

- 
- San Bernardino County Transportation Commission •San Bernardino County Transportation Authority
  - San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies
- 

## **AGENDA**

### **General Policy Committee Meeting**

**October 9, 2013**

**9:00 a.m.**

**Location**

**SANBAG**

*Super Chief Conference Room*

1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor

San Bernardino, CA

### ***General Policy Committee Membership***

**Chair – SANBAG Vice President**

Mayor L. Dennis Michael  
City of Rancho Cucamonga

**SANBAG President**

Council Member Bill Jahn  
City of Big Bear Lake

**SANBAG Past President**

Supervisor Janice Rutherford  
County of San Bernardino

**Mt./Desert Representatives**

Mayor Edward Paget (*Chair-MDC*)  
City of Needles

Council Member Jim Harris  
City of Twentynine Palms

Supervisor Robert Lovingood  
County of San Bernardino

**East Valley Representatives**

Mayor Patrick Morris (*Chair-CRTC*)  
City of San Bernardino

Council Member Dick Riddell (*Chair-MVSS*)  
City of Yucaipa

Mayor Larry McCallon  
City of Highland

Supervisor James Ramos  
County of San Bernardino

**West Valley Representatives**

Vice Mayor Ed Graham  
City of Chino Hills

Mayor Dennis Yates  
City of Chino

Supervisor Gary Ovitt  
County of San Bernardino

*Ray Wolfe*  
*Executive Director*

*Eileen MonaghanTeichert*  
*SANBAG Counsel*

*San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors.*

*In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:*

***The San Bernardino County Transportation Commission**, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.*

***The San Bernardino County Transportation Authority**, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.*

***The Service Authority for Freeway Emergencies**, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.*

***The Congestion Management Agency**, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.*

*As a **Subregional Planning Agency**, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.*

*Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.*

**San Bernardino Associated Governments  
County Transportation Commission  
County Transportation Authority  
Service Authority for Freeway Emergencies  
County Congestion Management Agency**

**AGENDA**

**General Policy Committee Meeting**

**October 9, 2013**

**9:00 a.m.**

**Location:** SANBAG, Super Chief Conference Room, 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino

CALL TO ORDER 9:00 a.m.  
(Meeting chaired by L. Dennis Michael)

- I. Pledge of Allegiance
- II. Attendance
- III. Announcements
- IV. Agenda Notices/Modifications – Diane Greve

**Notes/Actions**

- 1. Possible Conflict of Interest Issues for the General Policy Committee Meeting October 9, 2013 Pg. 8**

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.

**Consent Calendar**

Consent Calendar items shall be adopted by a single vote unless removed by member request.

**Administrative Matters**

- 2. Attendance Register Pg. 9**

A quorum shall consist of a majority of the membership of each SANBAG Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

- 3. September 2013 Procurement Report Pg. 11**

Receive September 2013 Procurement Report.  
**William Stawarski**

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

## Discussion Items

### Administrative Matters

**4. SANBAG Participation with the Inland Empire Economic Partnership (IEEP) Pg. 16**

That the Committee recommend the Board approve SANBAG's continued participation as a member of IEEP at the existing Board of Directors level (\$15,000/year).  
**Duane Baker**

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

**5. Change Carrier Coverage for Basic Life, Long-Term Disability and Short Term Disability. Discontinue Coverage Through the County of San Bernardino and place the coverage with Lincoln Financial through Keenan & Associates. Pg. 18**

1. Authorize the Executive Director, or designee to terminate Contract No. 05051 with the County of San Bernardino Human Resources Department for the administration of Basic Life Insurance, Short-term Disability, and Long-term Disability.
2. Authorize the Executive Director, or designee to execute a Broker of Record Designation Contract No. C14068 and Business Associate Agreement Contract No. C14049 with Keenan & Associates to provide Basic Life Insurance, Short-term Disability and Long-term Disability coverage through Lincoln Financial Group for the employees of San Bernardino Associated Governments. **Duane Baker**

**This item is not scheduled for review by any other policy or technical advisory committee. SANBAG General Counsel and Contract Administrator have reviewed this item.**

**6. Fiscal Year 2013/2014 Work Goals and Objectives Pg. 45**

Receive update on the Fiscal Year 2013/2014 Work Goals and Objectives. **Ray Wolfe**

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

Discussion Items Continued ....Transportation Fund Administration**7. Measure I Local Pass-Through Compliance Audits for FY 2011/2012 Pg. 77**

Receive a Status Report on the Measure I Summary Audit Reports of Local Pass-Through Funds for the year ending June 30, 2012. **Ellen Pollema**

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

**8. 2014 State Transportation Improvement Program Pg. 80**

That the Committee recommend the Board, acting as the San Bernardino Transportation Commission, approve the following actions related to the 2014 State Transportation Improvement Program, as shown in Table 2:

1. Propose programming of \$1.27 million per year in Fiscal Years 2016/2017 to 2018/2019 for Planning, Programming, and Monitoring activities.
2. Propose an amendment to the current programming for the Interstate 10 HOV Lane project to reduce Regional Improvement Program construction funds from \$40 million to \$19.983 million and to reprogram from Fiscal Year 2015/2016 to Fiscal Year 2017/2018.
3. Nominate the following new projects for Regional Improvement Program funds to be submitted to the California Transportation Commission for inclusion in the 2014 State Transportation Improvement Program:
  - a. US 395 Widening through Adelanto – Program \$5.55 million for right of way in Fiscal Year 2014/2015.
  - b. Interstate 215 Mount Vernon Avenue/Washington Street Interchange Improvement – Program \$20 million for Construction in Fiscal Year 2018/2019.
  - c. State Route 210 Widening from Highland Avenue to Interstate 10 – Program \$43.523 million for Construction in Fiscal Year 2017/2018.
4. Propose an amendment to the current programming for Interstate 215 Barton Road Interchange Reconstruction to shift construction funds from Fiscal Year 2015/2016 to Fiscal Year 2016/2017 in accordance with the current construction schedule. **Philip Chu**

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

**Discussion Items Continued ....****Regional/Subregional Planning**

9. **SANBAG Non-Motorized Transportation Plan (NMTP) Bicycle Facility Gap Closure Recommendations** Pg. 86

That the Committee recommend the Board approve amendments to the Non-Motorized Transportation Plan as listed in Attachment A to this agenda item. **Josh Lee**

**This item was reviewed by the Transportation Technical Advisory Committee (TTAC) on September 9, 2013, and the member jurisdictions**

10. **2013 Update to the Development Mitigation Nexus Study** Pg. 136

That the Committee Recommend the Board approve the 2013 Update to the Development Mitigation Nexus Study Project Lists and Cost Estimates. **Tim Byrne**

**The material in this item was presented to the Transportation Technical Advisory Committee on September 9, 2013 and September 30, 2013.**

11. **Memorandum of Understanding (MOU) Authorizing Collaboration between San Bernardino Associated Governments (SANBAG) and the Southern California Associated Governments (SCAG) to Implement the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)** Pg. 143

That the Committee recommend the Board approve the attached MOU authorizing collaboration between SANBAG and SCAG to implement the 2012-2035 RTP/SCS. **Steve Smith**

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

**Council of Governments**

12. **Proposed Final State and Federal Legislative Platforms** Pg. 152

Adopt Final State and Federal Legislative platforms. **Wendy Strack**

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

**Comments from Committee Members**

**Brief Comments from Committee Members**

**Public Comment**

**Brief Comments by the General Public**

**ADJOURNMENT**

**Additional Information**

**Acronym List**

**Pg. 165**

Complete packages of the SANBAG agenda are available for public review at the SANBAG offices. Staff reports for items may be made available upon request. For additional information call (909) 884-8276.

## 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**

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or 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's telephone number is (909) 884-8276 and office is located at 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino, CA.

**Agendas** – All agendas are posted at 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino at least 72 hours in advance of the meeting. Complete packages of this agenda are available for public review at the SANBAG offices and our website: [www.sanbag.ca.gov](http://www.sanbag.ca.gov). Staff reports for items may be made available upon request. For additional information call (909) 884-8276.

**Agenda Actions** – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested 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 by two-thirds vote of the Board of Directors.

**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 Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may 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. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address 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 Chair 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.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

**Agenda Times** – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

**Public Comment** – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. "Public Testimony on any Item" still apply.*

**Disruptive 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 Chair 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 conduct includes 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, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

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

**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 Vote as specified in the 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. (Board of Directors only.)
- Voting may be either by voice or roll call vote. A roll call vote shall be conducted upon the demand of five official representatives present, or at the discretion of the presiding officer.

**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 maker of the original motion is asked if he would like to amend his 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 not addressed until after a vote on the first motion.
- 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 require deviation from general practice.
- Deviation from general practice is at the discretion of the Board/Committee 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*



- San Bernardino County Transportation Commission
- San Bernardino County Transportation Authority
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*Minute Action*

AGENDA ITEM:   1  

**Date:** October 9, 2013

**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. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Contractor/Agents	Subcontractors
5	C05051 C14068 C14049	Keenan & Associates <i>Laurie LoFranco</i>	The Lincoln National Life Insurance Company
5	C05051	County of San Bernardino Human Resources Department	NONE

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

**Reviewed By:** This item is prepared monthly for review by the Board of Directors and Policy Committee members.

\*

	<p><i>Approved</i>                  General Policy Committee</p> <p>Date: _____</p> <p>Moved: _____ Second: _____</p> <p>In Favor: _____ Opposed: _____ Abstained: _____</p> <p>Witnessed: _____</p>
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COG	X	CTC	X	CTA	X	SAFE	X	CMA	X
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Check all that apply.

GPC1310z-dab

**GENERAL POLICY COMMITTEE ATTENDANCE RECORD – 2013**

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
<b>Ed Graham</b> City of Chino Hills	X	X	X	X	X		**	X	X			
<b>Jim Harris</b> City of Twentynine Palms	X	X	X	X	X	X	**	X	X			
<b>Bill Jahn</b> City of Big Bear Lake												
<b>Mike Leonard</b> City of Hesperia	X	X	X	X	X	X	**					
<b>Robert Lovingood</b> Board of Supervisors		X	X		X	X	**					
<b>Larry McCallon</b> City of Highland	X		X	X	X	X	**	X	X			
<b>Julie McIntyre</b> City of Barstow		X	X	X	X		**					
<b>L. Dennis Michael</b> City of Rancho Cucamonga						X	**	X	X			
<b>Patrick Morris</b> City of San Bernardino	X	X	X	X	X	X	**	X	X			
<b>Gary Ovitt</b> Board of Supervisors	X	X	X	X	X	X	**					
<b>Edward Paget</b> City of Needles												
<b>Dick Riddell</b> City of Yucaipa	X	X	X	X	X	X	**	X	X			
<b>Janice Rutherford</b> Board of Supervisors	X	X	X	X	X	X	**	X	X			
<b>James Ramos</b> Board of Supervisors	X	X	X	X	X		**	X				
<b>Dennis Yates</b> City of Chino	X	X	X	X	X	X	**	X	X			

X = Member attended meeting. Empty box = Member did not attend meeting. Crossed out box = Not a member at the time. \*\* = The General Policy Committee did not meet this month

**\*\*\*GENERAL POLICY COMMITTEE ATTENDANCE RECORD - 2012**

Name	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
<b>Rick Roelle</b> Town of Apple Valley	X	X	X			X						
<b>Julie McIntyre</b> City of Barstow							X	X		X		
<b>Bill Jahn</b> City of Big Bear Lake		X										
<b>Dennis Yates</b> City of Chino	X		X	X	X							X
<b>Mike Leonard</b> City of Hesperia	X		X	X	X	X	X	X		X	X	X
<b>Larry McCallon</b> City of Highland	X	X	X	X	X	X		X	X		X	X
<b>Rhodes Rigsby</b> City of Loma Linda	X	X	X	X	X	X						
<b>Ed Scott</b> City of Rialto	X	X	X	X	X							
<b>Ed Graham</b> City of Chino Hills	X	X	X	X	X	X	X	X	X	X	X	X
<b>L. Dennis Michael</b> City of Rancho Cucamonga							X	X		X		X
<b>Patrick Morris</b> City of San Bernardino		X	X	X	X	X		X	X	X	X	
<b>Jim Harris</b> City of Twentynine Palms		X	X	X	X	X	X	X	X	X	X	X
<b>Dick Riddell</b> City of Yucaipa		X	X		X	X	X	X		X	X	
<b>Janice Rutherford</b> Board of Supervisors	X		X	X	X	X		X	X	X	X	X
<b>Josie Gonzales</b> Board of Supervisors	X	X	X	X	X	X						
<b>Brad Mitzelfelt</b> Board of Supervisors	X		X		X			X	X	X	X	
<b>Robert Lovingood</b> Board of Supervisors												X
<b>Gary Oviitt</b> Board of Supervisors	X	X	X	X		X	X	X	X	X	X	
<b>Neil Derry</b> Board of Supervisors	(Self-Suspension as of 5/3/11)	X	X				X	X				
<b>James Ramos</b> Board of Supervisors												X

X = Member attended meeting.

