

AGENDA
Mountain/Desert Policy Committee

March 21, 2025

9:30 AM

Location

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

Mountain/Desert Policy Committee Membership

Chair

Debra Jones, Council Member
City of Victorville

Rick Herrick, Council Member
City of Big Bear Lake

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

Vice Chair

Art Bishop, Mayor Pro Tem
Town of Apple Valley

Josh Pullen, Council Member
City of Hesperia

Rick Denison, Council Member
Town of Yucca Valley

Daniel Ramos, Mayor Pro Tem
City of Adelanto

Janet Jernigan, Mayor
City of Needles

Paul Cook, Supervisor
County of San Bernardino

Timothy Silva, Mayor
City of Barstow

Dawn Rowe, Supervisor
County of San Bernardino

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

AGENDA

Mountain/Desert Policy Committee Meeting

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Location

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

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 - 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 monthly for review by Board and Committee members.

DISCUSSION ITEMS

Discussion - Administrative Matters

2. Overview of the Proposed Budget for Fiscal Year 2025/2026

Pg. 9

Receive a general overview of the proposed Fiscal Year 2025/2026 Budget.

Presenter: Lisa Lazzar

A companion item was reviewed by the Board of Directors Metro Valley Study Session on March 13, 2025.

Discussion - Regional/Subregional Planning

3. Update on Resilience Planning Efforts

Pg. 22

Receive report on the adaptation, climate change and resilience planning efforts currently in progress at San Bernardino County Transportation Authority / San Bernardino Council of Governments.

Presenter: Ryan Graham

This item was received by the Planning and Development Technical Forum on February 26, 2025, the City/County Managers' Technical Advisory Committee on March 6, 2025, and the Board of Directors Metro Valley Study Session on March 13, 2025.

Comments from Board Members

Brief Comments from Board Members

ADJOURNMENT

Additional Information

Attendance

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Acronym List

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Mission Statement

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The next Mountain/Desert Policy Committee meeting is scheduled for April 18, 2025.

Meeting Procedures and Rules of Conduct

Meeting Procedures - The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

Accessibility & Language Assistance - The meeting facility is accessible to persons with disabilities. A designated area is reserved with a microphone that is ADA accessible for public speaking. A designated section is available for wheelchairs in the west side of the boardroom gallery. If assistive listening devices, other auxiliary aids or language assistance services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk can be reached by phone at (909) 884-8276 or via email at clerkoftheboard@gosbcta.com 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: March 21, 2025

Subject:
Information Relative to Possible Conflict of Interest

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

Background:
In accordance with California Government Code 84308, members of the Board may not participate in any action concerning a contract where they have received a campaign contribution of more than \$500 in the prior twelve months from an entity or individual, except for the initial award of a competitively bid public works contract. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Principals & Agents	Subcontractors
		None	

Financial Impact:
This item has no direct impact on the budget.

Reviewed By:
This item is prepared monthly for review by Board and Committee members.

Responsible Staff:
Andrea Zureick, Director of Fund Administration

Approved
Mountain-Desert Committee
Date: March 21, 2025
Witnessed By:

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

Minute Action

AGENDA ITEM: 2

Date: *March 21, 2025*

Subject:

Overview of the Proposed Budget for Fiscal Year 2025/2026

Recommendation:

Receive a general overview of the proposed Fiscal Year 2025/2026 Budget.

Background:

The budget overview presentation provides general information for each major program for the Valley and Mountain/Desert areas.

This presentation provides a general overview of the current year's goals and objectives and a preliminary list of proposed goals and objectives for the Fiscal Year 2025/2026 Budget for the Valley and Mountain/Desert areas. The overview entails the following programs:

1. General Government
2. Council of Governments
3. Environment & Energy Conservation
4. Commuter and Motorist Assistance
5. Regional and Subregional Planning
6. Fund Administration
7. Transit and Rail
8. Major Projects (Highway and Roadway)
9. Debt Service

Estimated revenues and detailed budgetary information for the various tasks in the proposed Fiscal Year 2025/2026 Budget will be provided at the April 2025 General Policy Committee, Transit Committee, Board of Directors Metro Valley Study Session, and Mountain/Desert Policy Committee meetings.

