNTY TRANSPORTATION AUTHORITY
and TOWN OF YUCCA VALLEY**

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY**

TOWN OF YUCCA VALLEY

By: _____
Ray Marquez
President, Board of Directors

By: _____
Curtis Yakimow
Town Manager

Date: _____

Date: _____

APPROVED AS TO FORM:

APPROVED AS TO FORM:

By: _____
Julianna K. Tillquist
General Counsel

By: _____
Thomas Jex
Town Attorney

DRAFT

Attachment: 25-1003191 (PDF) (10972 : SR 62 Sage to Airway Improvement Project Coop w/Town of Yucca Valley for PID & PAED Phases)

Attachment A

Project Scope¹:

State Route 62 (SR 62) from Sage Avenue to Airway Avenue, widen from four to six lanes and intersection improvements.

Project Cost Estimate and Funding Shares²:

Phase	TOTAL	SBCTA COST	TOWN COST
PID & PA/ED	\$2,000,000	\$2,000,000	\$0
SBCTA Project Management	\$200,000	\$0	\$200,000
TOTAL	\$2,200,000	\$2,000,000	\$200,000

¹Estimated cost assumes analysis of one build alternative.

²Funding shares in this agreement are only for the PID and PA/ED phases. Funding shares for future phases are subject to Measure I 2010-2040 Strategic Plan Policy 40017/ MDMLH-2 and -7.

Project Milestones:

Milestone ¹	Actual (Forecast)
Start of Project Initiation Document (PID) and Project Approval/Environmental Document Phase (PA/ED)	(06/2025)
Environmental Approval	(06/2027)

¹Milestone assumes analysis of one build alternative. Anticipated environmental determination under CEQA is an Initial Study with proposed Mitigated Negative Declaration and under NEPA an Environmental Assessment with proposed Finding of No Significant Impact.







Attachment B
CONCEPTUAL CROSS SECTION and LAYOUT



DRAFT

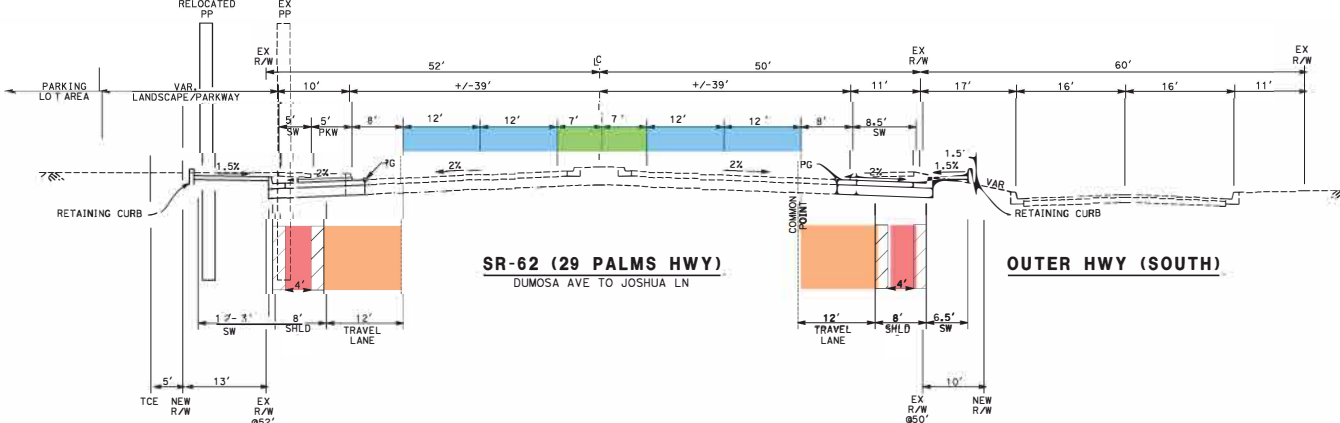
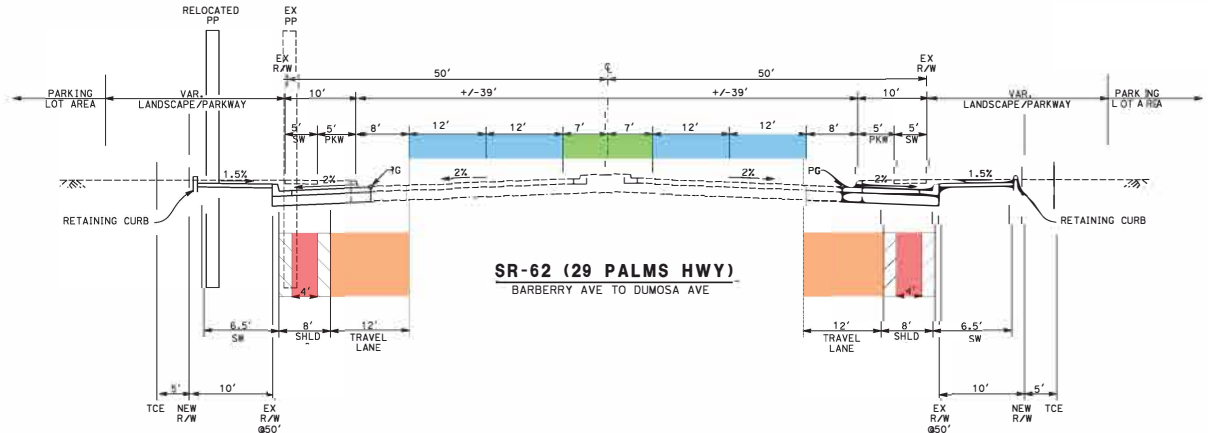
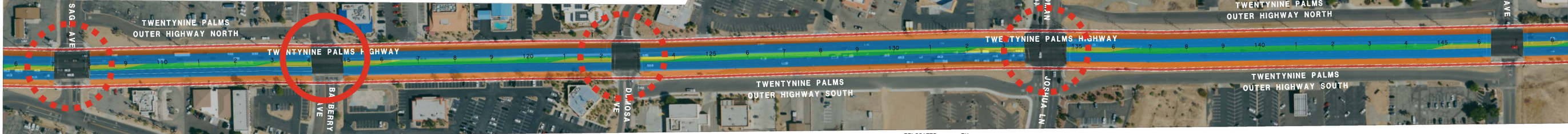
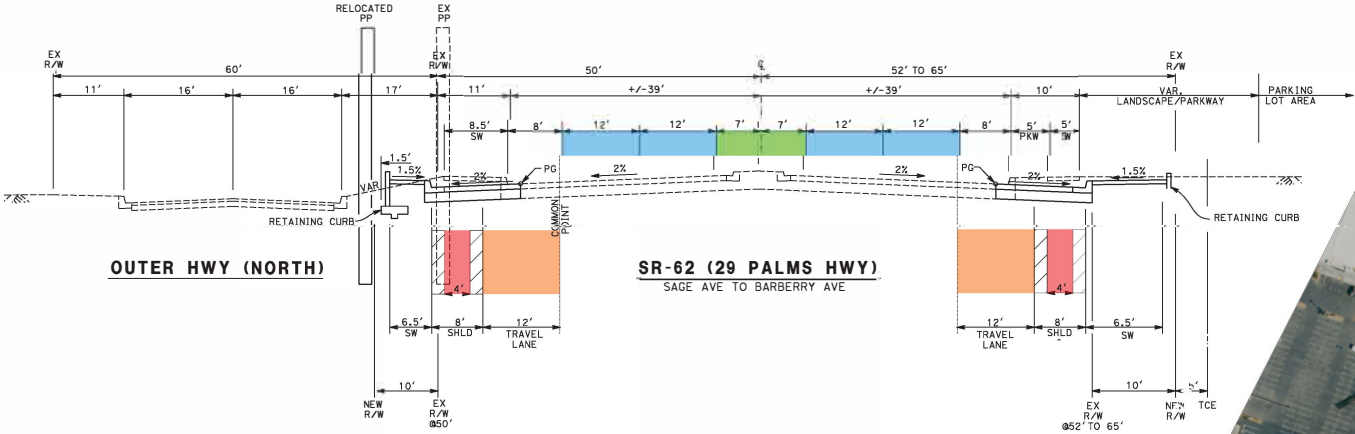
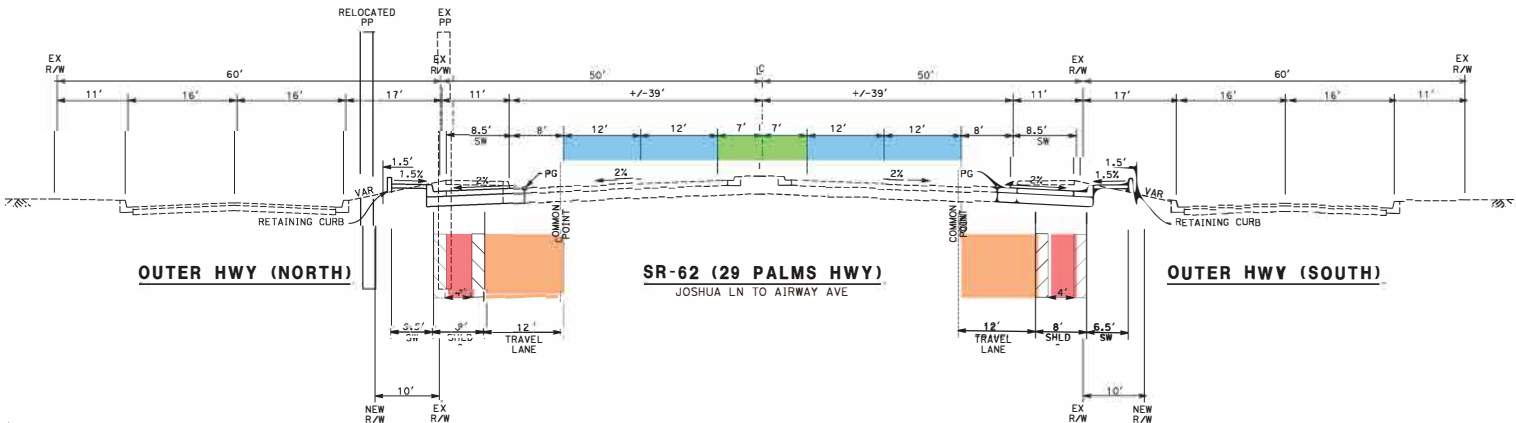
Attachment: 25-1003191 (PDF) (10972 : SR 62 Sage to Airway Improvement Project Coop w/Town of Yucca Valley for PID & PAED Phases)