Empty box = Member did not attend meeting

Crossed out box = Not a member at the time.

\*\*\*On October 3, 2012 the Board approved changing the name of the Administrative Committee to the General Policy Committee admatt12.docx



- San Bernardino County Transportation Commission
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*Minute Action*

AGENDA ITEM:   3  

**Date:** October 9, 2013

**Subject:** September 2013 Procurement Report

**Recommendation:\*** Receive September 2013 Procurement Report.

**Background:** The Board of Directors adopted the Contracting and Procurement Policy (Policy No. 11000) on January 3, 1997, and approved the last revision on May 1, 2013. On February 6, 2013, the Board of Directors authorized the Executive Director, or designee, to approve: a) contracts and purchase orders up to \$100,000; b) amendments with a zero dollar value; c) amendments to exercise the option term if the option term was approved by the Board of Directors in the original contract; and d) amendments that cumulatively do not exceed 50% of the original contract value or \$100,000, whichever is less and to release Request for Proposal (RFP), Request for Quote (RFQ) and Invitation for Bid (IFB) for proposed contracts from which funding has been approved in San Bernardino Associated Governments (SANBAG's) Annual Budget, and which are estimated not-to-exceed \$1,000,000. SANBAG staff has compiled this report that summarizes all contract actions approved by the Executive Director, or designee.

On July 11, 2012, the Board of Directors authorized SANBAG's General Counsel to award and execute legal services contracts up to \$50,000 with outside counsel as needed on behalf of SANBAG and its authorities organized under the umbrella

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*Approved*  
*General Policy Committee*

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

*Moved:* \_\_\_\_\_ *Second:* \_\_\_\_\_

*In Favor:* \_\_\_\_\_ *Opposed:* \_\_\_\_\_ *Abstained:* \_\_\_\_\_

*Witnessed:* \_\_\_\_\_

COG	<input checked="" type="checkbox"/>	CTC	<input checked="" type="checkbox"/>	CTA	<input checked="" type="checkbox"/>	SAFE	<input checked="" type="checkbox"/>	CMA	<input checked="" type="checkbox"/>
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*Check all that apply.*

GPC1310a-www

Attachments:

<http://portal.sanbag.ca.gov/mgmt/committee/gpc/gpc2013/gpc1310/AgendaItems/GPC1310a1-www.docx>

<http://portal.sanbag.ca.gov/mgmt/committee/gpc/gpc2013/gpc1310/AgendaItems/GPC1310a2-www.docx>

of the Council of Governments. Also, periodically notify the Board after exercising such authority.

A list of all Contracts and Purchase Orders that were executed by the Executive Director and/or General Counsel during the month of August is presented herein as Attachment A, and all RFPs and IFBs are presented in Attachment B.

**Financial Impact:** This item imposes no impact on the Fiscal Year 2012/2013 or Fiscal Year 2013/2014 budget. Presentation of the monthly procurement report demonstrates compliance with the Contracting and Procurement Policy (Policy No. 11000).

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

**Responsible Staff:** William Stawarski, Chief Financial Officer

## Attachment A September Contract Actions

### Contracts Executed:

Contract No	Description of Specific Services	Vendor Name	Dollar Amount	Description of Overall Program
C13139	State Street Storm Drain Fencing	Crown Fence Company	\$11,719.00	Install permanent fence on State Street for safety
R14018	Program Supplement	Caltrans	\$1,225,000.00*	I-10 Cherry IC IMD funding
R14057	Program Supplement	Caltrans	\$2,200,000.00*	Program Supplement Agreement for SR210 Segment II Landscaping

\*The Executive Director was authorized to execute Program Supplements associated with the Master Agreement between Caltrans and SANBAG on March 7, 2007. There are no dollar limits associated to the Executive Director's authorization for these Program Supplements.

## Attachment A September Contract Amendment Actions

### Contract Amendments Executed:

Contract No. & Amendment No.	Reason for Amendment (include a description of the amendment)	Vendor Name	Amended Contract Total	Dollar Amount of Amendment
C09129 Amendment 1	Amendment provides an updated funding table for the contract.	Caltrans	\$0.00	\$0.00
C12182 Amendment 1	Amendment reduces the TCIF amount.	Caltrans	(50,076,550)	\$41,228,450.00
C12194 Amendment 1	Amendment increase due to difficulties when acquiring accounting data necessary to complete audits from the transit operators.	Vavrinek, Trine, Day and Co.	\$35,000.00	\$686,750.00

## Attachment A

### August 27-September 19, 2013 Purchase Order Actions

**Purchase Orders:**

<b>PO No.</b>	<b>PO Issue Date</b>	<b>Vendor Name</b>	<b>Description of Services</b>	<b>Dollar Amount</b>
4001060	08/27/13	G/M Business Interiors	Establish work areas for new staff; including three Herman Miller ethospace desk systems, three chairs, and two reconfigurations of existing furnishings. This PO piggybacks from a contract with San Bernardino County.	\$15,483.93
4001065	09/11/13	Simon Wong Engineering	In order to avoid delay of the construction Interstate 10 (I-10) Tippecanoe Avenue Phase II Interchange project, a purchase order is needed for Simon Wong for the cost of preconstruction services and constructability review. The award of Contract No. C13132 to Simon Wong Engineering is anticipated at the October 2, 2013 Board of Director's meeting.	\$50,000.00
4001067	9/13/13	Douglas Engineering	Douglas Engineering is a specialty firm in railroad and utilities and has assisted SANBAG to obtain \$5 million section 190 fund grants. Douglas Engineering will be able to take existing nomination packages and update them for the next 2 year cycle. The nomination packages are due October 25, 2013.	\$8,400.00
4001069	9/19/13	National Data and Surveying Services (NDS)	NDS will screen average traffic counts at 176 locations to update SANBAG's transportation model (SBTAM).	\$9,589.00
<i>*Note: Sole Source justification is noted in the Purpose statement, if applicable.</i>				<b>Total</b>
				<b>\$83,472.93</b>

## Attachment B

### September RFPs and IFBs

#### Release of RFP's and IFB's

Release Date	RFP/IFB No.	Description of Services	Anticipated Dollar Amount	Anticipated Award Date	Description of Overall Program and Program Budget
09/10/13	RFP 14009	FSP Beats 1, 2, & 5	\$601,836.00	01/8/14	Provide roadside assistance to multiple sections of major freeway during peak times.
				<b>Total</b>	<b>\$601,836.00</b>



- San Bernardino County Transportation Commission
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*Minute Action*

AGENDA ITEM: 4

**Date:** October 9, 2013

**Subject:** SANBAG Participation with the Inland Empire Economic Partnership (IEEP)

**Recommendation:\*** That the Committee recommend the Board approve SANBAG's continued participation as a member of IEEP at the existing Board of Directors level (\$15,000/year).

**Background:** The IEEP was formed to provide a regional voice to promote and enhance the economic vitality of the Inland Empire. The IEEP is a partnership that includes business, government, and academic leaders to develop and carry out initiatives to benefit the region.

Last year, the SANBAG Board of Directors approved changing SANBAG's participation level to \$15,000/year to provide SANBAG a seat on the IEEP Board and increase our partnership with IEEP.

Since the last General Policy Committee meeting when SANBAG's participation with IEEP was discussed, several conversations have taken place with IEEP to better understand their work program and explore ways to maximize SANBAG's membership for the benefit of our region.

After these discussions it is being recommended that SANBAG continue its current level of participation and maintain a seat on the IEEP Board of Directors. Some of the benefits that will occur from this relationship are:

\*

*Approved*  
*General Policy Committee*

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

Moved: \_\_\_\_\_ Second: \_\_\_\_\_

In Favor: \_\_\_\_\_ Opposed: \_\_\_\_\_ Abstained: \_\_\_\_\_

Witnessed: \_\_\_\_\_

COG	X	CTC		CTA		SAFE		CMA	
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Check all that apply.  
 GPC1310b-dab

- IEEP will be engaged with our efforts to implement the Countywide Vision, especially with the Jobs/Economy element group.
- IEEP will report to the SANBAG Board at least annually on its work plan.
- IEEP will engage SANBAG in its efforts that require the input and participation of local government.
- SANBAG's participation will help increase communication and collaboration within the region between business and government.

***Financial Impact:*** This item is consistent with the adopted SANBAG budget.

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

***Responsible Staff:*** Duane A. Baker, Director of Management Services



- San Bernardino County Transportation Commission
- San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency
- Service Authority for Freeway Emergencies

***Minute Action***

AGENDA ITEM:   5  

**Date:** October 9, 2013

**Subject:** Change Carrier Coverage for Basic Life, Long-Term Disability and Short Term Disability. Discontinue Coverage through the County of San Bernardino and place the coverage with Lincoln Financial through Keenan & Associates.

- Recommendation:\***
1. Authorize the Executive Director, or designee to terminate Contract No. 05051 with the County of San Bernardino Human Resources Department for the administration of Basic Life Insurance, Short-term Disability, and Long-term Disability.
  2. Authorize the Executive Director, or designee to execute a Broker of Record Designation Contract No. C14068 and Business Associate Agreement Contract No. C14049 with Keenan & Associates to provide Basic Life Insurance, Short-term Disability and Long-term Disability coverage through Lincoln Financial Group for the employees of San Bernardino Associated Governments.

**Background:** San Bernardino Associated Governments (SANBAG) has contracted with the County of San Bernardino for certain employee benefits since its initial formation. The contracting agreement with the County of San Bernardino did not afford SANBAG any alternate benefit options. SANBAG must offer to its employees the same benefits offered to San Bernardino County employees.

\*

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	<p><i>Approved</i>                  General Policy Committee</p> <p>Date: _____</p> <p>Moved: _____      Second: _____</p> <p>In Favor:      Opposed:      Abstained:</p> <p>Witnessed: _____</p>
--	---

COG	X	CTC	X	CTA	X	SAFE	X	CMA	X
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Check all that apply.

GPC1310a-dab

<http://portal.sanbag.ca.gov/mgmt/APOR-Mgmt/Shared%20Documents/C14049.pdf>

<http://portal.sanbag.ca.gov/mgmt/APOR-Mgmt/Shared%20Documents/C14068.pdf>

<http://portal.sanbag.ca.gov/mgmt/committee/gpc/gpc2013/gpc1310/AgendaItems/GPC1310a1-dab.pdf>

Recognizing that there are a wide variety of benefit choices, carrier choices and prices available in the marketplace, SANBAG staff engaged Keenan & Associates, SANBAG's insurance consultant under Contract No. C13015, to perform a market analysis of its benefit plans and provide options to staff on alternative Medical, Dental, Vision, Basic Life, Long-term Disability (LTD) and Short-term Disability (STD) plans. Keenan & Associates presented benefit options and pricing to SANBAG staff on May 7, 2013.

The analysis prepared by Keenan concluded it would not be beneficial to change medical, dental and vision plans. SANBAG has less than fifty benefit eligible employees which limits options in the marketplace.