Financial Impact:

The budget overview has no financial impact on the adopted Budget for Fiscal Year 2024/2025, but is a component of the Fiscal Year 2025/2026 Budget.

Reviewed By:

A companion item was reviewed by the Board of Directors Metro Valley Study Session on March 13, 2025.

Responsible Staff:

Lisa Lazzar, Chief Financial Officer

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

Mountain-Desert Committee Agenda Item
March 21, 2025
Page 2

Approved
Mountain-Desert Committee
Date: March 21, 2025
Witnessed By:

San Bernardino Council of Governments
San Bernardino County Transportation Authority

Mountain/Desert Policy Committee Fiscal Year 2025/2026 Budget Overview



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San Bernardino County
Transportation Authority

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San Bernardino
Council of Governments

1

General Government

Board of Directors / Executive Administration
General Counsel
Financial Management
Management Services / Human Resources
Legislative and Public Affairs



2

2

Attachment: MDC Budget Overview Presentation March 2025 (11433 : Overview for Proposed Fiscal Year 2025/2026 Budget)

Board / Executive Administration

- Maintain project delivery focus
- Nurture external relationships
- Finalize and implement procedures for records retention/destruction in accordance with policy



3

3

General Counsel

- Monitor Federal and State legislation related to Express Lanes tolling and operations
- Assist with establishment of Regional Housing Trust Joint Powers Authority
- Continue supporting staff in effecting Brightline West transactions
- Review and update procurement templates



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Financial Management

- Comply with Government Finance Officers Association requirements for:
 - Annual Comprehensive Financial Report
 - Annual Budget
- Update Debt Management, Investment, and Procurement Policies
- Work with an internal team on implementing a new Enterprise Resource Planning System
- Host Business to Business event



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Management Services / HR

- Provide IT support for the agency to maintain our hybrid remote/on site work arrangements
- Perform recruitments necessary to keep agency fully staffed
- Office 365 G5 Foundation Implementation
- Capital improvement upgrades to the Depot
 - Retrofit (LED) SBCTA Interior Lights and East Lot Parking Lights
 - HVAC upgrade phase 3 of 3
 - Depot Interior Painting



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Legislative & Public Affairs

- Represent the interests of SBCTA and SBCOG as new policy, regulatory, and/or funding proposals are considered
- Establish, develop, and maintain relationships with state and federal representatives, agencies, and staff
- Expand communications opportunities and grow SBCTA's media (traditional and social) presence
- Continue to build awareness of SBCTA/SBCOG programs, services and enhance their respective images
- Continue Measure I education campaign



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Council of Governments

- Implement the Five-Year Work Plan
- Develop Housing Trust JPA & Administration Plan
- "Smart County" Master Plan – Now in implementation stage
- Continue I-REN Business Plan Activities guided by I-REN Executive Committee
- REAP 2.0 projects in full swing: Partnering with local jurisdictions
- Provide grants training and assistance
- Implement Equity Framework



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Environment & Energy Conservation

- Monitor air quality regulation implications for our region (SCAQMD and MDAQMD)
- Work with SCAG and air districts on multiple fronts: clean trucks (SB 671), funding of zero-emission buses, and sustainable communities



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Commuter & Motorist Assistance

- Maintain 99% customer satisfaction rating with Freeway Service Patrol
- Implementing 5-year funding plan, modifying beats to fit budget
- Complete the removal of motorist aid call boxes
- Continue delivery of SoCal Regional 511 service with LA, Orange, Riverside, and Ventura Counties



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Regional & Subregional Planning

Regional level

- RTP/SCS –
 - Begin work with SCAG on 2028 RTP/SCS
 - Work with State/Regional agencies on critical projects
 - Regional coordination on response to state and federal legislation and guidelines
 - Regional freight strategy and zero-emission truck initiative
- Ongoing input to state/federal/regional regulations and guidelines (e.g. SB 1 Cycle 5, CalSTA/Caltrans implementation of CAPTI, Strategic Investment Strategy, etc.)