ATTACHMENT B

LEGEND:

-  BIKE LANE SEPARATOR/SHOULDER (2')
-  BIKE LANE (4')
-  OUTSIDE HIGHWAY LANE (12')
-  CONVENTIONAL HIGHWAY LANE (12')
-  MEDIAN/LEFT TURN LANE (14')
-  LEFT TURN LANE (12')

-  Proposed New Traffic Signals
-  Modify Existing Traffic Signals



**SR-62 (TWENTYNINE PALMS HIGHWAY)
FROM SAGE AVE TO AIRWAY AVE
08-SBD-62-PM 11.9/12.65
ADD CHANNELIZATION LANES
TOWN OF YUCCA VALLEY/SBCTA
1"=150"**

Minute Action

AGENDA ITEM: 4

Date: *November 15, 2024*

Subject:

US 395 Phase 2 Project Preview of the Hearing to Consider Resolution of Necessity for Property interests within the City of Hesperia

Recommendation:

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

- A. Conduct a public hearing to consider condemnation of real property required for the US 395 Phase 2 Project in the Cities of Hesperia and Victorville.
- B. Upon completion of a public hearing, that the Board adopt Resolution of Necessity No. 25-051 authorizing and directing General Counsel, or her designee, to prepare, commence, and prosecute proceedings in eminent domain for the purpose of acquiring interests in real property from: La Belle I, LLC Property (Assessor's Parcel Number 3064-551-07 and 3064-551-08). The resolution must be approved by at least a two-thirds majority.

Background:

San Bernardino County Transportation Authority (SBCTA) is proceeding with the delivery of the US 395 Phase 2 Project (Project). The acquisition of Temporary Construction Easements (TCE), permanent easements, and partial fee areas from 51 properties is required to construct and operate the Project.

On September 8, 2022, SBCTA and California Department of Transportation (Caltrans) executed Cooperative Agreement No. 22-1002816 for the final design and right-of-way (ROW) phase of this Project. Under the cooperative agreement, SBCTA is to lead the acquisition of ROW needed to construct and operate the Project.

In an effort to maintain the Project schedule, it is necessary to comply with the statutorily prescribed process for eminent domain and conduct hearings for a Resolution of Necessity (RON) for each property while negotiations continue. Therefore, the purpose of this agenda item is to present information regarding the public interest and necessity for the Project and the property rights required for Project implementation. Although the adoption of RON is recommended for the subject property in order to maintain the Project schedule and avoid delay costs, SBCTA's acquisition agents will continue to negotiate with the property owner in an effort to acquire the property interests through a voluntary purchase and avoid litigation.

The owner of the subject property is:

- La Belle I, LLC Property

Support for the Resolutions of Necessity

SBCTA is authorized to acquire property by eminent domain pursuant to the California Public Utilities Code Sections 130220.5 and 130809(b)(4). Eminent domain will allow SBCTA to obtain legal rights to the properties needed for the Project if a negotiated sale cannot be reached. A RON is the first step in the eminent domain process. Since the process takes several months, it is necessary to start this process now to ensure that possession of the property is obtained in time to meet the scheduled delivery and to avoid costly ROW delays.

Entity: San Bernardino County Transportation Authority

In order to adopt the RON, SBCTA must make the four findings discussed below for the property. The issue of the amount of just compensation for the property is not addressed by these RON and is not to be considered at the hearings. The four necessary findings are:

1. The public interest and necessity require the Project.

The Project is located in the Cities of Hesperia and Victorville of San Bernardino County. The Project will widen US 395 from two to four lanes with a raised median, turning lanes, and eight-foot shoulders between Interstate 15 and Palmdale Road. The proposed improvements will address a critical freight bottleneck in the Victor Valley region. US 395 is designated as a “Priority Interregional Highway” in the Caltrans 2021 Interregional Transportation Strategic Plan. US 395 is widely recognized as a critical linkage for goods movement, supporting the economies of multiple inland counties and an important agricultural route to and from the Central Valley.