One of the areas of significant savings for SANBAG was on the Basic Life, LTD and STD coverage. Basic Life Insurance coverage was quoted at a 62% savings reducing our annual premium from \$7,488 to \$2,820. In addition, the savings for LTD was 51% (\$6,198) and for STD 58% (\$18,226) for a total annual savings of \$35,763.

<b>Summary – Monthly Premiums by Carrier</b>		
	<b>Minnesota Life Current</b>	<b>Lincoln Proposed</b>
<b>Basic Life</b>	\$624.00	\$235.00
<b>Long-Term Disability</b>	\$1,051.42	\$516.48
<b>Short-Term Disability</b>	\$3,637.21	\$1,518.80
<b>EAP</b>	NA	\$62.04
<b>Total Monthly Premiums</b>	\$5,312.63	\$2,332.32
<b>Total Annual Premiums</b>	\$63,751.56	\$27,987.84
<b>Total Annual Savings vs. Current</b>		<b>\$35,763.72</b>

The proposed plan and provider plan designs provide substantially the same level of coverage that is currently in place. As an added value to selecting Lincoln as our coverage provider, SANBAG is able to provide a full-service Employee Assistance Program (EAP) to employees at the cost of \$745.00 annually. Currently SANBAG does not provide this service to its employees. An employee sponsored EAP program provides valuable counseling services to SANBAG employees and their dependents at no cost.

A 90-days written notice is required to cancel Contract No. 05051 for the administration of STD, LTD, and Basic Life benefits with the County of

San Bernardino Human Resources Department. It is proposed that the new Lincoln plans take effect on February 1, 2014.

Employee enrollment will be completed through a census enrollment and will not require an additional open enrollment period. Keenan & Associates will hold informational meetings for the employees to inform them of the new benefit plans.

The County will continue to administer Supplemental Life Insurance and Accidental Death and Dismemberment Insurance benefits provided to SANBAG employees.

**Financial Impact:** The overall savings to SANBAG will be \$35,763 on an annual basis. The STD coverage provides a two-year rate guarantee and the Basic Life and LTD coverage provides a three-year rate guarantee. The cost is budgeted in FY 2013/2014.

**Reviewed By:** This item is not scheduled for review by any other policy or technical advisory committee. SANBAG General Counsel and Contract Administrator have reviewed this item.

**Responsible Staff:** Duane A. Baker, Director of Management Services



## CONTRACT SUMMARY SHEET

Contract No. C 14049 Amendment No. \_\_\_\_\_

By and Between

San Bernardino Associated Governments and Keenan & Associates

Contract Description Broker of Record Designation for Basic Life, LTD, and STD Coverage

**Board of Director's Meeting Date:** 11/6/13  
**Overview of BOD Action:** Approve Contract to provide Basic Life Insurance, Short-term Disability and Long-term disability coverage with Lincoln Financial Group through Keenan & Associates.

Is this a Sole-Source procurement?  Yes  No

### CONTRACT OVERVIEW

Original Contract Amount	\$ 0	Original Contingency Amount	\$	
Revised Contract Amount <i>Inclusive of prior amendments</i>	\$	Revised Contingency Amount <i>Inclusive of prior amendments</i>	\$	
Current Amendment Amount	\$	Contingency Amendment	\$	
<b>TOTAL CONTRACT VALUE</b>	<b>\$ 0</b>	<b>TOTAL CONTINGENCY VALUE</b>	<b>\$</b>	
<b>TOTAL BUDGET AUTHORITY (contract value + contingency)</b>			<b>\$</b>	<b>0</b>

<b>Contract Start Date</b> 2/1/14	<b>Current Contract Expiration Date</b> Shall continue in effect until terminated by SANBAG.	<b>Revised Contract Expiration Date</b>
Has the contract term been amended? <input type="checkbox"/> No <input type="checkbox"/> Yes - please explain.		

### FINANCIAL INFORMATION

Budget authority for this contract currently exists in Task No. NA.

A Budget Amendment is required.

How are we funding current FY? NA

Federal Funds   
  State Funds   
  Local Funds   
  TDA Funds   
  Measure I Funds

*Provide Brief Overview of the Overall Funding for the duration of the Contract:*  
 Contract is for documentation of roles between SANBAG and Keenan & Associates. There is no value associated with this contract.

Payable     Receivable

### CONTRACT MANAGEMENT INFORMATION

**Check all applicable boxes:**

Retention? If yes, indicate % \_\_\_\_\_.

Disadvantaged Business Enterprise (DBE) Goal \_\_\_\_\_ %

<u>Colleen Franco</u> Project Manager (Print Name)	<u>Colleen E Franco</u> <u>9/18/13</u> Signature Date
<u>DUANE A. SAKER</u> Task Manager (Print Name)	<u>Duane A. Saker</u> <u>9-26-13</u> Signature Date
<u>Andrea Lunick</u> Dir. of Fund Admin. & Programming (Print Name)	<u>Andrea Lunick</u> <u>9/18/13</u> Signature Date
<u>Jesse Hui</u> Contract Administrator (Print Name)	<u>Jesse Hui</u> <u>9/30/13</u> Signature Date
<u>W. S. Wierski</u> Chief Financial Officer (Print Name)	<u>W. S. Wierski</u> <u>10/1/13</u> Signature Date

**CONTRACT NO: C14049**

**BY AND BETWEEN**

**SAN BERNARDINO ASSOCIATED GOVERNMENTS**

**AND**

**KEENAN & ASSOCIATES**

## Broker of Record Designation

As of **February 1, 2014**, the organization listed below ("Client") appoints Keenan & Associates ("Keenan") as the Broker of Record in connection with the following coverages: **Life Insurance, Long-term Disability Insurance, Short-term Disability Insurance** and such additional coverages or insurance as Client may from time-to-time request from Keenan (the "Coverages"). This appointment rescinds any and all previous appointments Client may have made with respect to the Coverages, and shall remain in full force and effect until cancelled in writing at any time by either party. The parties hereby agree to the following additional terms:

With respect to the Coverages, Keenan shall have the exclusive authority and right to negotiate with insurance carriers and other coverage providers on Client's behalf. Keenan shall provide those services as listed on Exhibit A attached to and made a part of this document. Client shall provide Keenan with timely and accurate information necessary to obtain the Coverages and authorizes Keenan to provide such information to prospective insurers and other coverage providers. Except for Keenan's responsibilities with respect to funds obtained from or on behalf of Client, Keenan shall not be a fiduciary of Client. As compensation for its services, Keenan shall receive commissions from insurance carriers and/or other vendors for the placement of insurance coverage. Client shall have no responsibility for the payment of any such commission to Keenan. Additional information concerning Keenan's compensation Disclosure Policy is available online at [www.Keenan.com](http://www.Keenan.com) or from your Keenan account representative.

Disputes arising out of or relating to this designation, other agreements between the parties, or any other relationship involving Client and Keenan (whether occurring prior to, as part of, or after the signing of this Agreement) shall first be resolved by good faith negotiations between representatives of the parties with decision-making authority. If either party determines that the dispute cannot be resolved through informal negotiation then the dispute shall be submitted to non-binding mediation. The site of the mediation and the selection of a mediator shall be determined by mutual agreement of the parties. If the dispute is not resolved through mediation within sixty (60) days following the first notification of a request to mediate, then either party shall have the right to require the matter to be resolved by final and binding arbitration by JAMS dispute resolution service pursuant to its Streamlined Arbitration Rules and Procedures, or such other arbitration procedures as may be agreed to in writing by the parties. Negotiation, mediation, and arbitration shall be the exclusive means of dispute resolution between Client and Keenan and their respective members, agents, employees and officers. The arbitration shall be conducted in the County of San Bernardino, California.

*Signature Page Follows This Page*



<b>San Bernardino Associated Governments,  acting on behalf of itself and all of the  SANBAG entities (San Bernardino  County Transportation Authority, San  Bernardino County Transportation  Commission, San Bernardino County  Congestion Management Agency, Service  Authority for Freeway Emergencies)  (collectively referred to as "SANBAG").]</b>		<b>Keenan &amp; Associates</b>	
<b><u>Signature:</u></b>		<b><u>Signature:</u></b>	
<b><u>By:</u></b>		<b><u>By:</u></b>	Steve Gedestad
<b><u>Title:</u></b>		<b><u>Title:</u></b>	Municipalities Practice Leader
<b><u>Address:</u></b>	1170 W. 3 <sup>rd</sup> St. 2nd Floor	<b><u>Address:</u></b>	2355 Crenshaw Blvd., Ste. 200
	San Bernardino, CA 92410		Torrance, CA 90501
<b><u>Telephone:</u></b>	909-884-8276	<b><u>Telephone:</u></b>	310 212-0363
<b><u>Fax:</u></b>		<b><u>Fax:</u></b>	
<b><u>Attention:</u></b>		<b><u>Attention:</u></b>	



**EXHIBIT A**  
**KEENAN SERVICES**

**Keenan shall provide the following Services:**

1. Plan Review – Keenan shall review applicable benefit plan(s) and provide information and recommendations regarding insured and/or self-insured options, as requested by Client.
2. Insurance Needs Assessment – Keenan shall work with Client to determine Client's insurance needs.
3. Insurance Marketing Plan – Review, evaluate and negotiate insurance renewals on Client's behalf. Keenan shall prepare and present to Client its plan for marketing Client to various carriers and/or Coverage providers. In furtherance of its plan, Keenan shall contact those markets that it has determined most likely to meet Client's needs, as made known to Keenan, but shall not necessarily contact every available market for the particular Coverage being sought. In so far as practical, Keenan shall honor Client's timely and reasonable requests to contact specific markets, but Keenan shall not be obligated to present Client to any carrier or Coverage provider which Keenan has determined would not be willing to quote Client's business or would not give a competitive quote.
4. Insurance Marketing Results – Keenan shall present to the client, in summary format, information concerning all markets and carriers approached. The summary shall include, as applicable: name of carrier and Coverage providers approached, limits, premium, and deductible. The summary shall also include the names of any carriers or Coverage providers who declined to provide a quote.
5. Review of Insurance Options – Keenan shall present, along with the Marketing Results, a comparison summary highlighting the significant terms and/or differences among the various Coverages quoted. This summary is provided for Client's convenience only. It is Client's responsibility to ask questions and to request any additional information that it deems necessary for it to make an informed decision regarding its insurance or self-insurance program.
6. Obtain Coverage – Once the Client has made its decision, Keenan shall take all steps necessary to communicate Client's decision to the carrier selected and to have the carrier or other Coverage provider bind Coverage on behalf of the Client.
7. Implementation – Keenan shall assist Client in the preparation and distribution of materials relating to the implementation of its coverage, for which client shall give final approval.
8. Ongoing Service -- Keenan will provide the following Client support services:
  - Continued analysis of benefit plan design and performance noting available alternatives as appropriate;
  - Direction and support with claims resolution and other related issues;
  - Review of claims experience and trends;
  - Support with billing/eligibility concerns;
  - Acting as a liaison between Client and carriers and vendors and serving as a proactive Client advocate;
  - Responding to day-to-day benefit questions from Client;
  - Assisting Client with governmental reporting and filings (e.g., 5500's and Summary Annual Reports), as applicable;



- Providing information concerning current developments and trends in employee benefits and new legislation that may affect Client's plans;
- Assisting in drafting, review and/or amendment of benefit plan and related documents. Any document drafted or reviewed by Keenan and approved by Client under this Agreement shall apply solely to the plan year for which the Service was provided. They are not intended for use beyond the plan year for which they were created, reviewed or revised. Keenan shall not be held liable for any direct, punitive, special, consequential or incidental damages, loss of profit or revenue, loss of business, loss or inaccuracy of data or scope of insurance resulting from the continued use of such plan documents or SPD beyond the dates for which they were intended;
- Assisting in the coordination and preparation of open enrollment, orientation, health fairs, and/or question and answer meetings for Client's employees. and
- Attendance at [2] meetings of the Client's Insurance Committee.