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Regional & Subregional Planning

County level

- VMT mitigation bank and complete streets projects (REAP 2.0 grants)
- Position projects for SB 1 Cycle 5 grant applications and federal transportation grants
- Work with CHP/Caltrans/locals on Cajon Pass/SR-247/62 emergency bypass and local emergency evacuation/resiliency (SB 99 & AB 747)
- Assist local agencies with Active Transportation Program grants
- Transportation modeling and GIS support agency-wide
- Continue sustainability initiatives: Clean Trucks Program, GHG Reduction Plan EIR
- Review Measure I (MSI) Strategic Plan in support of MSI 3.0 effort



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Fund Administration

- Submit STBG and CMAQ project proposals for SCAG's FY27-FY28 Call for Projects
- Develop 2026 STIP proposal for adoption by the CTC in March 2026
- Provide technical support to the Finance Department as needed in the issuance of sales tax revenue bonds for the Measure I Valley Freeway and Interchange Programs
- Support development of expenditure plan and revenue projections for potential 2026 Measure I Renewal ballot measure
- Monitor grant awards and revenue trends and develop alternative funding plans for priority projects if necessary



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Fund Administration

New Revenue for Mountain/Desert Projects

- Measure I Local Streets – \$22.6M (-7.9%)
 - Victor Valley - \$15.3M (-8.8%)
 - North Desert - \$3.0M (-14.1%)
 - Morongo Basin - \$1.9M (-10.7%)
 - Mountains - \$2.2M (+17.7%)
 - Colorado River - \$257,700 (-16.4%)
- Local Transportation Fund – \$41.5M (-6.3%)¹
- State Transit Assistance Fund – \$9.5M (+14.2%)¹
- Low Carbon Transit Operations Program – \$1.6M (-2.7%)²
- SB 1 State of Good Repair – \$1.2M (+12%)³

¹ Lower than previous year due to less unapportioned/unallocated carryover funds

² Estimate from Cap and Trade credit auctions

³ Includes unapportioned/unallocated carryover funds



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Fund Administration

Area	Agency	Projects*	Current Phase	Allocation Description/ Phase	MSI Allocated** (1,000s)	State/Federal Allocation*** (1,000s)	Open to Public
Victor Valley	Apple Valley	Bear Valley Road Bridge over Mojave River	Utility Relocations	Phase 1 Construction	\$50	\$0	2027
	Apple Valley	Yucca Loma Road Widening	Project Closeout	Project	\$1,350	\$0	2024
	Hesperia/SB County	Ranchero Road Widening	Construction	City Project	\$5,399	\$5,948	2025
				County Project	\$7,566	\$6,730	
	SB County	Rock Springs Road Bridge over Mojave River	Design/Right of Way	Project	\$3,980	\$0	2027
	SB County	Phelan Road widening	Environmental	Project	\$6,287	\$0	TBD
	SBCTA	US 395 Phase 2	Design/Right of Way	Project	\$18,673	\$75,957	2028
	Adelanto	Bartlett Avenue Widening	Project Closeout	Project	\$1,862	\$0	2024
	Adelanto	Bellflower Street Widening	Project Closeout	Project	\$3,013	\$0	2025
	Adelanto	El Mirage Road Widening	Design	Project	\$4,959	\$0	2026
VVTA	Buses/Infrastructure	Ongoing	Project	\$0	\$3,100	ongoing	
North Desert	Barstow/SBCTA	North First Ave Bridge over BNSF	Project Closeout	Project	\$5,659	\$2,591	2024
	Barstow	North First Ave Bridge over Mojave River & Overflow	Design/Right of Way	Project	\$1,267	\$6,136	2031
	Barstow	Rimrock Road Pavement overlay	Design	Project	\$749	\$0	2025
	SB County	National Trails Highway Bridge Replacements	Environmental/Design	Project	\$0	\$61,004	2032
	SB County	Baker Blvd Bridge Widening over Mojave River	Environmental	Project	\$7,954	\$9,561	2028
Mountains	Big Bear Lake	Moonridge Road Realignment/Roundabouts (AEA)	Complete	Project	\$3,200	\$0	2022
	SB County	Stanfield Cutoff Roundabout	Design/Right of Way	Project	\$4,227	\$0	2026
	Mountain Transit	Buses/Infrastructure	Ongoing	Project	\$0	\$103	ongoing
Morongo Basin	Twentynine Palms	Split Rock Ave at Flood Control Channel	Design/Right of Way	Project	\$313	\$0	2024
	Twentynine Palms	SR62 Street Widening Project	Design	Project	\$495	\$4,500	2027
Colorado River	SB County	Needles Highway Segment 1C (AEA)	Design	Project	\$900	\$8,000	2026