The purpose of the Project is to:

- Improve the efficiency and reliability of regional freight flows by closing a critical gap on US 395.
- Improve safety for all users, both motorized and non-motorized.
- Transition US 395 into a more community-centric facility that better accommodates bicycle, pedestrian, and transit travel.

If no improvements are made to US 395, the existing and future traffic congestion will not be mitigated.

2. The Project is planned and located in the manner that will be most compatible with the greatest public good and least private injury.

During the environmental phase of the Project, three alternatives were studied. The Project Development Team selected this alternative to construct as it included the least ROW impacts to the community and relieves congestion, enhancing the operational efficiency and improving access to local services. The proposed design minimizes the property required for the Project, but still requires partial acquisitions, permanent utility easements, permanent maintenance easements and the relinquishment of access rights to the highway in some areas. During the design phase, considerations had been taken that would provide access to adjacent properties where access to those properties would be affected by the Project. Epic Land Solutions, Inc., has also had numerous communications with the property owners about their needs in order to design the Project in a manner that causes the least private injury while accomplishing the greatest public good through construction of the Project.

3. Each property sought to be acquired is necessary for the Project.

While most of the Project is being constructed within existing ROW, some acquisition from the subject property is needed to accommodate widening of the existing roadway and to support drainage system improvements. For the subject property, the following ROW interests are required:

- **La Belle I, LLC Property:** A Fee Acquisition, a Permanent Slope Easement, and a Temporary Construction Easement.

4. Offers required by Section 7267.2 of the Government Code have been made to the property owners.

The property listed below was appraised and an offer for the full amount of the appraisal was made to the owner of record in accordance with Section 7267.2 of the Government Code.

- The offer for the La Belle I, LLC Property was sent on September 3, 2024.

Financial Impact:

The US 395 Phase 2 Project is included in the adopted Budget for Fiscal Year 2024/2025 and funded with Surface Transportation Program Funds in Program 40, Project Delivery.

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee. SBCTA General Counsel has reviewed this item. The RONs were prepared and reviewed by outside ROW Counsel.

Responsible Staff:

Tracy Escobedo, Management Analyst II

Approved
Mountain-Desert Committee
Date: November 15, 2024

Witnessed By:

US 395 Phase 2 Project

DRY RUN RESOLUTION OF NECESSITY FOR PROJECT RIGHT-OF-WAY

Presenter: Tracy Escobedo
Right-of-Way Coordinator



San Bernardino County
Transportation Authority

Mountain/Desert Policy Committee
November 15, 2024

Attachment: Dry Run RON Presentation MDC 11.15.24 PDF (11043 : US 395 Phase 2 Dry Run RONs)

1

SBCTA IS REQUESTED TO MAKE THE FOLLOWING FINDINGS:

1. The public interest and necessity require the proposed project
2. The project is planned or located in a manner that will be most compatible with the greatest public good and the least private injury
3. The real property to be acquired is necessary for the project
4. The offer of just compensation has been made to the property owner



SBCTA Request

2

Project Overview

- Widen US 395 from 2 to 4 lanes with a raised median and eight-foot shoulders between I-15 and Palmdale Road (SR 18).
- New southbound bridge at California Aqueduct

US 395 Phase 2 Project

3

ID	APN	OWNER
B	3064-551-07, 3064-551-08	LA BELLE I, LLC

Parcel Locations

4

Attachment: Dry Run RON Presentation MDC 11.15.24 PDF (11043 : US 395 Phase 2 Dry Run RONs)

US-395 Phase 2 Project

City of Hesperia

APN: 3064-551-07 Owner: La Belle J. LLC

US-395 Phase 2 Project

City of Hesperia

APN: 3064-551-08 Owner: La Belle J. LLC

Property "B"

Parcel Location

5

No.	Ownership	Date of First Contact	Mailing	In Person Meetings	Phone Contacts	E-Mails	Attorney Contacts	Unsuccessful Contacts*	Total
B	La Belle	3/22/2024	2	0	4	6	0	0	12

Communications as of 9/24/2024

Communication Summary

6

Attachment: Dry Run RON Presentation MDC 11.15.24 PDF (11043 : US 395 Phase 2 Dry Run RONs)

Item	Ownership	Offer Date
B	La Belle	9/3/2024



Offer of Just Compensation

7

**SBCTA ADOPT A RESOLUTION OF NECESSITY
BASED ON THE FOLLOWING FINDINGS:**

1. The public interest and necessity require the proposed project
2. The project is planned or located in a manner that will be most compatible with the greatest public good and the least private injury
3. The real property to be acquired is necessary for the project
4. The offer of just compensation has been made to the property owner



Staff Recommendation

8

Attachment: Dry Run RON Presentation MDC 11.15.24 PDF (11043 : US 395 Phase 2 Dry Run RONs)

THANK YOU



Minute Action

AGENDA ITEM: 5

Date: November 15, 2024

Subject:

Draft Strategies for the Long Range Multimodal Transportation Plan

Recommendation:

Receive a presentation on the Draft Long Range Multimodal Transportation Plan and its Strategic Priority Action Plan.

Background:

The San Bernardino County Transportation Authority (SBCTA) began development of the Long Range Multimodal Transportation Plan (LRMTP) in spring 2023, funded by a California Department of Transportation (Caltrans) Sustainable Communities Grant of \$594,471. Brief updates on progress were provided in General Policy Committee agenda items such as the multimodal transportation quarterly reports, references in budget presentations, and highlights in updates from the Planning Department, most recently on October 9, 2024. Input thus far has been received from two stakeholder working groups, consisting of local/regional agencies, Caltrans, and community members. Both virtual public workshops and in-person outreach were conducted in September 2024, focusing on strategic priorities. A presentation of this material was also made to the SBCTA Transportation Technical Advisory Committee on September 13, 2024. This has all resulted in a set of strategic priorities and actions that the LRMTP team wanted to bring to the SBCTA Metro Valley Study Session and Mountain/Desert Policy Committee for review and comment. Subsequent to the committee meetings, a full draft will be prepared and released by early December. A review period will follow and a final LRMTP report will be brought back to committees in February 2025.

SBCTA has had a Countywide Transportation Plan with multimodal and sustainability elements since 2015, with an interim update in 2021. These elements have not been fully integrated, nor have they kept up with major changes in State directives on sustainability. In particular, the plans have not responded to disruptions seen over the last several years, such as the COVID-19 pandemic, climate change initiatives, and changes in technology and travel patterns that have ensued. Thus, with funding from the Caltrans grant, SBCTA has been developing a LRMTP that responds to these challenges and new policy initiatives such as the California Transportation Plan 2050 and the Climate Action Plan for Transportation Infrastructure.