## CONTRACT SUMMARY SHEET

Contract No. C 14068 Amendment No. \_\_\_\_\_

By and Between

San Bernardino Associated Governments and Keenan & Associates

Contract Description Business Associate Agreement for Basic Life, LTD, and STD Coverage

<b>Board of Director's Meeting Date:</b> 11/6/13	
<b>Overview of BOD Action:</b> Approve Contract to provide Basic Life Insurance, Short-term Disability and Long-term disability coverage with Lincoln Financial Group through Keenan & Associates.	
Is this a Sole-Source procurement? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

CONTRACT OVERVIEW			
Original Contract Amount	\$	0	Original Contingency Amount
Revised Contract Amount <i>Inclusive of prior amendments</i>	\$		Revised Contingency Amount <i>Inclusive of prior amendments</i>
Current Amendment Amount	\$		Contingency Amendment
<b>TOTAL CONTRACT VALUE</b>	<b>\$</b>	<b>0</b>	<b>TOTAL CONTINGENCY VALUE</b>
<b>TOTAL BUDGET AUTHORITY</b> (contract value + contingency)			<b>\$ 0</b>

<b>Contract Start Date</b> 2/1/14	<b>Current Contract Expiration Date</b> Shall continue in effect until terminated by SANBAG.	<b>Revised Contract Expiration Date</b>
Has the contract term been amended? <input type="checkbox"/> No <input type="checkbox"/> Yes - please explain.		

FINANCIAL INFORMATION	
<input type="checkbox"/> Budget authority for this contract currently exists in Task No. <u>NA</u> .	
<input type="checkbox"/> A Budget Amendment is required.	
How are we funding current FY? <u>NA</u>	
<input type="checkbox"/> Federal Funds	<input type="checkbox"/> State Funds
<input type="checkbox"/> Local Funds	<input type="checkbox"/> TDA Funds
<input type="checkbox"/> Measure I Funds	
<i>Provide Brief Overview of the Overall Funding for the duration of the Contract:</i>	
Contract is for documentation of roles between SANBAG and Keenan & Associates. There is no value associated with this contract.	
<input type="checkbox"/> Payable <input type="checkbox"/> Receivable	

CONTRACT MANAGEMENT INFORMATION
<b>Check all applicable boxes:</b>
<input type="checkbox"/> Retention? If yes, indicate % _____.
<input type="checkbox"/> Disadvantaged Business Enterprise (DBE) Goal _____ %

<u>Colleen Franco</u> Project Manager (Print Name)	<u>Colleen Franco</u> Signature	<u>9/18/13</u> Date
<u>Wendy Sarker</u> Task Manager (Print Name)	<u>Wendy Sarker</u> Signature	<u>9-26-13</u> Date
<u>Andrea Zureick</u> Dir. of Fund Admin. & Programming (Print Name)	<u>Andrea Zureick</u> Signature	<u>9/18/13</u> Date
<u>Jeffery Hill</u> Contract Administrator (Print Name)	<u>Jeffery Hill</u> Signature	<u>9/30/13</u> Date
<u>W STAWARSKI</u> Chief Financial Officer (Print Name)	<u>W Stawarski</u> Signature	<u>10/1/13</u> Date

**CONTRACT NO: C14068**

**BY AND BETWEEN**

**SAN BERNARDINO ASSOCIATED GOVERNMENTS**

**AND**

**KEENAN & ASSOCIATES**

## BUSINESS ASSOCIATE AGREEMENT

This Business Associate Agreement (the Agreement) is entered into **February 1, 2014** ("Effective Date") by and between San Bernardino Associated Governments, acting on behalf of itself and all of the SANBAG entities (San Bernardino County Transportation Authority, San Bernardino County Transportation Commission, San Bernardino County Congestion Management Agency, Service Authority for Freeway Emergencies) (collectively referred to as "SANBAG"), the sponsor ("Sponsor") of one or more health plans (collectively referred hereafter to as the "Plan") and Keenan & Associates (Business Associate).

**WHEREAS**, the Sponsor has independently contracted with Business Associates to provide services to, for or on behalf of the Plan; and

**WHEREAS**, Plan wishes to allow the Business Associate to have access to PHI including but not limited to, EPHI that is either provided to the Business Associate by the Plan or received and created by the Business Associate on behalf of the Plan in the course of providing its services to, for or on behalf of the Plan;

**WHEREAS**, the Plan is required to comply with HIPAA (including, but not limited to, its Privacy Rule and Security Rule), and other governmental regulations relating to the privacy and security of individuals' personally identifiable information.

**NOW, THEREFORE**, for good and valuable consideration, the receipt of which is hereby acknowledged, Plan and Business Associate agree as follows:

### **DEFINITIONS**

#### **Catch-all definition:**

Terms used, but not otherwise defined, in this Agreement shall have the same meaning as those terms in 45 CFR §§ 160.103 and 164.501.

#### **Specific definitions:**

(a) **Business Associate** "Business Associate" shall generally have the same meaning as the term "business associate" at 45 CFR 160.103, and in reference to this Agreement, shall mean Keenan & Associates.

(b) **Breach** shall have the same meaning as the term "breach" in 45 CFR § 164.402

(c) **Covered Entity** shall generally have the same meaning as the term "covered entity" at 45 CFR 160.103, and in reference to this Agreement shall mean the health and welfare benefits plans sponsored by the entity that is signatory to this Agreement.

(d) **Individual** shall have the same meaning as the term "individual" in 45 CFR § 164.501 and shall include a person who qualifies as a personal representative in accordance with 45 CFR § 164.502(g).



(e) **Privacy Rule** shall mean the Standards for Privacy of Individually Identifiable Health Information at 45 CFR Part 160 and Part 164, Subparts A and E.

(f) **Protected Health Information (“PHI”)** shall have generally the same meaning as the term “protected health information” in 45 CFR § 164.501, and for this Agreement shall be limited to the information created or received by Business Associate from or on behalf of the Covered Entity.

(h) **Secretary** shall mean the Secretary of the Department of Health and Human Services or his designee.

(i) **Security Rule** shall mean the Security Standards for the Protection of Electronic Health Information at 45 CFR Part 160 and Part 164, Subpart A and C.

(j) **Electronic PHI (E-PHI)** shall have the meaning found in the Security Rule 45 CFR, Section 160.103.

(k) **Security Incident** shall have the same meaning as the term “security incident” in 45 CFR Parts 160 and 164, subparts A and C

(l) **HIPAA Rules** shall mean the Privacy, Security, Breach Notification, and Enforcement Rules at 45 CFR Part 160 and Part 164.

(m) **Designated Record Set** shall have the same meaning as the term “designated record set” in 45 CFR 164.501.

(n) **Subcontractor** shall have the same meaning as the term “subcontractor” in 45 CFR §160.103

(o) **Unsecured PHI** shall have the meaning given the term “unsecured protected health information in 45 CFR § 164.402.

## **OBLIGATIONS AND ACTIVITIES OF BUSINESS ASSOCIATE**

### **Business Associate agrees to:**

(a) Business Associate agrees to not request, use, or further disclose PHI other than as permitted or required by the Agreement or as permitted or required by law.

(b) Business Associate agrees that it shall utilize appropriate physical, administrative and technical safeguards to ensure that the PHI is not used or disclosed in any manner inconsistent with this Agreement. Such safeguards shall include, but not be limited to: (1) establishing policies and procedures to prohibit any employee of Business Associate, who does not have a reasonable need for the PHI in order to accomplish an authorized use or disclosure, from accessing such information and to inform all employees of Business Associate whose services may be used to fulfill obligations under this Agreement of the terms of this Agreement; and (2) disclosing to any agent, Subcontractor or other third party, and requesting from Covered Entity, only the minimum PHI necessary to accomplish the intended purpose of the use, disclosure



or request. (“Minimum necessary” shall be interpreted in accordance with the HIPAA Rules.) Business Associate shall provide Covered Entity with such information concerning the safeguards as Covered Entity may reasonably request from time to time.

(c) Use appropriate safeguards, and comply with Subpart C of 45 CFR Part 164 with respect to electronic PHI, to prevent use or disclosure of PHI other than as provided for by the agreement.

(d) Business Associate agrees to mitigate, to the extent practicable, any harmful effect that is known to Business Associate of a use or disclosure of PHI by Business Associate in violation of this Agreement.

(e) Business Associate agrees to report to Covered Entity, in writing, any use or disclosure by Business Associate of PHI not permitted by this Agreement promptly after Business Associate’s first awareness thereof, including but not limited to, any discovery of any inconsistent use or disclosure by Subcontractor of Business Associate.

(f) Report to Covered Entity any use or disclosure of PHI not provided for by the Agreement of which it becomes aware, including breaches of Unsecured PHI information as required at 45 CFR 164.410 (without unreasonable delay, and, in no case later than 10 calendar days after discovery of a Breach), and any security incident of which it becomes aware.

(g) Business Associate agrees to require that any Subcontractor, to whom it provides PHI received from, or created or received by Business Associate on behalf of Covered Entity, execute a Business Associate Agreement acknowledging its compliance with the HIPAA Rules.

(h) Business Associate agrees to provide access to PHI, at the request of Covered Entity, and in the time and manner reasonably designated by Covered Entity, to Covered Entity, or, as directed by Covered Entity, to an Individual in order to meet the requirements under 45 CFR 164.524 (within 30 days after receipt of the request unless there is a 30 day extension.)

(i) Business Associate agrees to make any amendment(s) to PHI that the Covered Entity directs or agrees to pursuant to 45 CFR 164.526, and in the time and manner reasonably designated by Covered Entity, in a Designated Record Set, or take other measures as necessary to satisfy Covered Entity’s obligations under 45 CFR 164.526 no later than 60 days after the receipt of the request.

(j) Business Associate agrees to make its internal practices, books and records relating to the use and disclosure of the PHI available to the Secretary or the Secretary’s designee for the purposes of determining Covered Entity’s compliance with the HIPAA Rules. Business Associate shall immediately notify Covered Entity of its receipt of any such request for access, but in no case later than 60 days after the receipt of the request.

(k) Business Associate agrees to document such disclosures of PHI to the extent necessary for Covered Entity to respond to a request by an Individual for an accounting of disclosures of PHI in accordance with 45 CFR § 164.528 no later than 60 days after the receipt of the request.



(l) Maintain and make available the information required to provide an accounting of disclosures to either the Covered Entity, or the Individual, as necessary to satisfy Covered Entity's obligations under 45 CFR 164-528 within 60 days after receipt of the request.

(m) Business Associate agrees to provide Covered Entity, in the time and manner reasonably designated by Covered Entity, information collected in accordance with Section 2(i) of this Agreement, to permit Covered Entity to respond to a request by an Individual for an accounting of disclosures of PHI in accordance with 45 CFR 164.528 no later than 60 days after the receipt of the request.

(n) Business Associate agrees to provide information and documentation concerning Business Associate's compliance with this Agreement to the extent reasonably requested by Covered Entity as necessary to permit to respond to third parties' inquiries of and/or claims against Covered Entity relating to use and/or disclosure of PHI and/or for Covered Entity to comply with law(s) relating to its monitoring of compliance with this Agreement. Business Associate shall, upon Covered Entity's request, certify to Covered Entity that it complies with the terms of this Agreement (no later than 60 days after the receipt of the request).

#### **PERMITTED USES AND DISCLOSURES BY BUSINESS ASSOCIATE**

(a) Except as otherwise limited in this Agreement, Business Associate may obtain and/or use PHI as necessary to perform its obligation to provide services to, for, or on behalf of the Plans, so long as such access and/or use is either permitted or required by law and, provided further, that Business Associate has met all legal requirements for such access and/or use. This specifically includes, but is not limited to, Business Associate's access and/or use of PHI as necessary to perform the services set forth in the Service Agreement.

(b) Business Associate may not use or disclose PHI in a manner that would violate the HIPAA Rules. If the Agreement permits the Business Associate to use or disclose PHI for its own management and administration and legal responsibilities, or for data aggregation services, then disclosure is permitted for the specific uses and disclosures set forth below.