*Projects with Anticipated Reimbursements in Fiscal Year 2025/2026

**Funding Agreements executed

***State and Federal Funds Allocated by SBCTA



Fund Administration

<p>Victor Valley 63% committed \$73M MSI remains \$194M Fed remains</p>	<p>North Desert 34% committed \$29M MSI remains \$11M Fed remains</p>	<p>Mountains 51% committed \$10M MSI remains \$45M Fed remains</p>
<p>Morongo Basin 61% committed \$9M MSI remains \$39M Fed remains</p>	<p>Cajon Pass 69% committed \$68M MSI remains</p>	<p>Colorado River 49% committed \$1.6M MSI remains \$17.5M Fed remains</p>

(All values based on 2025 10-Year Delivery Plan)



Transit & Rail

Brightline West



ZEMU



Transit & Rail

- Continue coordination with Rancho Cucamonga & Brightline West
- Award design-build contract for the ONT Connector & seek grant funds
- Start of revenue service operations of ZEMU
- Continued support of Metrolink & SB County Transit Operators
 - City of Needles Fort Mohave Shuttle
 - Mountain Transit Big Bear Admin and Maintenance Facility
- Manage SBCTA owned rail right-of-way



Major Local Highways



Major Projects

Freeways



Major Local Highways

	Project Name	Current Phase	Total Cost (in millions)	Open to Public
1	SR-62 Widening, Sage Ave to Airway Ave	Planning	\$42	2031
2	SR-18 Safety and Operational Improvements	Planning	\$12	2031
3	US-395 Phase 2 Widening Project	Design / ROW	\$103	2028
4	North First Ave Bridges over Mojave and Overflow (current phase led by City)	Design / ROW	\$67	2031
5	North First Ave Bridge Over BNSF	Close Out	\$71	2024

Freeway Mainline

	Project Name	Current Phase	Total Cost (in millions)	Open to Public
1	I-15 Corridor Express Lanes (Contract 1)	Construction	\$401	2026
2	Cajon Pass Truck Climbing Lane	Planning	\$111	2031



Debt Service

Long-term and Short-term Financing

- Freeway Program
- Interchange Program
- Arterial Projects
- Metrolink-Rail Program
- Express Bus/Rapid Transit Program
- Victor Valley Major Local Highway Program



Mountain/Desert Policy Committee

Fiscal Year 2025/2026

Budget Overview



cta

San Bernardino County
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Council of Governments

Minute Action

AGENDA ITEM: 3

Date: *March 21, 2025*

Subject:

Update on Resilience Planning Efforts

Recommendation:

Receive report on the adaptation, climate change and resilience planning efforts currently in progress at San Bernardino County Transportation Authority / San Bernardino Council of Governments.

Background:

Natural disasters are nothing new in the State of California. Historically, planners, engineers, and first responders have focused on earthquakes for good reason. The Loma Prieta (1989) and Northridge (1994) earthquakes resulted in widespread damage resulting in casualties, property damage, and collapsed infrastructure, including portions of the transportation system. In San Bernardino County, the San Andreas Fault poses a significant risk to our communities and runs directly through one of the most significant interregional corridors of Southern California. Should the epicenter of catastrophic earthquake happen in this location, the consequences would be widespread and significant.

