

AGENDA
Legislative Policy Committee Meeting

June 12, 2024

9:30 AM

Location

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

Legislative Policy Committee Membership

Chair - President

Dawn Rowe, Supervisor
County of San Bernardino

Vice Chair – Vice President

Ray Marquez, Council Member
City of Chino Hills

Past President

Art Bishop, Mayor Pro Tem
Town of Apple Valley

Larry McCallon, Mayor Pro Tem
City of Highland

Alan Wapner, Council Member
City of Ontario

Rick Denison, Council Member
Town of Yucca Valley

Paul Cook, Supervisor
County of San Bernardino

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

AGENDA

Legislative Policy Committee

June 12, 2024

9:30 AM

Location

SBCTA Office

First Floor Lobby Board Room

1170 W. 3rd Street, San Bernardino, CA 92410

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 Dawn Rowe)

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

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. 8

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 - Legislative/Public Outreach

2. State Legislative Update

Pg. 9

Receive the June 2024 State Legislative Update and provide direction as to positions on bills as appropriate.

Presenter: Louis Vidaure

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

3. Federal Legislative Update

Pg. 14

Receive the June 2024 Federal Legislative Update and provide direction as appropriate.

Presenter: Louis Vidaure

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

Comments from Board Members

Brief Comments from Board Members

ADJOURNMENT

Additional Information

Attendance

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Acronym List

Pg. 17

Mission Statement

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The committee will go dark in July.

The next Legislative Policy Committee meeting is scheduled for August 14, 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. If assistive listening devices, other auxiliary aids or language assistance services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk can be reached by phone at (909) 884-8276 or via email at clerkoftheboard@gosbcta.com and office is located at 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

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

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

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

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

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item, except Board agenda items that were previously considered at a Policy Committee meeting where there was an opportunity for public comment. Individuals in attendance at SBCTA who desire to speak on an item may complete and turn in a "Request to Speak" form, specifying each item an individual wishes to speak on. Individuals may also indicate their desire to speak on an agenda item when the President asks for public comment. When recognized by the President, speakers should be prepared to step forward and announce their name for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The President or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations. Any individual who wishes to share written information with the Board may provide 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: June 12, 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
		None	

Financial Impact:

This item has no direct financial impact on the Budget.

Reviewed By:

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

Responsible Staff:

Otis Greer, Director of Legislative and Public Affairs

Approved
Legislative Policy Committee
Date: June 12, 2024

Witnessed By:

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

Minute Action

AGENDA ITEM: 2

Date: June 12, 2024

Subject:

State Legislative Update

Recommendation:

Receive the June 2024 State Legislative Update and provide direction as to positions on bills as appropriate.

Background:

Legislative Update

The month of May marked the halfway point of the legislative session. May 24, 2024 marked the House of Origin's deadline where legislation needed to be out of the house in which it was introduced. The week before the deadline saw several lengthy floor sessions in both houses in order to pass the hundreds of bills before each chamber. Once they have passed this first deadline the bills will swap houses and begin their policy hearings starting in late May.

May 16, 2024, was the Appropriations Suspense hearing in both the Senate and the Assembly. Most bills with a cost to the state are referred to the "suspense list" in each house. Given the realities of the State budget deficit, the pressure for the Appropriations Committees to hold additional bills will be carefully considered throughout this session. This year, there were over 1,000 bills between both houses that qualified for the suspense hearing. The committees ended up holding roughly 30% or 300 bills. This was a slight increase from the typical rate and there is some expectation that the suspense hearing in August 2024 will need to include even more bills.

San Bernardino County Transportation Authority's (SBCTA) sponsored legislation, Assembly Bill (AB) 2590 by Assemblywoman Eloise Reyes, passed off of the Assembly Floor by a vote of 68 Ayes, 0 Noes and 8 Abstentions. It was referred to the Senate Committee on Transportation for a hearing in late June 2024.

AB 2645 by Assemblyman Tom Lackey, which SBCTA supported, passed off of the Assembly Floor by a vote of 68 Ayes, 0 Noes and 8 Abstentions. It was referred to the Senate Rules Committee for committee assignment.