- i) Business Associate may use PHI for proper management and administration of the Business Associate, or to carry out the legal responsibilities of the Business Associate.
- ii) Business associate may disclose PHI for the proper management and administration of Business Associate or to carry out the legal responsibilities of the Business Associate, provided the disclosures are required by law, or Business Associate obtains reasonable assurances from the person to whom the information is disclosed that the information will remain confidential and used, or further disclosed, only as required by law or for the purposes for which it was disclosed to the person, and the person notifies Business Associate of any instances of which it is aware in which the confidentiality of the information has been breached.



- iii) Business Associate may provide data aggregation services relating to the health care operations of the Covered Entity.

### **OBLIGATIONS OF COVERED ENTITY**

(a) Covered Entity shall provide Business Associate with the notice of privacy practices that Covered Entity produces in accordance with 45 CFR § 164.520, as well as any changes to such notice.

(b) Neither Sponsor nor Covered Entity shall request Business Associate to use or disclose PHI in any manner that would not be permitted or required by law if done by Covered Entity.

(c) Covered Entity shall notify Business Associate in writing of any restriction to the use or disclosure of PHI that Covered Entity has agreed to in accordance with 45 CFR § 164.522.

### **INDEMNIFICATION**

(a) Business Associate agrees to indemnify, defend, and hold harmless the Covered Entity, its trustees, officers, directors, employees, agents, or representatives, from any claim or penalty arising out of any improper use and/or disclosure of PHI in violation of the Privacy Regulation, to the extent that such improper use and/or disclosure resulted from Business Associate's negligence or failure to comply with the terms of this Agreement or the Privacy Regulation.

(b) The Sponsor and Covered Entity agree to indemnify, defend and hold harmless Business Associate and/or all of Business Associate's officers, directors, employees, agents, or representatives, from any claim or penalty from any improper use and/or disclosure of PHI, to the extent that such improper use and/or disclosure resulted from the Sponsor's or Covered Entity's negligence, failure to comply with the terms of this Agreement or the Privacy Regulation, or was based upon the Sponsor's or Covered Entity's written direction to use and/or disclose PHI in the manner challenged.

### **SECURITY**

Business Associate agrees to:

i) Implement safeguards that reasonably and appropriately protect the confidentiality, integrity, and availability of the electronic PHI that it creates, receives, maintains, or transmits on behalf of the Covered Entity;

ii) Ensure that any Subcontractor, to whom it provides this information agrees to implement reasonable and appropriate safeguards;

iii) Report on a quarterly basis to the Covered Entity, in writing, any Security Incident involving Covered Entity's data. If, however, a Security Incident results in the unauthorized disclosure of Unsecured PHI, Business Associate shall notify Covered Entity in accordance with the Breach notification provisions below.



iv) Notify Covered Entity no later than ten (10) days after discovery of a Breach of Unsecured PHI.<sup>1</sup>

v) Perform the four factor risk assessment of any Breach that is discovered in accordance with the HIPAA Rules to determine if notification is required, and advise Covered Entity of its findings.

vi) Make its policies and procedures, and documentation required by this subpart relating to such safeguards, available to the Secretary for purposes of determining the Covered Entity's compliance with 45 CFR Parts, 162 and 164 and;

vii) Authorize termination of the contract by the Covered Entity if the Covered Entity determines that the Business Associate has violated a material term of the contract.

### **Term and Termination**

(a) The Term of this Agreement shall be effective as of the effective date herein and shall terminate when all of the PHI provided by Covered Entity to Business Associate, or created or received by Business Associate on behalf of Covered Entity, is destroyed or returned to Covered Entity, or, if it is infeasible to return or destroy PHI, protections are extended to such information, in accordance with the termination provisions in this Section or on the date Covered Entity terminates for cause as authorized in paragraph (b) of this Section, whichever is sooner.

(b) Upon Covered Entity's knowledge of a material Breach by Business Associate, Covered Entity shall provide an opportunity for Business Associate to cure the breach or end the violation and terminate this Agreement. If the Business Associate does not cure the breach or end the violation within the time specified by Covered Entity; Covered Entity shall have the right to immediately terminate this Agreement. Such termination shall not abrogate any rights which Covered Entity has against Business Associate for violation of this Agreement.

(c) Upon termination of this Agreement for any reason, Business Associate, with respect to PHI received from Covered Entity, or created, maintained, or received by Business Associate on behalf of Covered Entity, shall:

i) Retain only that PHI which is necessary for Business Associate to continue its proper management and administration or to carry out its legal responsibilities;

ii) Return to Covered Entity (or, if agreed to by Covered Entity, destroy) the remaining PHI that the Business Associate still maintains in any form;

iii) Continue to use appropriate safeguards and comply with the HIPAA Rules regarding the use and disclosure of the PHI, for as long as Business Associate retains the PHI;

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<sup>1</sup>Covered Entity has 60 days from the discovery date of a reportable Breach to report said Breach to the Individual and HHS (if Breach involves 500 or more Individuals.)



iv) Not use or disclose the PHI retained by Business Associate other than for the purposes for which such PHI was retained and subject to the same conditions which applied prior to termination; and

v) Return to Covered Entity (or, if agreed to by Covered Entity, destroy) the PHI retained by Business Associate when it is no longer needed by Business Associate for its proper management and administration or to carry out its legal responsibilities.

### **Miscellaneous**

(a) A reference in this Agreement to a section in the Privacy Rule means the section as in effect or as amended, and for which compliance is required.

(b) No modification, amendment, or waiver of any provision of this Agreement will be effective unless in writing and signed by the party to be charged. The Parties agree to take such action as is necessary to amend this Agreement from time to time as is necessary for Business Associate and Covered Entity to comply with the requirements of the HIPAA Rules.

(c) Any ambiguity in this Agreement shall be resolved in favor of a meaning that permits both parties to comply with the HIPAA Rules and/or other applicable law.

(d) Notices:

(i) All reports or notices to Covered Entity pursuant to this Agreement shall be sent to the names and addresses listed on the signature page, or to such other individuals and/or addresses as a party may later designate in writing. Unless expressly prohibited under the HIPAA Rules, such notices and reports may also be sent via email.

(ii) All such reports or notices shall be sent by First Class Mail or express courier service, and shall be deemed effective when delivered, or if refused, when delivery is attempted.

(e) Nothing expressed or implied in this Agreement is intended to confer, nor shall anything herein confer, upon any person other than the Sponsor, Covered Entity, Business Associate, and their respective successors or assigns, any rights, remedies, obligations or liabilities whatsoever.

(f) This Agreement constitutes the complete agreement of the parties relating to the access, use, disclosure and security of PHI and, except as otherwise provided herein, supersedes all prior representations or agreements, whether oral or written, with respect to the confidentiality and security of PHI.

(g) The parties hereby agree and affirm that the subject matter of this Agreement is unique, and that it may be impossible to measure the damages which would result to Covered Entity from violations by Business Associate of the agreements set forth herein. Accordingly, in addition to any other remedies which Covered Entity may have at law or in equity, the parties hereby agree that either party shall have the right to have all obligations and other provisions of this Agreement specifically performed by the other party, as applicable, and that either party shall have the right to seek preliminary and permanent injunctive relief to secure specific performance, and to prevent a breach or contemplated breach, of this Agreement, without, in any case, proof of actual damages.



(h) Disputes arising out of or relating to this Agreement which cannot be resolved by negotiation between the parties shall be submitted to non-binding mediation. If the dispute is not resolved through mediation, it shall be resolved by final and binding arbitration administered by JAMS dispute resolution service pursuant to its Streamlined Arbitration Rules and Procedures, or such other arbitration procedures as agreed to in writing by the Parties. Negotiation, mediation, and arbitration shall be the exclusive means of dispute resolution between Client and Keenan and their respective agents, employees and officers. The site of the arbitration shall be in San Bernardino, California. A judgment of any court having jurisdiction may be entered upon the award.

**IN WITNESS WHEREOF**, the parties hereto hereby set their hands as of the date first above written.

<p><b>San Bernardino Associated Governments, acting on behalf of itself and all of the SANBAG entities (San Bernardino County Transportation Authority, San Bernardino County Transportation Commission, San Bernardino County Congestion Management Agency, Service Authority for Freeway Emergencies) (collectively referred to as "SANBAG"). , as Sponsor and Representative of the Plan(s)</b></p>		<p><b>Keenan &amp; Associates</b></p>	
<b>Signature:</b>		<b>Signature:</b>	
<b>By:</b>		<b>By:</b>	<b>Steve Gedestad</b>
<b>Title:</b>		<b>Title:</b>	<b>Municipality Practice Leader</b>
<b>Address:</b>		<b>Address:</b>	<b>2355 Crenshaw Blvd., Ste. 200 Torrance, CA 90501</b>
<b>Telephone:</b>		<b>Telephone:</b>	<b>310 212-0363</b>
<b>Attention:</b>		<b>Attention:</b>	<b>Privacy Officer</b>






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**Group Life Insurance**  
**SUMMARY OF BENEFITS**


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**Life a**

**Sponsored by: San Bernardino Associated Governments, acting on behalf of itself and all of the SANBAG entities**  
**Effective date: February 1, 2014**

**All Active Full-Time Employees**

<b>Life Benefit:</b>	<b>Employee</b>
Amount	\$50,000
Guarantee Issue	\$50,000
<b>Benefit Reduction</b>	<b>Employee</b>
Benefits will reduce:	35% at age 65 An additional 25% of the original amount at age 70; and An additional 15% of the original amount at age 75 Benefits terminate at retirement
<b>Additional Benefits</b>	<b>Employee</b>
See Definitions page for:	Accelerated Death Benefit
See Definitions page for:	Conversion
<b>Eligibility</b>	<b>Employee</b>
	All full-time employees working 40 or more hours per week in an eligible class are eligible for coverage on the policy effective date. A delayed effective date will apply if the employee is not actively at work.

(Please see other side)

## Definitions

<b>Accelerated Death Benefit</b>	Accelerated Death Benefit provides an option to withdraw a percentage of your life insurance coverage when diagnosed as terminally ill (as defined in the policy). The death benefit will be reduced by the amount withdrawn. To qualify, you have satisfied the Active Work rule and have been covered under this policy for the required amount of time as defined by the policy. Check with your tax advisor or attorney before exercising this option.
<b>Conversion</b>	If you terminate your employment or become ineligible for this coverage, you have the option to convert all or part of the amount of coverage in force to an individual life policy on the date of termination without Evidence of Insurability. Conversion election must be made within 31 days of your date of termination.
<b>Guarantee Issue</b>	For timely entrants enrolled within 31 days of becoming eligible, the Guarantee issue amount is available without any Evidence of Insurability requirement. Evidence of Insurability will be required for any amounts above this, for late enrollees or increase in insurance and it will be provided at your own expense.
<b>Term Life</b>	Coverage provided to the designated beneficiary upon the death of the insured. Coverage is provided for the time period that you are eligible and premium is paid. There is no cash value associated with this product.

## Additional Benefits

<b>LifeKeys<sup>SM</sup></b>	Online will & testament preparation service, identity theft resources and beneficiary assistance support for all employees and eligible dependents covered under the Group Term Life and/or AD&D policy.
<b>TravelConnect<sup>SM</sup></b>	Travel assistance services for employees and eligible dependents traveling more than 100 miles from home.

### For assistance or additional information

Contact Lincoln Financial Group at (800) 423-2765 or log on to [www.LincolnFinancial.com](http://www.LincolnFinancial.com)

NOTE: This is not intended as a complete description of the insurance coverage offered. Controlling provisions are provided in the policy, and this summary does not modify those provisions or the insurance in any way. This is not a binding contract. A certificate of coverage will be made available to you that describes the benefits in greater details. Should there be a difference between this summary and the contract, the contract will govern.