The transportation system envisioned in the LRMTP should enable SBCTA and the jurisdictions in San Bernardino County to thrive across the diverse spectrum of our 1) population, 2) geography, 3) economic conditions, and 4) natural and built environments. Based on transportation scenario modeling and extensive discussions with the public and subject matter experts, the LRMTP project consultants and SBCTA staff have developed a Draft Strategic Priority Action Plan that is ready for policy level review and direction.

The Draft Strategic Priority Action Plan (Attachment A) lists recommended key actions by strategic priority for five crucial issues, including: 1) mobility, 2) goods movement, 3) climate adaptation, and resiliency, 4) disadvantaged communities, and 5) funding.

The strategic priority of “mobility” includes: working toward 30-minute frequencies on the Metrolink San Bernardino Line, further investment in higher service levels and priority

Entity: San Bernardino County Transportation Authority

treatments on the core transit network, local coordination on transit-focused land use and first/last mile connections, and completion of the Interstate 10 and Interstate 15 (I-15) managed lane network. Promotion of non-motorized transportation facilities, vanpooling, carpooling, and telework are part of the transportation demand management strategy.

The draft strategy for goods movement is to improve high volume freight corridors and address freight bottlenecks while accelerating the transition to clean trucks and promoting a shift from truck to rail wherever practical. This will require significant collaboration with member agencies, Caltrans, aviation, logistics, and zero-emission charging/fueling companies. Strategic improvements at freight bottlenecks will include interchange ramp improvements, auxiliary lanes, and mainline projects such as the northbound truck climbing lane extension from Kenwood Avenue to State Route 138.

To address climate adaptation and resiliency, it will be important to incentivize transit and shared rides where possible, such as through managed lanes, and to improve operational resiliency through emergency route planning (including responsiveness to Assembly Bill 98 requirements), and strategic highway improvements. Major transit service improvements in bus and rail systems (e.g. local bus, Bus Rapid Transit (BRT), Metrolink, Brightline, ONT Connector, etc.), and zero-emission buses and trucks are all part of the climate adaptation strategy. Severe weather events (extreme heat, wildfires, floods) can disrupt the network, particularly in areas of the county that are dependent on a single major artery (e.g. I-15) or limited arterial network (e.g. the mountains). The LRMTTP also expresses support for development of hydrogen hubs and zero-emission charging/fueling infrastructure.

Since San Bernardino County includes many areas designated as disadvantaged according to State and Federal criteria, the strategic priorities include continuation of demand-responsive service for residents with limited mobility options, increased free and reduced fare programs, and prioritization of multimodal improvements developed through inclusive communication with impacted communities.

The stark reality is that the limiting factor for implementation of LRMTTP projects will be funding, and for transit, the most limiting factor is funding for operations. It is essential that reliable, consistent sources of transit operating funds be identified before commitments are made to capital projects or transit frequency improvements. One of the principal funding strategies is to secure additional State and Federal funding for transit operations. Partnerships with other transportation commissions and transit agencies will be essential to have voices heard, but revenue increases at the State and Federal level are as difficult as they are at the local level.

SBCTA's Measure I sales tax has several funding sources available to transit operations: Metrolink/Rail Service (8% of Valley revenue), Express Bus/BRT Program (5% of Valley revenue, used for capital or operations), and Senior/Disabled Transit (8% for the Valley and up to 6.5% for Mountain/Desert, with future increases up to 7.5%). If transit service is to be increased, it is inevitable that a future Measure I renewal or additional tax measure would require more flexibility for funding to be used for transit operations.

The Draft Strategic Priority Action Plan includes tactics aimed at securing additional funds through State/Federal funding increases, additional flexibility in a future Measure I, use of excess toll revenue for transit, development of a vehicle miles traveled mitigation bank, and continued

Mountain-Desert Committee Agenda Item

November 15, 2024

Page 3

contributions from new development. This is in addition to the continued effort to pursue State and Federal grants.

Financial Impact:

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

Reviewed By:

This item is not scheduled for review by any other policy committee or technical advisory committee. This item was reviewed by stakeholder working groups on August 27, 2024 and August 29, 2024 and by the public in virtual meetings on September 17, 2024 and September 19, 2024.

Responsible Staff:

Ginger Koblasz, Senior Planner

Approved
Mountain-Desert Committee
Date: November 15, 2024

Witnessed By:

ATTACHMENT A - LRMTDP DRAFT ACTION PLAN

9 Action Plan

Tables 6 through 10 detail the key actions that SBCTA can take to advance each strategic priority, organized by key issue.

Table 6. Key Actions for Mobility

Strategic Priority	Key Actions
Further develop the Core Transit Network	<ul style="list-style-type: none"> • Work with SCRRA to achieve 30-minute daytime headways on the Metrolink San Bernardino Line as a high-frequency transit backbone in San Bernardino Valley and coordinate service planning to provide connections to Brightline West • Complete the West Valley Connector BRT project • Develop an implementation and funding plan for higher service levels and appropriate transit priority treatments (e.g. transit signal priority) on the Omnitrans priority transit network • Invest in Mountain/Desert transit systems based on priorities in the respective Short Range Transit Plans • Position the priority transit network to be competitive for additional state and federal funding • Pursue operating funds for increased service using strategies described in key issue 5
Incorporate Core Network into local land use plans and policies	<ul style="list-style-type: none"> • Position the Omnitrans priority transit network to be attractive for higher density residential and commercial development, coordinating with local jurisdictions on land use planning • Coordinate with transit operators and corridor jurisdictions on land use plans that address state housing targets and local economic development goals along the core transit network
Incremental transit enhancements in rural areas	<ul style="list-style-type: none"> • Identify unmet or underserved needs in rural communities, such as connections from Needles to Arizona for grocery and pharmacy access • Secure funding to implement new/enhanced service to meet rural travel needs
Develop coordinated program of first/last mile improvements	<ul style="list-style-type: none"> • Build on the Non-Motorized Transportation Plan to define an active transportation priority list and advance project development to position for funding • Deliver priority improvements • Develop design guidelines for a tiered mobility hub network that co-locates transit and active transportation amenities such as bike sharing

Invest in multimodal connectivity and customer experience

- Continue to coordinate service planning between transit providers to schedule convenient connections between modes
- Actively promote fare integration and adoption of interoperable fare payment and trip planning technology across San Bernardino County and regional public transportation services and modes
- Invest in physical improvements at bus stops and rail stations to improve rider safety and comfort, such as shelters, benches, and lighting

Manage congestion on freeways and arterials

- Transition Valley freeways into a truly managed system by implementing the San Bernardino County portion of the regional multimodal managed lane system, with dynamic pricing, as included in the RTP/SCS
- Work with local jurisdictions to maintain the San Bernardino Valley Coordinated Traffic Signal System
- Implement the Smart Intersection and Smart Corridor recommendations from the Smart County Master Plan
- Coordinate overall signal system improvements with priority treatments for the Core Transit Network
- Define and deliver priority highway/rail grade separations