More recently, natural and human assisted disasters have again taken center stage in the form of hurricanes and wildfire. In 2024, three hurricanes made landfall in Florida, two as major hurricanes. Hurricane Helene was the more destructive of the two, impacting parts of Florida, Georgia, Tennessee, and North Carolina. It is estimated that Hurricane Helene caused \$78.7 billion in damage. In January 2025, the Palisades and Eaton fires tore through parts of Los Angeles County resulting in a combined 37,728 acres burned, 16,255 lost structures, and 29 dead. Initial estimates provided by JP Morgan put the damage in the approximately \$50 billion range, but more recent estimates published by the Los Angeles Times projects damages ballooning to \$250 billion plus. That would make the Palisades and Eaton wildfires the costliest natural disaster in U.S. history, surpassing Hurricane Katrina.

The financial implications of these events have prompted some, including the Federal Reserve Chair Jerome Powell, to testify in front of congress that banks are pulling out of coastal areas as well as wildfire prone regions. His testimony further suggested that within the next 10 or 15 years, there are going to be regions of the country where homeowners will not be able to obtain a mortgage. In California, those that cannot obtain homeowner's insurance are increasingly reliant on the California FAIR Plan, the insurer of last resort, which some argue is over exposed.

To counteract the infrastructure and human impacts of wildfire and other hazards, the State has enacted a number of recent laws that create additional requirements for local jurisdictions. Among a number of new state laws, the most salient for current purposes include:

- The mandate for General Plans to include a Safety Element (Senate Bill (SB) 379).
- That a local jurisdiction Safety Element identify hazard areas that do not have at least two emergency evacuation routes (SB 99).

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

- That a General Plan Safety Element update be triggered by an update to a Housing Element at a minimum of every eight years (SB 99).
- That all jurisdictions identify evacuation routes with information on their capacity, safety, and viability under a variety of emergency scenarios (Assembly Bill (AB) 747).

These new regulatory requirements by the State highlight the increased awareness that resilience and natural disaster planning has garnered in Sacramento. However, at a regional level, San Bernardino County Transportation Authority (SBCTA) / San Bernardino Council of Governments (SBCOG) have long been active in the resilience and adaptation planning space. SBCTA/SBCOG's focus is emergency preparedness and planning for system, as well as infrastructure adaptation and resiliency in our built environment. It is this reason, as an example, that staff is preparing the State Route 247/62 (SR 247/62) Emergency Bypass Study as highlighted below. But resilience planning and emergency preparedness efforts require close collaboration and consultation with our partners in the response and disaster management and recovery fields. As such SBCTA/SBCOG's efforts include direct communication with these stakeholders for feedback and review.

This item is being presented to give information about recent past projects and updates on currently active projects that highlight how SBCTA continues to be at the forefront of these efforts.

Resilient IE

In 2017 Western Riverside Council of Governments (WRCOG) received funding from the California Department of Transportation (Caltrans) Climate Adaptation Planning Grant Program to support a multi-county planning effort in collaboration with SBCTA. Resilient IE examined ways to prepare for and mitigate the risks associated with climate change. The types of hazards analyzed as part of Resilient IE included heat, wildfire, flooding, drought, air quality, severe wind, and mudslides/landslides. Deliverables for Resilient IE included vulnerability assessments, adaptation strategies, hazard, and evacuation maps for San Bernardino County and Western Riverside County, as well as a tool kit. The documents related to Resilient IE, including the Resilient IE Toolkit can be found here: <https://wrcog.us/285/Resilient-IE>.

SR 247/62 Emergency Bypass Study

In 2022, SBCTA received a \$1,000,000 earmark from the Priority Legislative Budget Projects Program (PLBP) to conduct the SR 247/62 Emergency Bypass Study. This is a two-part project with an overall emphasis on improving the usefulness of SR 247 and SR 62 as a more viable alternative to Interstate 15 (I-15) through the Cajon Pass in the event of an emergency such as an earthquake, wildfire, major incident, or other disaster.

The contract for the project was awarded at the May 2024 Board of Directors meeting to WSP USA Inc. (WSP). As previously mentioned, the project is anticipated to be conducted in two parts. Parts 1 and 2 are outlined below:

- Part 1- The consultant will prepare an area-wide Emergency Bypass Strategy that can build on the existing efforts of California Highway Patrol (CHP), Caltrans, and other emergency service agencies as the basis for managing traffic for periods when the I-15 through the Cajon Pass is closed. This will look at the history of traffic flows, both in the

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Valley and High Desert during closures and major incidents to determine how to improve network resiliency regionally.