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**Group Long-Term Disability Insurance**

**SUMMARY OF BENEFITS**

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**Sponsored by: San Bernardino Associated Governments, acting on behalf of itself and all of the SANBAG entities**  
**Effective date: February 1, 2014**

**All Active Full-Time Senior Management & Administrative/Professional Employees.**

**Long-term disability is intended to protect your income for a long duration after you have depleted short-term disability or any sick leave your company may offer.**

<b>Eligibility</b>	All full-time active employees working 40 or more hours per week in an eligible class are eligible for coverage on the policy effective date.
<b>Maximum Monthly Benefit</b>	60% of salary up to \$10,000 per month
<b>Maximum Benefit Duration</b>	Later of Age 65 or Social Security Normal Retirement Age
<b>Own Occupation Period</b>	24 Months
<b>Elimination Period</b>	180 days The number of days you must be disabled prior to collecting disability benefits.
<b>Accumulation of Elimination Days</b>	You can satisfy the days of your elimination period with either total (off work entirely) or partial (working some hours at your current job) disability. If you are working on a partial basis, you will have 2x the elimination period days to satisfy the total of 180 days.
<b>Pre-Existing Condition</b>	You may not be eligible for benefits if you have received treatment for a condition within the past 3 months until you have been covered under this plan for 12 months.
<b>Waiver of Premium</b>	You will not be required to pay premium during any time of approved total or partial disability.
<b>Survivor Income Benefit</b>	A survivor benefit may be paid to your beneficiary if you should die while receiving qualifying disability payments.
<b>EmployeeConnect<sup>SM</sup></b>	Access to an employee assistance program for the employee or an immediate household family member who may be experiencing personal or workplace issues.
<b>Benefit Limitations</b>	Mental Illness: 24 months Substance Abuse: 24 months Specified Illness: No limit

(Please see other side)

## Understanding Your Benefits

<b>Own Occupation</b>	The occupation trade or profession you were employed in prior to your disability as defined by the US DOL Dictionary of Occupational Titles.
<b>Total Disability</b>	You are considered totally disabled if, due to an injury or illness, you are unable to perform each of the main duties of your own occupation. Your "own" occupation is covered for a specific period of time. Following this, the definition of total disability becomes the inability to perform any occupation for which you are reasonably suited based on your experience, education, or training.
<b>Partial Disability</b>	You are considered partially disabled if you are unable, due to an injury or illness, to perform the main duties of your regular occupation on a full-time basis. Partial Disability benefits may be payable if you are earning at least 20% of the income you earned prior to becoming disabled, but not more than 99%. Partial disability benefits allow you to work and earn income from your employer as well as continue to receive benefits, which may enable you to receive 100% of your income during your time of disability.
<b>Continuation of Disability</b>	If you return to work full-time but become disabled from the same disability within 6 months of returning to work, you will begin receiving benefits again immediately.
<b>Benefit Duration Reduction</b>	Your benefit duration may be reduced if you become disabled after age 65.
<b>Pre-Existing Condition</b>	Any sickness or injury for which you have received medical treatment, consultation, care, or services (including diagnostic measures or the taking of prescribed medications) during the specified months prior to the coverage effective date. A disability arising from any such sickness or injury will be covered only if it begins after you have performed your regular occupation on a full-time basis for the specified months following the coverage effective date.
<b>Benefit Exclusions</b>	You will not receive benefits in the following circumstances: <ul style="list-style-type: none"><li>• Your disability is the result of a self-inflicted injury.</li><li>• You are not under the regular care of a doctor when requesting disability benefits.</li><li>• You were involved in a felony commission, act of war, or participation in a riot.</li><li>• You were residing outside of the United States or Canada for more than 12 consecutive months for purposes other than employment with your Employer.</li></ul>
<b>Benefit Reductions</b>	Your benefits may be reduced if you are receiving benefits from any of the following sources: <ul style="list-style-type: none"><li>• Any compulsory benefit act or law (such as state disability plans);</li><li>• Any governmental retirement system earned as a result of working for the current policyholder;</li><li>• Any disability or retirement benefit received under a retirement plan;</li><li>• Any Social Security, or similar plan or act, benefits;</li><li>• Earnings the insured earns or receives from any form of employment;</li><li>• Workers compensation;</li><li>• Salary continuance or employer contributions to an employer sponsored retirement plan.</li></ul>
<b>Benefit Termination</b>	This coverage will terminate when you terminate employment with this policyholder, or at your retirement.

### For assistance or additional information

Contact Lincoln Financial Group at (800) 423-2765 or log on to [www.LincolnFinancial.com](http://www.LincolnFinancial.com)

NOTE: This is not intended as a complete description of the insurance coverage offered. Controlling provisions are provided in the policy, and this summary does not modify those provisions or the insurance in any way. This is not a binding contract. A certificate of coverage will be made available to you that describe the benefits in greater details. Should there be a difference between this summary and the contract, the contract will govern.

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**Group Short-Term Disability Insurance**

**SUMMARY OF BENEFITS**

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**Sponsored by: San Bernardino Associated Governments, acting on behalf of itself and all of the SANBAG entities**  
**Effective date: February 1, 2014**

**All Active Full-Time Support Employees**

**Short-term disability is intended to protect your income for a short duration in case you become ill or injured.**

<b>Eligibility</b>	All full-time active employees working 40 or more hours per week in an eligible class are eligible for coverage on the policy effective date.
<b>Maximum Weekly Benefit</b>	55% of weekly salary up to \$1,067 per week
<b>Maximum Benefit Duration</b>	26 weeks
<b>Elimination Period</b>	Benefits begin on: 8 <sup>th</sup> day for an accident 8 <sup>th</sup> day for an illness
<b>Benefit Reductions</b>	Your benefits may be reduced if: • You are receiving sick leave pay from your employer.
<b>Rehabilitation Assistance Benefit</b>	Employees who participate in an approved rehabilitation program are eligible to receive an additional 5% of benefit. Additionally, approved program costs may be reimbursed.
<b>Survivor Income</b>	A benefit may be paid to your survivor if you should die while you were eligible to receive benefits under this policy.

(Please see other side)

## Understanding Your Benefits

<b>Total Disability</b>	You are considered totally disabled if, due to an injury or illness, you are unable to perform each of the main duties of your regular occupation.
<b>Partial Disability</b>	You are considered partially disabled if you are unable, due to an injury or illness, to perform the main duties of your regular occupation on a full-time basis. Partial Disability benefits may be payable if you are earning at least 20% of the income you earned prior to becoming disabled, but not more than 99%. Partial disability benefits allow you to work and earn income from your employer as well as continue to receive benefits, which may enable you to receive 100% of your income during your time of disability.
<b>Continuation of Disability</b>	If you return to work full-time but become disabled from the same disability within 2 weeks of returning to work, you will begin receiving benefits again immediately.
<b>Benefit Exclusions</b>	You will not receive benefits in the following circumstances: <ul style="list-style-type: none"><li>• Your disability is the result of a self-inflicted injury.</li><li>• You are not under the regular care of a doctor when requesting disability benefits.</li><li>• Your disability is covered under a worker's compensation plan and/or is due to a job-related sickness or injury.</li><li>• You are receiving payment under a salary continuance or retirement plan sponsored by the group policyholder.</li></ul>
<b>Benefit Reductions</b>	Your benefits may be reduced if you are receiving benefits from any of the following sources: <ul style="list-style-type: none"><li>• Any governmental retirement system earned as a result of working for the current policyholder;</li><li>• Any retirement benefit received under a retirement plan;</li><li>• Earnings the insured earns or receives from any form of employment.</li></ul>
<b>Benefit Termination</b>	This coverage will terminate when you terminate employment with this policyholder, or at your retirement.

### For assistance or additional information

Contact Lincoln Financial Group at (800) 423-2765 or log on to [www.LincolnFinancial.com](http://www.LincolnFinancial.com)

NOTE: This is not intended as a complete description of the insurance coverage offered. Controlling provisions are provided in the policy, and this summary does not modify those provisions or the insurance in any way. This is not a binding contract. A certificate of coverage will be made available to you that describes the benefits in greater details. Should there be a difference between this summary and the contract, the contract will govern.

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**Group Short-Term Disability Insurance**

**SUMMARY OF BENEFITS**

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**Sponsored by: San Bernardino Associated Governments, acting on behalf of itself and all of the SANBAG entities**  
**Effective date: February 1, 2014**

**All Active Full-Time Senior Management & Administrative/Professional Employees**

**Short-term disability is intended to protect your income for a short duration in case you become ill or injured.**

<b>Eligibility</b>	All full-time active employees working 40 or more hours per week in an eligible class are eligible for coverage on the policy effective date.
<b>Maximum Weekly Benefit</b>	55% of weekly salary up to \$1,442 per week
<b>Maximum Benefit Duration</b>	26 weeks
<b>Elimination Period</b>	Benefits begin on: 8 <sup>th</sup> day for an accident 8 <sup>th</sup> day for an illness
<b>Benefit Reductions</b>	Your benefits may be reduced if: • You are receiving sick leave pay from your employer.
<b>Rehabilitation Assistance Benefit</b>	Employees who participate in an approved rehabilitation program are eligible to receive an additional 5% of benefit. Additionally, approved program costs may be reimbursed.
<b>Survivor Income</b>	A benefit may be paid to your survivor if you should die while you were eligible to receive benefits under this policy.

(Please see other side)

## Understanding Your Benefits

<b>Total Disability</b>	You are considered totally disabled if, due to an injury or illness, you are unable to perform each of the main duties of your regular occupation.
<b>Partial Disability</b>	You are considered partially disabled if you are unable, due to an injury or illness, to perform the main duties of your regular occupation on a full-time basis. Partial Disability benefits may be payable if you are earning at least 20% of the income you earned prior to becoming disabled, but not more than 99%. Partial disability benefits allow you to work and earn income from your employer as well as continue to receive benefits, which may enable you to receive 100% of your income during your time of disability.
<b>Continuation of Disability</b>	If you return to work full-time but become disabled from the same disability within 2 weeks of returning to work, you will begin receiving benefits again immediately.
<b>Benefit Exclusions</b>	You will not receive benefits in the following circumstances: <ul style="list-style-type: none"><li>• Your disability is the result of a self-inflicted injury.</li><li>• You are not under the regular care of a doctor when requesting disability benefits.</li><li>• Your disability is covered under a worker's compensation plan and/or is due to a job-related sickness or injury.</li><li>• You are receiving payment under a salary continuance or retirement plan sponsored by the group policyholder.</li></ul>
<b>Benefit Reductions</b>	Your benefits may be reduced if you are receiving benefits from any of the following sources: <ul style="list-style-type: none"><li>• Any governmental retirement system earned as a result of working for the current policyholder;</li><li>• Any retirement benefit received under a retirement plan;</li><li>• Earnings the insured earns or receives from any form of employment.</li></ul>
<b>Benefit Termination</b>	This coverage will terminate when you terminate employment with this policyholder, or at your retirement.

### For assistance or additional information

Contact Lincoln Financial Group at (800) 423-2765 or log on to [www.LincolnFinancial.com](http://www.LincolnFinancial.com)

NOTE: This is not intended as a complete description of the insurance coverage offered. Controlling provisions are provided in the policy, and this summary does not modify those provisions or the insurance in any way. This is not a binding contract. A certificate of coverage will be made available to you that describes the benefits in greater details. Should there be a difference between this summary and the contract, the contract will govern.

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- ▣ San Bernardino County Transportation Commission
- ▣ San Bernardino County Transportation Authority
- ▣ San Bernardino County Congestion Management Agency
- ▣ Service Authority for Freeway Emergencies

**Minute Action**

AGENDA ITEM: 6

**Date:** October 9, 2013

**Subject:** Fiscal Year 2013/2014 Work Goals and Objectives

**Recommendation:\*** Receive update on the Fiscal Year 2013/2014 Work Goals and Objectives.

**Background:** The SANBAG Fiscal Year 2013/2014 Work Goals and Objectives establish the Board of Directors priorities for the fiscal year.

**Financial Impact:** The Fiscal Year 2013/2014 Work Goals and Objectives are consistent with the adopted Fiscal Year 2013/2014 budget.