Promote strong vanpool, carpool, and TDM initiatives

- Continue and expand partnerships with large and medium-sized employers to promote multimodal alternatives to single-occupancy vehicle commutes, including telecommuting
- Continue partnering with regional partners such as RCTC to share data and technology tools to support shared-ride opportunities for long-distance commuters
- Review transit fare structures and carpool/vanpool programs to provide flexibility that encourages hybrid workers to use alternative modes on days they must travel to an office
- Promote awareness of mobility alternatives and communicate the quality-of-life benefits of bus and rail transit, vanpool, and carpool as alternatives to driving alone

Develop VMT mitigation bank

- Leverage existing plans and work on strategic priorities to identify multimodal projects that can reduce VMT
- Implement the proposed “mode-choice based VMT mitigation bank” to incentivize commuters to reduce their VMT and make VMT credits available for purchase by proponents of highway and development projects

Table 7. Key Actions for Goods Movement

Strategic Priority	Key Actions
Develop plan for designated freight corridors	<ul style="list-style-type: none"> • Identify potential routes within and between major logistics hubs such as the areas around Ontario International Airport, Southern California Logistics Airport, San Bernardino International Airport, the Union Pacific West Colton Yard, and BNSF San Bernardino Intermodal facility • Assist jurisdictions with guidelines for implementation of AB 98, to include identification of corridors that may be designated as truck routes • Identify improvements to improve safety and operational efficiency along these corridors • Work with Caltrans and California Highway Patrol to enhance current incident management and monitoring systems to actively manage traffic along key freight corridors, such as the Cajon Pass • Coordinate with local jurisdictions on a set of guidelines and plans to incorporate proposed truck routes into their circulation elements as required by AB98
Collaborate with logistics industry to shift freight from truck to rail, where practical and cost-effective	<ul style="list-style-type: none"> • Prioritize connections to intermodal facilities in development of designated highway freight corridor plan • Collaborate with BNSF and Union Pacific to address key bottlenecks in the freight rail network to increase rail capacity
Accelerate transition to clean trucks	<ul style="list-style-type: none"> • Partner with logistics and zero-emission charging/fueling companies to accelerate the transition to ZE truck operations and supporting infrastructure needs consistent with the CTC’s SB 671 designated zero-emission corridors • Partner with the private sector to seek grant funding for ZE trucks and charging/fueling stations • Continue to coordinate with local jurisdictions and regional partners to build on goods movement decarbonization efforts such as the Riverside-San Bernardino-Ontario MSA Priority Climate Action Plan • Collaborate with state, regional, and local partners to locate and fund hydrogen production hubs and an affordable H2 fueling supply chain to support both the logistic industry and transit needs

Attachment: MD_ActionPlanCh9_241115 (10969 : Draft Strategies for the Long Range Multimodal Transportation Plan)

Prioritize investments in high-volume highway freight corridors	<ul style="list-style-type: none"> • Deliver key highway improvements in the Measure I 10-Year Delivery Plan, such as the I-10 and I-15 Corridor Freight and Managed Lane Projects, and strategic improvements on other state highways such as SR-18, SR-62, and US 395 • Strategically invest in improvements to key highway freight bottlenecks and that minimize conflict between trucks and other road users, such as the Cajon Pass I-15 Northbound Truck Climbing Lane Extension.
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Table 8. Key Actions for Climate Adaptation and Resiliency

Strategic Priority	Key Actions
Encourage redundancy across the transportation network and improve operational resiliency on major arterials	<ul style="list-style-type: none"> • Implement recommendations from the forthcoming State Route 247/62 Emergency Bypass Study and the Emergency Evacuation Network Study (EENR) • Extend the I-15 truck climbing lane through the Cajon Pass • Continue development of managed lanes on major corridors such as I-10 and I-15, consistent with regional plans • Continue and expand transit partnerships with mountain area resorts to provide an alternative to driving congested routes to, from, and within the mountains
Coordinate connections to Brightline West	<ul style="list-style-type: none"> • Coordinate with Metrolink and Brightline West to ensure east-west regional connectivity via the Metrolink San Bernardino Line • Complete the West Valley Connector and coordinate other public and private bus connectivity to the Rancho Cucamonga, Hesperia, and Apple Valley Brightline stations • Deliver the Ontario Airport Connector to create a direct transit connection between the station and the airport • Coordinate with Rancho Cucamonga, Ontario, and local employers to implement first/last mile improvements for access to employers and attractions in the West Valley • Partner with VVTA to coordinate feeder service to the Apple Valley and Hesperia stations, such as new fixed routes or expansion of Micro-Link on-demand service as appropriate
Accelerate transition to clean trucks	<ul style="list-style-type: none"> • Partner with trucking and zero-emission fueling/charging companies to accelerate the transition to zero-emission in the SB 671 corridors and for local logistics operations. Seek grant funding for ZE trucking and transit

Attachment: MD_ActionPlanCh9_241115 (10969 : Draft Strategies for the Long Range Multimodal Transportation Plan)

Transition transit operations to zero-emissions	<ul style="list-style-type: none">• Implement transit zero-emission plans, taking advantage of lessons learned as agencies deploy new technologies, in particular regarding operating zero emission vehicles long distances and in hot conditions in the county’s rural areas and with steep grades in the Mountain subarea• Collaborate with Metrolink to explore technology options for their transition to zero-emission
Support development of hydrogen hubs and fueling	<ul style="list-style-type: none">• Complete conversion of Arrow service from diesel to hydrogen fuel cell multiple units• Partner with Metrolink, Omnitrans, and VVTA to identify opportunities for leveraging economies of scale in the sourcing of hydrogen fuel• Partner with the state and utility industry to site green hydrogen production in accessible Inland Empire locations
Prioritize state-of-good-repair on highways and arterials	<ul style="list-style-type: none">• Reinvest new toll revenue into maintaining the managed lane system as well as excess revenue on transit, zero-emission and affordable housing• Replace key rural bridges to restore and maintain access, such as those on the National Trails Highway and in Baker• Collaborate with Caltrans and local jurisdictions on criteria for prioritizing maintenance of alternate routes need for incident traffic management and emergency evacuation
Establish emergency procedures	<ul style="list-style-type: none">• Complete the Emergency Evacuation Network Resilience Study in cooperation with WRCOG and partner to implement key recommendations of the study• Aid transit agencies, where possible, during periods of emergencies due to extreme events such as fire and flooding, as they support evacuation of local residents (and their pets) to safe centers and evacuation shelters.• Collaborate with local and state emergency service agencies to stablish and maintain strong and clear communication pathways so that in times of emergency, San Bernardino County residents are knowledgeable about where to turn for immediate transportation-related information