Finally, AB 2535 by Assemblywoman Mia Bonta, which SBCTA opposed, was held in the Assembly Appropriation Committee and is now dead for the remainder of the session.

Budget – Governor's May Revise

On May 10, 2024, Governor Gavin Newsom (Governor) released his May Revision for budget year 2024-25. The Governor now projects budget year General Fund expenditures of \$201 billion, available resources of \$215 billion (prior year balance, revenues, and transfers), and \$3.4 billion in the Special Fund for Economic Uncertainties (SFEU), the state's general budget reserve.

The May Revision reflects \$22.8 billion in budgetary reserves. These reserves include \$19.4 billion in the Proposition 2 Budget Stabilization Account (Rainy Day Fund) for fiscal emergencies and \$3.4 billion in the state's operating reserve. The May Revision maintains the withdrawal of \$12.2 billion from the Rainy Day Fund as proposed in the Governor's January Budget, however, it proposes to spread the withdrawal over two fiscal years, utilizing

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

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\$3.3 billion in 2024-25 and \$8.9 billion in 2025-26 (the Early Action Package reflected the use of the \$12.2 billion in 2024- 25). The May Revision continues to reflect a complete withdrawal of the \$900 million in Safety Net Reserve as in the Governor’s January Budget and also reflects a complete withdrawal of the Public School System Stabilization Account (\$3.8 billion remained in the Governor’s January Budget).

Overall, the proposed budget includes a total of \$46.1 billion in budget solutions. The May Revision total solutions are \$1.2 billion above the increased shortfall identified since the Governor’s January Budget (\$7 billion) due to erosion in proposed solutions and other technical changes.

The May Revision reduces \$300 million in 2025-26 and \$99 million in 2026-27 for the Active Transportation Program. This is in addition to the \$200 million reduction in the Governor’s January Budget.

The May Revision shifts \$555.1 million from the General Fund to the Greenhouse Gas Reduction Fund above what was proposed in the Governor’s January Budget, for a total of \$1.3 billion. In addition, the May Revision reduces \$148 million not used for awarded projects from the Competitive Transit and Intercity Rail Capital Program and maintains \$3.5 billion of the originally planned \$3.65 billion.

LAO’s 2024-25 Budget Reports on the Governor’s May Revise

On May 17, 2024, the Legislative Analyst’s Office (LAO) released the 2024-25 Budget: Initial Comments on the Governor’s May Revision. The report provided a summary of and comments on the Governor’s revised budget, focusing on the overall condition and structure of the state General Fund—the budget’s main operating account.

Based on the administration’s revenue estimates and proposals, the LAO estimated the Governor addressed a larger deficit than \$27 billion, perhaps closer to \$55 billion. The LAO stated that the May Revision primarily solves the budget problem by adjusting spending. Spending-related solutions represent nearly 90 percent of the total solutions. Of this total, \$22 billion is related to school and community college funding changes and \$16 billion are spending reductions, while the remaining solutions comprise other types, like fund shifts.

The Governor also reduces the state’s reliance on reserves — using only \$4 billion in reserve withdrawals to cover the deficit, significantly less than the \$13 billion proposed in January 2024. According to the LAO, the overall structure of the Governor’s May Revision improves the fiscal health of the state in a number of ways. First, by proposing the state use less in reserves, the Governor preserves an important tool to address budget problems, which are likely to continue to emerge. Second, by further reducing one-time and temporary spending, the Governor leverages a “use it or lose it” tool that improves budget resilience. Finally, the Governor proposes new statutory language that would temporarily set aside anticipated surplus revenues for at least a year. While executing this proposal would be technically complex, we think the underlying idea is meritorious.