**Reviewed By:** This item is not scheduled for review by any other Policy Committee or Technical Advisory Committee.

**Responsible Staff:** Raymond Wolfe, Executive Director

\*

*Approved*  
 General Policy Committee

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

Moved: \_\_\_\_\_ Second: \_\_\_\_\_

In Favor: \_\_\_\_\_ Opposed: \_\_\_\_\_ Abstained: \_\_\_\_\_

Witnessed: \_\_\_\_\_

COG	X	CTC	X	CTA	X	SAFE	X	CMA	X
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Check all that apply.  
 GPC1310A-RW  
<http://portal.sanbag.ca.gov/mgmt/committee/gpc/gpc2013/gpc1310/AgendaItems/GPC1310a1-RW.docx>

**SAN BERNARDINO ASSOCIATED GOVERNMENTS**  
**FISCAL YEAR 2013/2014 INITIATIVES AND ACTION PLAN**

Initiative #1: Focus on creating and strengthening collaborative partnerships with governmental and business entities							
1.A	Division Strategy	Action Plan	Milestones	Milestone Status	Primary Division	Support Division(s)	Status
	<p>Create Vision in Action Awards to recognize "Business Friendly", "Cradle to Career", and regional collaboration. Make the awards part of the General Assembly.</p>	<p>Work with Vision Element Groups to identify exemplary programs for this year's awards. Develop full program of criteria and nomination process for next year. Business Friendly award can be similar to Orange County Business Council "Red Tape to Red Carpet" awards.</p>	<p>Identify award recipients in concert with Vision element groups.</p>	<p>IEEP is starting an awards program for business friendly practices modeled after a similar one by the Orange County Business Council. The program is scheduled for November and we will work with IEPP as necessary.</p> <p>Staff is working with the County Vision steering group to begin developing criteria for our annual visioning awards to be presented at the GA in June.</p>	COG		
			<p>Develop nomination submittal and vetting process in concert with Vision element groups for next year.</p>	<p>The plan is to have a nomination process that will be publicized to cities right after the New Year. WTS has proposed a similar program as part of the planning for the GA, so these two may merge in some fashion over the next month or so.</p>	COG		
Notes							

- 1 Green shading equates to good progress
- Yellow shading means the work is behind schedule
- Red shading signifies urgent and significant challenges in completing the task

Fiscal Year 2013/2014 Initiatives

1B	Division Strategy	Action Plan	Milestones	Milestone Status	Primary Division	Support Division(s)	Status
	Evolve General Assembly into a regional "must attend" destination event	Work closely with incoming Board President to set focus, and then secure support to deliver as appropriate	<p>Outline plans including speaker by mid-January 2014</p> <p>Coordinate external team by mid-January 2014</p> <p>Secure facilities and speaker by early February</p>	<p><i>We have already identified the date, the speaker and the venue. Save the Date cards will be sent out in October, so we are well on the way to a great event.</i></p> <p><i>WTS is managing the effort this year.</i></p> <p><i>We are in the process of completing the necessary paperwork to secure the speaker and venue.</i></p>	COG	Legislative and Public Affairs	C
					COG	Legislative and Public Affairs	C
					COG	Legislative and Public Affairs	
Notes							

2

Green shading equates to good progress

Yellow shading means the effort is lagging the committed time schedule

Red shading signifies serious impediments to progress that could translate to failure in completing the task

Fiscal Year 2013/2014 Initiatives

1C	Division Strategy	Action Plan	Milestones	Milestone Status	Primary Division	Support Division(s)	Status
	Create regional forums to discuss issues of regional concern throughout the County	Actively seek issues of regional concern, coordinate meetings with key stakeholders including legislators	Conduct West Valley regional forum in Q1	<i>A June 4th event was held in the West Valley regarding the proposed San Gabriel Mountains National Recreation Area and featured presenters from the National Parks Service and the Santa Monica Mountains National Recreation Area.</i>	COG	Legislative and Public Affairs	C
			Conduct East Valley regional forum by Q3	<i>An East Valley forum has yet to be scheduled.</i>	COG	Legislative and Public Affairs	
			Conduct Mountain/Desert regional forum by Q4	<i>The Morongo Basin Forum is scheduled for October 3<sup>rd</sup>. The focus will be law, justice and safety. The event will feature Supervising Judge Marsha Slough and County Sheriff John McMahon. Caltrans District 8 Director Basem Muallem will be in attendance as well.</i>	COG	Legislative and Public Affairs	
Notes							
<i>Beginning early work to plan a veterans hiring forum before the end of the year.</i>							

3 Green shading equates to good progress

Yellow shading means the effort is lagging the committed time schedule

Red shading signifies serious impediments to progress that could translate to failure in completing the task

Fiscal Year 2013/2014 Initiatives

ID	Division Strategy	Action Plan	Milestones	Milestone Status	Primary Division	Support Division(s)	Status
	Enhance COG role	Coordinate role in implementing Countywide Vision	<p>Conduct meeting with school districts and other stakeholders to discuss the primary goal of "cradle to career"</p> <p>Participate in Vision Element Groups and integrate SANBAG as appropriate</p> <p>Develop "Business Friendly Best Practices" inventory</p>	<p>Steering committee has been formed to develop a cradle to career education forum to be hosted by SANBAG to bring together education community, business leaders and local elected officials. Plan is to have a forum in the spring of 2014.</p> <p>Have scheduled vision related presentations for all SANBAG Board meetings.</p> <p>The first draft of the business friendly best practices document is complete and has been distributed to the steering committee and city managers for feedback. Meeting with element group for feedback in September.</p>	COG	Legislative and Public Affairs	
Notes							
Meet monthly with Countywide Vision steering group in County CEO's office.							

4 Green shading equates to good progress

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Fiscal Year 2013/2014 Initiatives

1E	Division Strategy	Action Plan	Milestones	Milestone Status	Primary Division	Support Division	Status
	Provide leadership and assistance to our members in implementing clean energy and energy conservation projects to reduce utility bills and greenhouse gas emissions.	Continue to work on providing information and regional programs to all SANBAG members that reduce utility bills and greenhouse gas through energy efficiency and clean energy.	<p>Conduct a joint Solar Power Procurement with cities that are interested in solar power for their facilities.</p> <p>Initiate a Property Assessed Clean Energy program for all of San Bernardino County so property owners can access capital to install energy conservation and clean energy projects.</p>	<p>Phase I of joint solar procurement program is nearly done with consultant reviewing city utility bills and completing preliminary financial analysis of proposed solar sites. Will be presenting preliminary reports to cities in October.</p> <p>The HERO Program is scheduled to begin by October 21, 2013. Have also started work on an Energy Leader program in partnership with SCE. If analysis shows benefit, will work with cities in early 2014 to get them to sign up.</p>	COG	COG	
Notes							

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Fiscal Year 2013/2014 Initiatives

Initiative #2: Accelerate delivery of capital projects							
2A	Division Strategy	Action Plan	Milestones	Milestone Status	Primary Division	Support Division	Status
	Effectively advocate to maintain historic funding levels provided by state and federal governments	Work with regional and statewide entities to ensure that MAP-21 is implemented consistent with SANBAG's goals and policy priorities	Q2 - Primary Freight Network designations expected to be released Q2 - Passage of any state legislation in 2013, taking effect in 2014	Primary Freight Network designations are scheduled to be released in October. Working on MAP-21 implementation with regional stakeholders and Caltrans. Bills related to the Active Transportation program and the Congestion Mitigation and Air Quality program are to the Governor for action. Other efforts with Caltrans are proceeding well regarding implementation efforts that do not require legislative action.	Legislative and Public Affairs		
Notes							

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Fiscal Year 2013/2014 Initiatives

2B	Division Strategy	Action Plan	Milestones	Milestone Status	Primary Division	Support Division	Status	
Deliver all highway/interchange commitments listed in FY 2013/2014 budget	Commence construction of Lenwood Grade Separation		CTC allocation May 2013	Complete	Major Projects		C	
			Contract bid August October 2013	<i>Project delayed due to Buy America clause in utility agreement, which has been resolved.</i>	Major Projects			
			Contract award October December 2013	<i>See above</i>	Major Projects			
	Commence construction of Palm Avenue Grade Separation		CTC allocation March 2013	Complete	Major Projects			C
			Contract bid July 2013	Complete	Major Projects			C
			Contract award Sept. 2013	Complete	Major Projects			C
	Commence construction of Baseline Avenue Interchange Improvement		CTC allocation June 2013	Complete	Major Projects			C
			Contract bid Oct. 2013		Major Projects			
			Contract award December 2013 January 2014		Major Projects			
	Commence construction of I-10 Tippecanoe, Phase II		Federal Allocation October 2013 February 2014	<i>Project delayed due to Resolution of Necessity process with property owner. Purpose &amp; Use agreement signed 9/10/13.</i>	Major Projects			
			Contract bid November 2013 March 2014	<i>See above</i>	Major Projects			
					Major Projects			

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Fiscal Year 2013/2014 Initiatives

		Contract Award January 2014 May 2014	See above	Major Projects		
	Commence construction of Laurel Street Grade Separation	CTC allocation June 2013 Contract bid July 2013	Complete	Major Projects		C
	Complete construction of La Mesa/Nisqualli Interchange	Contract award Sept. 2013	Complete	Major Projects		C
	Complete I-215 Segments 1 & 2 construction	Construction completion (open to traffic) July 2013	Complete	Major Projects		C
	Complete Northbound Milliken Grade Separation construction	Construction completion (open to traffic) January 2014	Expect completion in late November	Major Projects		
	Complete alternatives analysis of I-10/I-15 Corridor improvements	Construction completed (open to traffic) July 2013 Board decision on including Express Lanes as an alternative October 2013	Complete Delayed a month	Major Projects		C
Notes						

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Fiscal Year 2013/2014 Initiatives

2C	Division Strategy	Action Plan	Milestones	Milestone Status	Primary Division	Support Division	Status
54	Deliver all transit and rail project commitments listed in the FY 2013/2014 budget	Commence construction on Downtown San Bernardino Passenger Rail and Transit Center Projects	Award contract by beginning of Q3	Ahead of Q3 schedule to maintain SLPP funds which require contract award by December 31, 2013.	Transit and Rail		
		Complete Redlands Rail PA&ED	Before the end of Q3	Behind schedule. EIR/EIS should be accepted in Q4.	Transit and Rail		
		Study alternatives to provide Metrolink service into Ontario Airport	Develop and award RFP by end of Q2	Ahead of schedule. Consultant contract awarded in Q1.	Transit and Rail		
		On-Call RFP for Transit and Rail Services (Studies, Capital Projects and Operations)	Develop and award RFP by end of Q1	Behind schedule. Interviews completed September 16. Contract award anticipated at November Board.	Transit and Rail		
		FTA Grantees	Work with SANBAG departments to comply with FTA guidelines to submit to FTA by end of Q3	Started work, but need help from on-call contract on SRTP as well as remaining FTA Grantee items. Anticipate delays into Q4.	Transit and Rail	Fund Admin. and Programming, Planning, Procurement, Legal, Legislative and Public Affairs	
		Notes					

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Fiscal Year 2013/2014 Initiatives

Division Strategy	Action Plan	Milestones	Milestone Status	Primary Division	Support Division	Status
Deliver the highest quality and most cost effective rail & transit projects and service possible in San Bernardino County	Explore consolidation of various regional transit agencies to provide greater efficiencies and more coordinated service and project delivery	Study consolidation of Victor Valley Transit Agency (VVTA), Barstow Area Transit, Needles Area Transit to a single transit provider	Study is complete. Implementation underway with presentations to city/town council meetings.	Transit and Rail	Fund Admin. and Programming, Legislative and Public Affairs	C
		Study consolidation of Omnitrans and SANBAG to a single transit agency	Discussions underway – first task order of on-call contract. This item has been expanded to include all operators.	Transit and Rail	Fund Admin. and Programming, Legislative and Public Affairs	
		Study consolidation of Mountain Area Regional Transit Agency (MARTA) and Omnitrans	This is now lumped in the previous milestone and will be reported thusly in the future.	Transit and Rail	Fund Admin. and Programming, Legislative and Public Affairs	
Notes						