Table 9. Key Actions for Disadvantaged Communities

Strategic Priority	Key Actions
Continue to operate the local bus and demand-responsive transit systems that particularly serve residents without access to cars	<ul style="list-style-type: none"> Analyze potential impacts of major transit investments on transit service to disadvantaged communities Provide adequate maintenance, security, schedule information and cleanliness at local bus stops Consider needs of all users as electronic fare payment systems are further developed
Take advantage of available funding focused on disadvantaged communities	<ul style="list-style-type: none"> Deliver transit priorities identified in the LRMTTP that particularly benefit disadvantaged communities Ensure that transit and TDM programs are highlighted at employment sites where lower-wage workers tend to be employed Take advantage of equity-oriented programs like RAISE and the Reconnecting Communities Pilot Continue to leverage state GHG reduction fund sources such as TIRCP and SB 1 funds such as TCEP to accelerate the ZE transition
Free and reduced fare programs	<ul style="list-style-type: none"> Expand targeted programs to improve transit affordability for students, seniors, and low-income individuals Promote electronic fare payment options, particularly to support fare-capping, including for low-income individuals who otherwise pay more for successive trips than the cost of a monthly pass Communicate fare incentives to the public
Prioritize multimodal improvements to improve mobility in disadvantaged communities	<ul style="list-style-type: none"> In developing the Core Transit Network, prioritize corridors that connect disadvantaged communities to key destinations Invest in high-comfort off-street active transportation corridors such as the Santa Ana River Trail, Pacific-Electric Trail, and San Sevine Bicycle/Pedestrian Trail Build on the Non-Motorized Transportation plan to deliver improvements in disadvantaged communities

Attachment: MD_ActionPlanCh9_241115 (10969 : Draft Strategies for the Long Range Multimodal Transportation Plan)

Prioritize inclusive communications

- Translate promotional materials, trip planning information, and other information on SBCTA programs into the most common languages for the targeted audience
- Develop target-group focused communications strategies – such as to seniors, to rideshare commuters, to potential transit users – that can promote mobility choices.
- Use the Public & Specialized Transportation Advisory and Coordination Council (PASTACC) to coordinate delivery of services to disadvantaged communities.

Table 10. Key Actions for Funding

Strategic Priority	Key Actions
Secure additional state and regional funding for transit operations	<ul style="list-style-type: none"> • Increase availability and flexibility of future Measure I funding for use in transit operations • Lobby for greater predictability of state and federal transportation revenue streams and flexibility to use new and existing state and federal transportation funding sources for operating expenses
Align future funding sales tax measures with the priorities of the LRMTP	<ul style="list-style-type: none"> • Ensure that a potential Measure I renewal or additional tax measure would allow the key actions for the strategic priorities as eligible expenditures, including capital investments for all modes and ongoing operating costs for transit • Ensure that a potential Measure I renewal provides flexibility in future allocations to allow SBCTA and its partners to adapt to the uncertain future and changing investment needs
Use excess toll revenue for transit improvements	<ul style="list-style-type: none"> • Identify transit needs along planned express lane corridors such as I-10 and I-15 and fund solutions with toll revenue • Expand use of tolled express lanes to manage congestion while providing additional revenue for investment in alternate modes of travel
Partner with community-based organizations (CBOs) and the business sector to build support for projects and promote alternatives	<ul style="list-style-type: none"> • Maintain relationships with CBO leaders and business sector partners • Leverage CBO and private sector contact networks to disseminate information in a targeted manner and collect feedback from communities and businesses affected by projects • Leverage CBO and business sector networks to disseminate information about new and existing multimodal services and incentives available to the public

Attachment: MD_ActionPlanCh9_241115 (10969 : Draft Strategies for the Long Range Multimodal Transportation Plan)

Support local agency grant pursuits

- Monitor grant funding opportunities at federal, state, and regional levels and collaborate with local partners on grant pursuits
- Provide technical support for local grant applications



**SBCTA
Long-Range
Multimodal
Transportation Plan
for San Bernardino
County**





Mountain Desert Committee Session
November 15, 2024



1

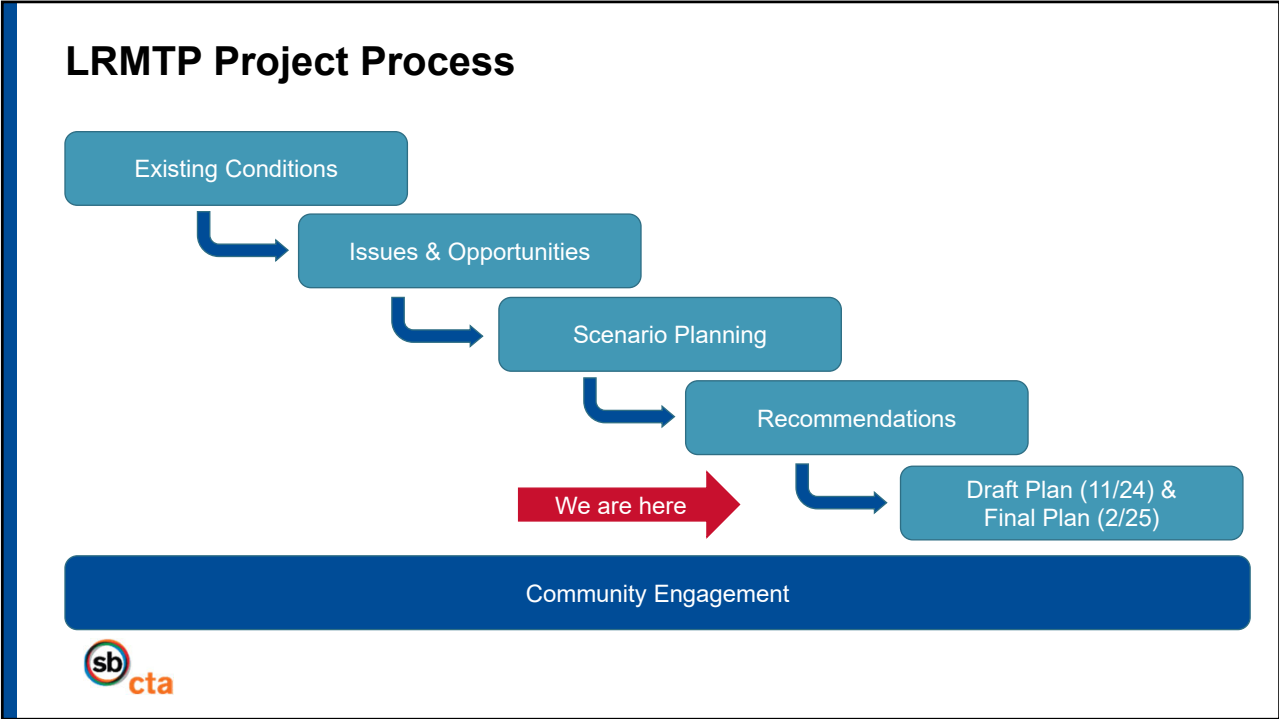
AGENDA

- 1** LRMTTP Overview
- 2** Plan Vision, Goals, and Objectives
- 3** Plan Themes and Strategic Priorities

2

Attachment: LRMTTP PPT PDF MDC (10969 : Draft Strategies for the Long Range Multimodal Transportation Plan)



3

LRMTP Subregions

- Consistent with Measure I
- Analysis and recommendations will follow the six subregion format

4

Attachment: LRMTP PPT PDF MDC (10969 : Draft Strategies for the Long Range Multimodal Transportation Plan)

Draft LRMTTP Vision Statement

SBCTA's long-range plan supports integrated, multimodal transportation to strengthen the health of our communities, the environment, and our economy by providing safe, reliable, and equitable connectivity for people and goods in, to, and through San Bernardino County.