- Part 2- The consultant will prepare a feasibility study for potential geometric and operational improvements on portions of SR 247 from Barstow to Yucca Valley, on SR 62 from Yucca Valley to Interstate 10 (I-10) in Palm Springs, and in the Cajon Pass. The information generated in Part 1 of the study will feed into the project development process that will allow for strategic improvement to areas on SR 247, SR 62, and other routes that will better prepare agencies in dealing with local and regional traffic that has been redistributed throughout Riverside and San Bernardino Counties during an emergency scenario.

Currently the consultant, SR 247/62 Project Technical Advisory Committee (TAC), and staff are working through Part 1 of the project. WSP held the project kickoff meeting on October 28, 2024. The meeting was attended by representatives from Caltrans, CHP, the County of San Bernardino Department of Public Works, and San Bernardino County Fire. The critical path for Part 1 of the project is the identification of incidents and events from the past 10 years in the Cajon Pass, which could be considered representative of types of incidents likely to happen again in the future. The consultant will then use these events to capture the shift in historical regional traffic patterns and use them to simulate the impacts of events in the Cajon Pass on SR 247 and SR 62. The analysis to be performed by WSP will also include a simulation of a catastrophic event, such as a major earthquake that causes sufficient damage to close I-15 in the Cajon Pass for a prolonged period of time.

The current schedule for completion of Part 1 of this project is in the summer of 2025. The draft I-15 Emergency Bypass Strategy will be presented to SBCTA committees in mid-2025. Any comments or guidance provided at that time would then be included in the Final I-15 Emergency Bypass Strategy. Part 2 of the project is estimated to be completed by June 2026.

Emergency Evacuation Network Resilience (EENR)

The EENR builds on the recently completed Resilient IE study that was mentioned above. Similarly, EENR is another bi-county effort being conducted in collaboration with WRCOG. The EENR will take the previously created hazard and evacuation maps from Resilient IE, and provide analysis of local-level evacuation systems and produce estimates of time needed to evacuate selected cities or subareas.

EENR is being funded by a \$1.5 million Sustainable Transportation Planning Grant, with WRCOG and SBCTA contributing a combined \$194,341 in matching funds (in-kind or cash) for a total of \$1,694,341.

SBCTA is the lead agency on this project and Jacobs Engineering Group, Inc. was awarded the contract at the November 2024 Board of Directors meeting. The project kicked off in December 2024, and since that time the consultant has been working on data collection and integrating the Riverside and San Bernardino County Transportation Models.

The key deliverables for this project include:

- Information provided to local jurisdictions that will help support their SB 99 & AB 747 compliance assessment requirements.
- Network assessment for each of SBCTA and WRCOG's agencies to look at the distance each neighborhood would have to travel during an evacuation.
- Emergency response time assessment.
- Identification and prioritization of key improvements that address redundancy/resiliency constraints in Western Riverside and San Bernardino Counties.
- Roadmap for additional infrastructure resilience improvement recommendations that include the electrical network, transportation network (including transit vehicle charging systems), transit shelters, and vehicle redundancy.

The largest undertaking of the EENR effort will be to generate the information and analysis that can be used by local jurisdiction to comply with State emergency and evacuation assessments. Due to the large number of compliance assessments to be created by this study, the consultant is working to develop a prototype to share with the TAC for the project. Once the prototype is finalized, the consultant will begin producing the content on a rolling basis throughout the period of April 2025 to July 2025. Concurrent to this effort, the consultant will be identifying parts of the bi-county project area that could benefit from added redundancy and resiliency to the transportation network.