On May 24, 2024, the LAO published the 2024-25 Budget Multiyear Budget Outlook. The report presented the LAO’s forecast of the condition of the state General Fund budget through 2027-28 under their revenue estimates and assumes the Governor’s May Revision policies are adopted. Similar to the administration, the LAO projected the state faces modest operating deficits (budget problems) over the multiyear period — ranging from a very small deficit in 2025-26 to larger ones in the out-years. The LAO stated that the May Revision puts the state on better fiscal footing and makes substantial progress toward structural balance. By pulling back substantially

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on one-time and temporary spending, as well as making some ongoing reductions, the Governor's May Revision shrinks the state's projected deficits from around \$30 billion (the December 2023, estimate) to an average of less than \$10 billion. Given this progress, they recommended the Legislature maintain a similar overall structure to the Governor's approach in the final budget package.

Legislature's Budget Plan

On May 29, 2024, the Senate and Assembly Budget Committees released a preliminary joint budget plan in response to the Governor's May Revise. The Legislature's Budget Plan (LBP) addresses the administration's 2024-2025 budget year projected shortfall of about \$45 billion and the 2025-2026 shortfall of more than \$30 billion. The LBP is balanced in 2024-2025, with a \$3.6 billion Regular Reserve and \$23 billion in total reserves, similar to the Governor's May Revise proposal. For 2025-2026, the LBP is balanced with a \$1.3 billion Regular Reserve and more than \$13 billion in total reserves, approximately \$2 billion more than the Governor's May Revise.

The LBP contains a total of \$46.9 billion in budget balancing actions for 2024-25 and \$29.3 billion in 2025-26. The plan provides a balanced approach, with the balancing actions primarily coming from Program Reductions of \$16.6 billion and \$11.6 billion in 2024-25 and 2025-26, respectively, and Revenues of \$10.6 billion in 2024-2025 and \$7.8 billion in 2025-2026.

Of particular note to SBCTA and San Bernardino Council of Governments (SBCOG), the LBP:

- Rejects the proposed cuts to the Active Transportation Program and shifts \$600 million to the State Highway Account.
- Rejects the \$148 million cut to the Competitive Transit and Intercity Rail Capital Program.
- Reduces the cut to Regional Early Action Planning Grants 2.0 from \$300 million to \$50 million.

Attachment A contains a list of legislative bills that the San Bernardino County Transportation Authority SBCTA/SBCOG have taken a position on. Attachment B reflects bills of interest to SBCTA and SBCOG.

Financial Impact:

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

Reviewed By:

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

Responsible Staff:

Louis Vidaure, Legislative Analyst

Approved
Legislative Policy Committee
Date: June 12, 2024

Witnessed By:

San Bernardino Council of Governments
San Bernardino County Transportation Authority

ATTACHMENT A

**SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY (SBCTA) / COUNCIL OF GOVERNMENTS (SBCOG)
LEGISLATIVE BILL POSITIONS - June 2024**

Legislation / Author	Description	Bill Status	Position	Date Position Adopted
AB 6 (Friedman)	Would require the California Air Resources Board to establish additional greenhouse gas emissions targets for 2035 and 2045, as well as imposing new requirements on Metropolitan Planning Organizations, such as the Southern California Association of Governments, regarding technical methodology in developing their Regional Transportation Plan and Sustainable Community Strategy.	Failed Policy Committee deadline, two-year bill. (7/14/23)	Oppose	6/14/2023
AB 7 (Friedman)	Would require the project selection process for transportation infrastructure projects funded by certain state transportation accounts to incorporate federal principles that promote accessibility, climate change, the environment, resilience, safety, timeliness, among other principles.	Failed to be voted upon on Senate Floor, two-year bill. (9/14/23)	Oppose	6/14/2023
AB 2590 (Reyes)	Would amend the California Public Utilities Code to increase the monetary thresholds of certain procurement processes for supplies, equipment and materials that are utilized for SBCTA projects.	Passed out of Assembly, referred to Senate Committee on Transportation. (5/29/24)	Sponsor Support	2/14/2024
AB 2645 (Lackey)	Would require agencies that operate tolling facilities to cooperate with law enforcement in the event an emergency alert is issued.	Passed out of Assembly, referred to Senate Rules Committee for committee assignment. (5/23/24)	Support	4/10/2024