5

LRMTTP Goals and Objectives

	Goals	Objectives
Connectivity	Improve multimodal mobility and safe access to destinations for all users	<ul style="list-style-type: none"> • Improve multimodal mobility and access to jobs, housing, and key destinations • Improve connectivity between modes and services • Better integrate transit and bicycle/pedestrian facilities with land use planning
Equity	Reduce transportation burdens for low-income communities, communities of color, people with disabilities, and other disadvantaged groups	<ul style="list-style-type: none"> • Reduce cost burden to underserved communities • Improve access to mobility options for disadvantaged groups
Economy	Support a vibrant, resilient economy	<ul style="list-style-type: none"> • Support access to employment, educational institutions, and businesses via all modes, with special emphasis on transit, shared-rides, and non-motorized • Improve freight's economic competitiveness and efficiency • Maintain infrastructure in a state of good repair • Deploy resources in a cost-effective manner
Environment	Enhance environmental health and reduce negative transportation impacts	<ul style="list-style-type: none"> • Reduce VMT, GHG emissions, and air pollution • Strengthen the transportation system's resiliency to withstand and recover from disruptions brought about by natural disasters, climate change, and other factors • Support clean mobility technology, including the freight sector
Quality of Life and Public Health	Enable vibrant, healthy communities	<ul style="list-style-type: none"> • Manage the impact of freight traffic in neighborhoods • Reduce sources of delay on the transportation system • Increase the share of people carpooling, bicycling, walking, and taking transit
Safety	Provide a safe and secure transportation system	<ul style="list-style-type: none"> • Reduce fatalities, injuries, and incidents on the transportation system



6

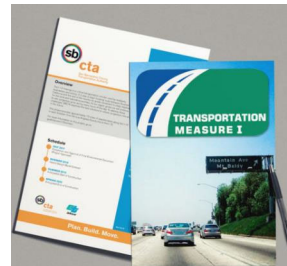
Attachment: LRMTTP PPT PDF MDC (10969 : Draft Strategies for the Long Range Multimodal Transportation Plan)

Scenario Planning

7

Scenario Planning Process

- Consider how future trends may affect the transportation system
- Model different potential futures and assess effects on outcomes
- Scenarios considered the system demand (land use and travel behavior) and supply (transportation network)



8

Context (Demand) Scenarios

“Business as Usual”

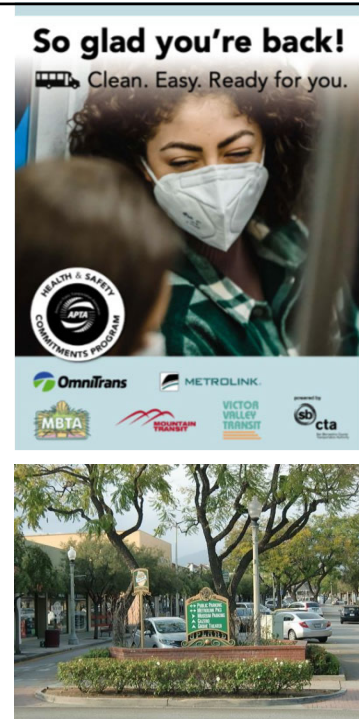
- Travel patterns return to pre-pandemic conditions
- Assumes 2019 travel behavior with 2050 population and employment

“Virtual Future”

- Shift to remote work is permanent and grows stronger
- Assumes anyone who can work from home does so, reducing home-based work trips

“Smart Growth”

- Assumes 2019 travel behavior with modified land use
- All future population and employment growth in Valley subarea is concentrated around major transit corridors to test the extremes of smart growth



9

Transportation (Supply) Scenarios

“Enhanced Network”

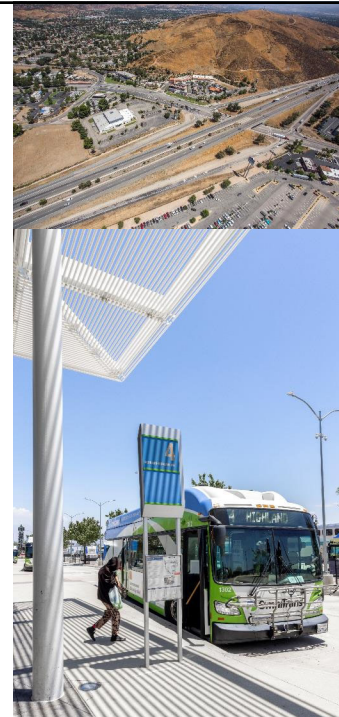
- Assumes availability of new funding sources and additional transportation projects
- Corresponds to SCAG “Plan” network
- Assumes “Business as Usual” background context

“Transit Expansion”

- Bus frequency is doubled across Southern California
- Assumes “Smart Growth” background context

Sensitivity Test: Roadway Pricing

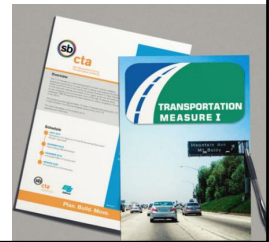
- Assumed Business as usual background context and enhanced transportation network with increased automobile operating cost



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Key Findings

- Delay is reduced in multiple scenarios, but difficult to reduce Vehicle Miles Traveled (VMT)
- Roadway pricing sensitivity test showed that each 10% increase in auto operating costs would be expected to reduce VMT by 1.7%; costs would be burdensome for drivers (equivalent to raising gas prices over 5 dollars/gallon to reduce VMT 10 percent)
- Major transit expansion across Southern California along with smart growth increases ridership and reduces VMT, but with major increase in operating expenses



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Scenario Summary

Performance Measures (Metrics for S.B. County Only)	Business as Usual	Virtual Future	Smart Growth	Enhanced Network	Transit Expansion + Smart Growth
	Value	Change	Change	Change	Change
Total Vehicle Miles Traveled	91,000,000	-4%	-2%	0%	-10%
Person Hours Traveled, work trips	890,000	-30%	-2%	-5%	-12%
Person Hours Traveled, non-work trips	1,510,000	8%	-3%	-6%	-11%
Minutes of delay per capita	5.6	-28%	-1%	-45%	-36%
Transit ridership	137,000	-32%	21%	43%	264%



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Plan Themes and Strategic Priorities