Evacuation and Resilience Center Design Study (ERCD)

SBCTA is preparing to undertake a companion effort to the EENR project. The ERCD effort is focused only on communities within San Bernardino County and will provide additional planning support focusing on:

- Identification of up to five communities within San Bernardino County in high-hazard areas lacking multiple ingress/egress routes for emergencies.
- Evacuation planning and scenario analysis for these five communities, with special emphasis on areas that have only single-access roads between two and seven miles in length, as well as are identified by the statewide SB 99 CalFire Hazard Severity Zones as very high or high hazard.
- Conducting a feasibility study of alternative evacuation strategies, including Class 1 bike lanes constructed with sufficient width and support to accommodate vehicles for emergency evacuations.
- Planning and designing conceptual drawings of new resilience centers equipped with microgrids in vulnerable evacuation corridors.

The ERCD project is funded by a \$725,000 allocation of Caltrans Sustainable Transportation Planning Grant funds and a \$101,250 local match, for a total of \$826,250. The project is currently in the contracting phase with Caltrans providing the Restricted Grant Agreement between SBCTA and Caltrans on February 24, 2025.

Following execution of the Restricted Grant Funding Agreement, SBCTA will be permitted to release the Request for Proposals for development of the Study. Once proposals are received, SBCTA will engage a panel to review and evaluate the proposals to select the most qualified consulting firm for the planning effort. Based on current timelines, staff anticipates presenting the recommended firm for approval at the July 2025 Board of Directors meeting.

Energy Resilience Sustainability Infrastructure Projects

Resilience planning is a proactive approach that aims to prepare and adapt communities to withstand and recover from various shocks, including but not limited to natural disasters and evacuation planning. Some environmental stressors such as extreme heat can overload the power grid and corresponding electrical systems.

Energy resilience is an important element of SBCTA's proactive approach to regional planning. The idea of microgrids is a component of the ERCDC project mentioned above, namely in the context of microgrids at resilience centers. During the Palisades and Eaton fires, some 278,000 Southern California Edison customers were affected by power outages due to weather, fire-related damage, or because of pre-emptive safety shutoffs. Communities within San Bernardino County experienced multiple day service disruptions.

SBCTA issued a contract task order to Placeworks on December 11, 2024 to assist in the identification of public energy and sustainability infrastructure projects and to support future grant funding opportunities. The project began in February 2025, and the core elements will focus on the following:

- Identification of member agency led energy infrastructure projects.
- Prioritization of projects based on member agency goals, timing, and community needs.
- Compilation of grant funding opportunities for energy and energy resilience projects.
- Support for staff applying for grants to implement projects.

As part of this effort, SBCTA is looking to create a countywide consolidated list of projects that include:

- Renewable energy generation (solar, wind, geothermal, other).
- Municipal energy efficiency upgrades.
- Municipal facility and infrastructure electrification.
- Public and municipal zero emission vehicle fueling/charging infrastructure.
- Resilience centers/cooling centers.
- Municipal infrastructure/facility resiliency retrofits or hardening, and microgrids.

Similar to other program areas, staff anticipates using this information to help prioritize projects close to implementation and begin prioritizing the projects for near term grant applications. Planning for energy resilience will help the region minimize service delivery interruptions during extreme weather events, while also building into the system redundancies for vulnerable populations. This effort is projected to extend into the fall of 2025.

Financial Impact:

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

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Reviewed By:

This item was received by the Planning and Development Technical Forum on February 26, 2025, the City/County Managers' Technical Advisory Committee on March 6, 2025, and the Board of Directors Metro Valley Study Session on March 13, 2025.

Responsible Staff:

Ryan Graham, Planning Manager

Approved
Mountain-Desert Committee
Date: March 21, 2025

Witnessed By:

San Bernardino Council of Governments
San Bernardino County Transportation Authority

Additional Information

MOUNTAIN/DESERT POLICY COMMITTEE ATTENDANCE RECORD – 2025

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
Daniel Ramos City of Adelanto		X										
Art Bishop Town of Apple Valley		X										
Timothy R. Silva City of Barstow		X										
Rick Herrick City of Big Bear Lake		X										
Josh Pullen City of Hesperia		X										
Janet Jernigan City of Needles		X										
Dan Mintz City of Twentynine Palms		X										
Debra Jones City of Victorville		X										
Rick Denison Town of Yucca Valley		X										
Paul Cook County of San Bernardino		X										
Dawn Rowe County of San Bernardino												

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