Attachment: Bill position matrix 6-24 (10186 : State Legislative Update)

SAN BERNARDINO COUNTY
TRANSPORTATION AUTHORITY (SBCTA) / COUNCIL OF GOVERNMENTS (SBCOG)
LEGISLATIVE BILL POSITIONS - June 2024

Legislation / Author	Description	Bill Status	Position	Date Position Adopted
AB 2535 (Bonta)	Would alter the Trade Corridor Enhancement Program to support zero emission freight infrastructure and restrict projects that expand certain highway projects.	Held in Assembly Appropriations Committee. Failed committee deadline, dead for year. (5/16/24)	Oppose	4/10/2024

Attachment: Bill position matrix 6-24 (10186 : State Legislative Update)

Minute Action

AGENDA ITEM: 3

Date: June 12, 2024

Subject:

Federal Legislative Update

Recommendation:

Receive the June 2024 Federal Legislative Update and provide direction as appropriate.

Background:

Fiscal Year 2025 (FY25) Appropriations Process

On May 24, 2024, after months of delays, the House Appropriations Committee approved the interim 302(b) subcommittee allocations. The 302(b)s set the spending caps for each of the 12 individual discretionary appropriations bills. They are as follows:

- Agriculture, Rural Development, Food and Drug Administration, and Related Agencies: \$25,873,000,000
- Commerce, Justice, Science, and Related Agencies: \$78,288,000,000
- Defense: \$833,053,000,000
- Energy and Water Development and Related Agencies: \$59,190,000,000
- Financial Services and General Government: \$23,608,000,000
- Homeland Security: \$64,805,000,000
- Interior, Environment, and Related Agencies: \$37,739,000,000
- Labor, Health and Human Services, Education, and Related Agencies: \$186,586,000,000
- Legislative Branch: \$7,125,000,000
- Military Construction, Veterans Affairs, and Related Agencies: \$147,520,000,000
- State Department, Foreign Operations, and Related Programs: \$51,713,000,000
- Transportation, Housing and Urban Development, and Related Agencies (THUD): \$90,400,000,000

FY25 Total: \$1,605,900,000,000; Fiscal Year 2024 (FY24) Total: \$1,590,000,000,000, an increase of \$15.9B

- Defense will receive an increase of nearly \$9 billion.
- Homeland Security will be funded above the FY24 enacted level and the President's Budget Request.
- Veterans Affairs – including veterans' medical care and benefits – will be fully funded.
- Non-defense programs will be cut effectively by 6%, and those cuts are not evenly distributed.
- Some subcommittees, such as Labor-Health and Human Services-Education, Financial Services-General Government, and State-Foreign Operations, will receive significant cuts of 10-11%.
- Other subcommittees will have smaller non-defense cuts, reflecting Republican priorities across the bills.

The House Appropriations Committee also released the markup schedule for the FY25 Appropriations process. THUD Appropriations subcommittee will meet on June 27, 2024, for

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

Legislative Policy Committee Agenda Item

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their committee markup and the full Appropriations Committee markup of THUD is scheduled for July 10, 2024.

Financial Impact:

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

Reviewed By:

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

Responsible Staff:

Louis Vidaure, Legislative Analyst

Approved
Legislative Policy Committee
Date: June 12, 2024

Witnessed By:

San Bernardino Council of Governments
San Bernardino County Transportation Authority

**ADDITIONAL
INFORMATION**

LEGISLATIVE POLICY COMMITTEE ATTENDANCE RECORD – 2024

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Ray Marquez City of Chino Hills		X	X	X	X							
Paul Cook Board of Supervisors		X	X	X								
Dawn Rowe Board of Supervisors				X								
Art Bishop Town of Apple Valley		X	X	X	X							
Larry McCallon City of Highland		X	X	X								
Alan Wapner City of Ontario					X							
Rick Denison Town of Yucca Valley		X	X	X	X							

Communication: Attendance (Additional Information)

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

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