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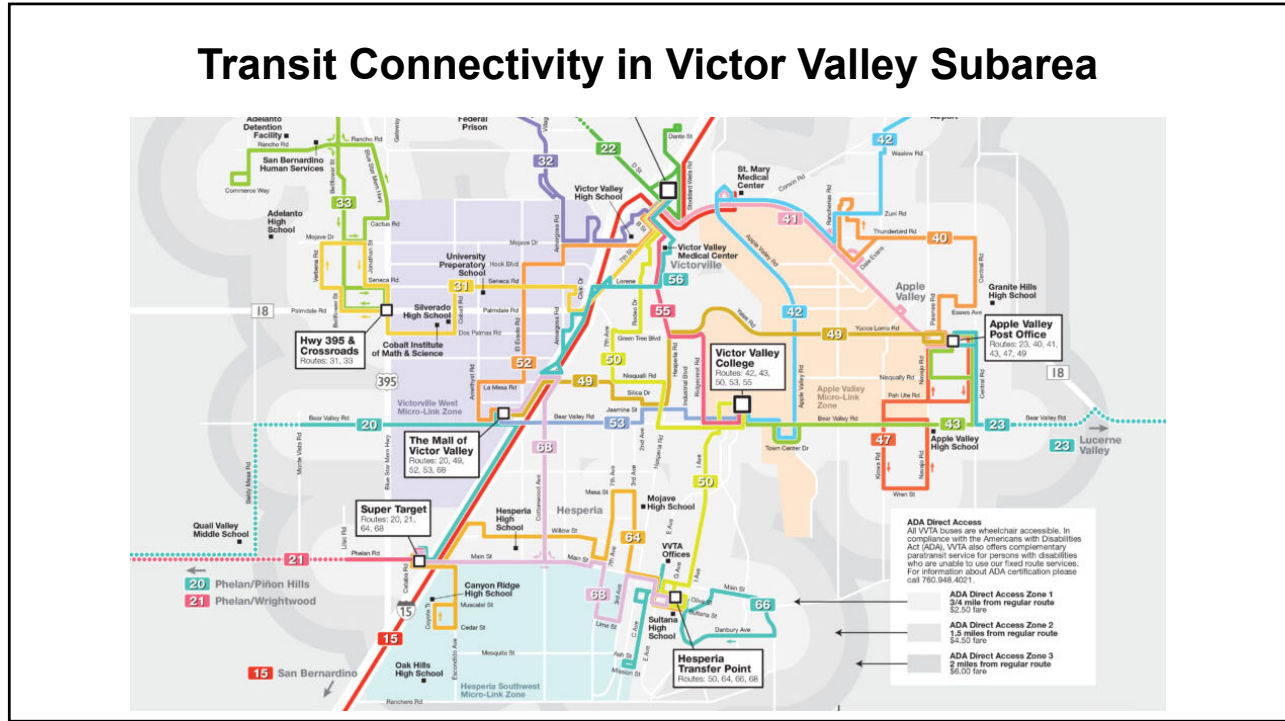
Strategic Priorities for Multimodal Connectivity

- **Work toward 30-minute frequencies on Metrolink San Bernardino Line**
- **Further investment in higher service levels**
- **Priority treatments on core transit network (“systemwide plan”)**
- **Local coordination on transit-focused land use**
- **Create first/last mile connections**
- **Completion of the I-10 and I-15 managed lane network**
- **Transportation demand management strategies**
 - Non-motorized transportation facilities
 - Vanpooling
 - Carpooling
 - Telework



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Transit Connectivity in Victor Valley Subarea



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Strategic Priorities for Freight Movement

Designate and improve key freight corridors

- Invest in high-volume highway freight corridors, including strategic bottleneck relief
- Interchange ramp improvements, auxiliary lanes and mainline projects (ex. Northbound truck climbing lane extension from Kenwood Ave. to SR-138)

Work with private sector on key initiatives

- Collaborate with private sector on transition to clean trucks
- Collaborate with private sector on strategic opportunities to shift from truck to rail



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Strategic Priorities for Climate Change & Resiliency

Incentivize transit and shared rides

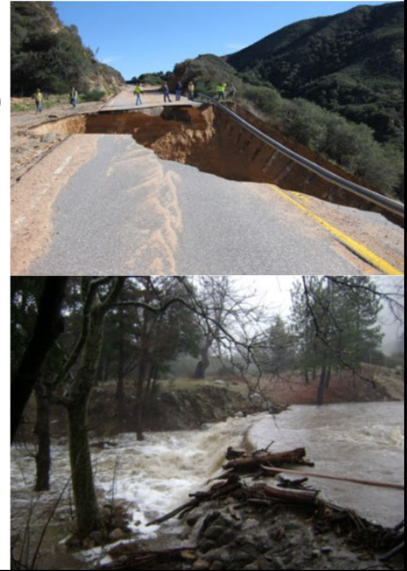
- Managed lanes
- Transit system improvements (ex BRT, Brightline, ONT Connector)

Improved operational resiliency

- Emergency route planning (including AB 98)
- Strategic highway improvements to address severe weather

Support zero-emissions transition

- Collaborate with private sector on transition to clean trucks
- Support transition to zero-emission transit
- Support development of hydrogen production hubs and zero-emission charging/fueling infrastructure



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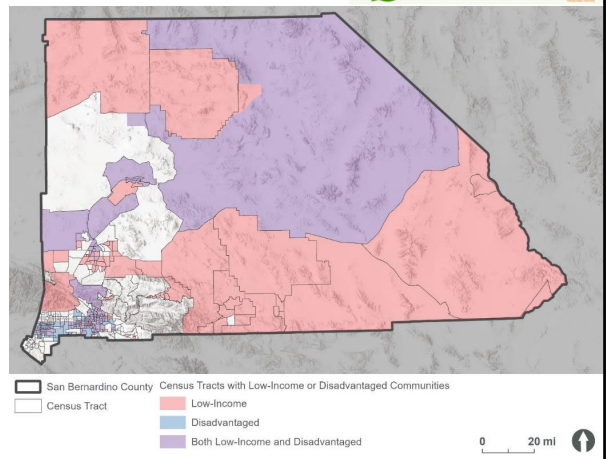
Strategic Priorities for Equity

Partner with local jurisdictions and CBOs

Demand-responsive services

- Continue, expand, and advertise fare reduction programs and free fare events for students, seniors, and low-income transit riders

Prioritize multimodal improvements



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Attachment: LRMTTP PPT PDF MDC (10969 : Draft Strategies for the Long Range Multimodal Transportation Plan)

Strategic Priorities for Funding

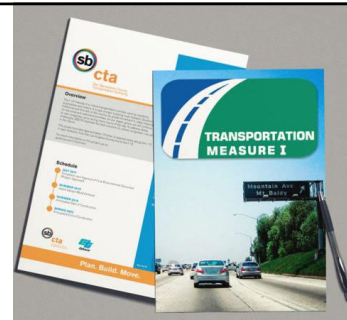
Expand sources of funding for transit operations

- Can't afford to build what we can't also operate
- Work with State, Federal, and regional partners to increase operating funds for transit
- Use excess toll revenues (after debt service and operations) for transit and (on I-10 east of I-15) zero-emission projects

Existing Measure I: Sources of Transit Operating \$

- Metrolink/Rail Service (8% of Valley revenue)
- Express Bus/BRT Program (5% of Valley revenue)
- Senior/Disabled Transit (8% for the Valley and up to 6.5% for the Mountain/Desert, with future increases up to 7.5%)

Future Measure I: Increase flexibility of funding programs for both transit capital and operations



Additional Information

MOUNTAIN/DESERT POLICY COMMITTEE ATTENDANCE RECORD – 2024

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

Communication: Attendance (Additional Information)

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

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

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

Acronym List

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



MISSION STATEMENT

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

We achieve this by:

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

Approved December 4, 2019