2D

10

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Fiscal Year 2013/2014 Initiatives

2E	Division Strategy	Action Plan	Milestones	Milestone Status	Primary Division	Support Division	Status
	Manage TDA funds in accordance with SANBAG Board priorities	Complete Omnitrans COA	Work with joint ad hoc committee and SANBAG Board to resolve outstanding issues by Q2	Complete.	Transit and Rail		C
		Develop long-term plan to ensure cost projections do not exceed revenues for Valley Apportionment (this requires a review of Omnitrans as well as Metrolink expenditures)	Complete by April 2014	<i>On-call consultant will prepare SRTP which is expected to address this issue.</i>	Transit and Rail	Fund Admin. and Programming	
Notes							
56							

11

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Fiscal Year 2013/2014 Initiatives

Initiative #3: Maximize funding opportunities							
3A	Division Strategy	Action Plan	Milestones	Milestone Status	Primary Division	Support Division	Status
	Use strategic programming to ensure that no funds are lost	Manage projects closely with Caltrans to ensure adequate review resources available when projects ready	<p>May 1 is Caltrans' deadline for guaranteed access to federal OA</p> <p>June 30 is CTC deadline for project allocation or extension requests</p>	<p>Exceeded OA target by 100%</p> <p>All funds available from the CTC were allocated by CTC deadlines for FY12/13. We have worked closely with CT D8 staff to define review priorities based on funding deadlines and to respond to comments expeditiously. Will begin to work through identifying candidate projects and Board policies for TCIF savings so that those funds can be programmed and allocated by the June 30, 2014, deadline.</p>	Fund Admin. and Programming	Major Projects, Transit and Rail	C
					Fund Admin. and Programming	Major Projects, Transit and Rail	C
Notes							
3B	Division Strategy	Action Plan	Milestones	Milestone Status	Primary	Support	Status
<b>12</b>							

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Fiscal Year 2013/2014 Initiatives

	Division	Division	Division
<p>Protect San Bernardino County's equitable share of available state and federal funds</p>	<p>Develop funding strategies that result in opportunities to seize additional state and federal funds</p>	<p>Use more than 100% federal OA each fiscal year to be candidate for additional OA through August redistribution - Q4</p>	<p>All funds allocated by the CTC were allocated for FY12/13. Secured 200% federal program delivery for federal FY12/13. Development of the 10-yr delivery plan will help in determining whether we can meet the OA targets for FY13/14. Project schedules may be such that SANBAG will need to seek out an OA loan agreement with another agency to guarantee full OA use in FY13/14. We should have a better idea of current schedules and needs by November 2013.</p>
<p>Promote policies to garner more state and federal funding</p>	<p>Advocate legislation that protects and grows state and federal funds</p>	<p>Ongoing as issues arise</p>	<p>Fund Admin. and Programming</p>
<p>Develop funding strategies that result in opportunities to seize additional state and federal funds</p>	<p>Evaluate results of prior year advocacy efforts - Q2</p>	<p>An End of Year report is scheduled to go to the Board in November detailing legislation signed by the Governor in 2013 that impacts SANBAG.</p>	<p>Legislative and Public Affairs</p>
<p>Develop platform for next fiscal year - Q2</p>	<p>Develop platform for next fiscal year - Q2</p>	<p>Legislative platform update currently underway, revised final drafts to be presented to the Board in November.</p>	<p>Fund Admin. and Programming</p>

13

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Fiscal Year 2013/2014 Initiatives

Notes								
3B (cont.)	3C	Division Strategy	Action Plan	Milestones	Milestone Status	Primary Division	Support Division	Status
		Develop long-term bonding needs to help leverage other funds and deliver projects	Name financial advisor, bond and disclosure counsel, and investment bankers	Completed by September 2013	<p>Financial Advisor RFP's were received and reviewed by a panel in May. Final candidates were interviewed, following the initial review and the finalist for Financial Advisor was recommended at the June General Policy Committee and September Board meetings. Montague DeRose &amp; Associates, LLC was awarded the contract.</p> <p>General Counsel is responsible for the bond and disclosure counsel. RFP's were received and reviewed by a panel in July. Final candidates were interviewed following the initial review and finalists for bond and disclosure counsel were recommended at the August General Policy Committee and September Board meetings. Orrick, Herrington &amp; Sutcliffe LLP and Fulbright &amp; Jaworski LLP were awarded the contracts</p>	Finance		C

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Fiscal Year 2013/2014 Initiatives

3C (cont.)		Establish 2014 sales tax revenue bond program	Update Ten-Year Delivery Plan – Q2	<p>for Bond Counsel and Disclosure Counsel respectively.</p> <p>Twenty-three RFP's were received for investment by October banking services. The RFP's were reviewed by a panel and nine firms were interviewed in August. Finalists were recommended at the September General Policy Committee and should be approved at the October Board meeting.</p> <p>Fund Administration is currently verifying project schedules and funding to EcoSys so that we can analyze bonding needs. Expect to have projects updated by October 2013 and bonding needs and strategies identified by December 2013.</p>	Fund Admin. and Programming	Finance, Planning, Major Projects, Transit and Rail	
Notes							
Finance team will be instrumental in developing bonding needs and in the sale of bonds (October 2013–March 2014).							
3D	Division Strategy	Action Plan	Milestones	Milestone Status	Primary	Support	Status

15

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Fiscal Year 2013/2014 Initiatives

Complete analysis of Valley freeway interchange phasing program	Identify opportunities to meet current project goals with reduced project scoping	Devise phasing concepts by Q3	Analysis has been completed of existing conditions at selected interchanges. Phasing opportunities are being identified through collaboration with the Transportation Technical Advisory Committee and City/County Manager TAC.	Planning	Major Projects
		Revise financial plan for interchange program by Q4		Planning	Fund Admin. and Programming
Notes					

16

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Initiative #4: Transparent and accountable allocation strategies							
4A	Division Strategy	Action Plan	Milestones	Milestone Status	Primary Division	Support Division	Status
	Manage geographic equity in fund distribution across the County	Define equity, create tracking database, run through committee and Board, and post on external (Board) website	Develop policies to define geographic areas to be tracked and "equity" by fund source – Q1	Staff presented equity issue to CMTAC and ITAC for consideration and concurrence. Anticipate members so that policy issue can be discussed at Committee in November and a Policy developed and approved in December/January.	Fund Admin. and Programming	Planning (database development)	
			Compile data that will allow for funds to be tracked per policy – Q2	Staff has developed a spreadsheet that calculates distribution of STP, CMAQ, STIP, TCIF, CMIA, and SLPP funds since 2009.	Fund Admin. and Programming	Planning (database development)	
			Present findings to Committees/Board and provide link to real-time "dashboard" on external Board website – Q3	Staff will work to develop an automated method of tracking funds that will provide the Board access to a real-time "dashboard" of fund distribution status after the Board approves the Policy direction.	Fund Admin. and Programming	Planning (database development)	
Notes							
4B	Division Strategy	Action Plan	Milestones	Milestone Status	Primary	Support	Status

17

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Fiscal Year 2013/2014 Initiatives

4C	Monitor SANBAG cash accounts	Reconcile various bank accounts with general ledger on a monthly basis	Q4 with annual audit report	Finance developed a monthly cash bank account to general ledger reconciliation report along with a monthly list of procedures and month-end closing entries report. Report on the status of financial statement findings was provided to the August General Policy Committee and September Board meetings.	Finance	Division	Status
Notes							
<div style="display: flex; justify-content: space-between; border-top: 1px solid black; border-bottom: 1px solid black;"> <span data-bbox="1365 1915 1421 2032">4C</span> <span data-bbox="1365 1581 1421 1915">Division Strategy</span> <span data-bbox="1365 1283 1421 1581">Action Plan</span> <span data-bbox="1365 984 1421 1283">Milestones</span> <span data-bbox="1365 600 1421 984">Milestone Status</span> <span data-bbox="1365 386 1421 600">Primary</span> <span data-bbox="1365 193 1421 386">Support</span> <span data-bbox="1365 69 1421 193">Status</span> </div>							

**18**

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Fiscal Year 2013/2014 Initiatives

Monitor SANBAG fixed assets	Record fixed assets transactions and depreciation quarterly	Q4 with annual audit report	Fixed asset information is reviewed and updated on an assets quarterly basis including year-end reconciliation.	Division	Division
	Develop Right-of-Way (ROW) asset management program		This is still a work-in-progress between finance and rail/transit. Assets need to be identified as SANBAG or other agency ownership. The goal is to complete the inventory of ROW assets at the end of the fiscal year.	Finance	Transit and Rail

Notes

Initiative #5: Develop marketing strategies to highlight system use and Measure I successes

19

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Fiscal Year 2013/2014 Initiatives

5A	Division Strategy	Action Plan	Milestones	Milestone Status	Primary Division	Support Division	Status
65	Broadcast Measure I project successes	Identify key local and regional projects	Ongoing	<i>Measure I informational piece currently being designed and strategy for distribution is currently being evaluated for cost and communication value.</i>	Legislative and Public Affairs	COG	
		Create media to display at the Depot, train and bus platforms, and in other media across the County		<i>Currently designing a kiosk to be installed at the Santa Fe Depot, Measure I and other project messages to be developed for the kiosk. Use of the kiosk here will be evaluated for use at other rail stations and bus stops.</i>	Legislative and Public Affairs	COG	
		Highlight projects and benefits of each in local and regional publications	Ongoing		Legislative and Public Affairs	COG	
		Leverage other social media resources to broadcast the message	Ongoing	<i>Increased use of social media, including twitter has been beneficial for project updates. Continuing to evaluate additional social media tools for SANBAG use.</i>	Legislative and Public Affairs	COG	
Notes							
5B	Division Strategy	Action Plan	Milestones	Milestone Status	Primary Division	Support Division	Status

20

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Fiscal Year 2013/2014 Initiatives

<p>Highlight transit options to key events across San Bernardino County</p>	<p>Identify events such as NASCAR at the Speedway, 66er's and Quakes games, Ontario Reign games, as well as events at the Orange Show and elsewhere across the County</p>	<p>As needed in advance of key events Consider participation in the MSRC's Major Event Transportation Program to large events throughout San Bernardino County</p>	<p><i>Routes and events are being identified, to be implemented as seasonally applicable.</i></p>	<p>Legislative and Public Affairs</p>	<p>COG</p>	
	<p>Determine transit options to these events (work with Metrolink and local transit providers)</p>	<p>Ongoing</p>	<p><i>Routes and events are being identified, to be implemented as seasonally applicable.</i></p>	<p>Legislative and Public Affairs</p>	<p>COG</p>	
	<p>Create media to educate the public on alternative transportation options to attend events as well as promoting events themselves (work directly with event sponsors)</p>	<p>Ongoing</p>	<p><i>Routes and events are being identified, to be implemented as seasonally applicable.</i></p>	<p>Legislative and Public Affairs</p>	<p>COG</p>	

Notes

Initiative #6: Engender public trust

21

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Fiscal Year 2013/2014 Initiatives

6A	Division Strategy	Action Plan	Milestones	Milestone Status	Primary Division	Support Division	Status
	Continue working with Independent Taxpayer Oversight Committee (ITOC) to secure finding of compliance for Measure I	Provide ITOC with information and convene annual meetings with report out to the Board on findings	Annual		Administration		
Notes							
6B	Division Strategy	Action Plan	Milestones	Milestone Status	Primary Division	Support Division	Status
67	Promote use of public transit by large employers and educational facilities	Identify large employers and educational facilities to participate in rail & transit pass programs	Work with Metrolink, Omnitrans and the other transit providers to explore options for developing an employer/educational rail & transit pass program	Work has not yet begun.	Transit and Rail	Legislative and Public Affairs	
Notes							
6C	Division Strategy	Action Plan	Milestones	Milestone Status	Primary Division	Support Division	Status
22							

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Fiscal Year 2013/2014 Initiatives

68	Provide safe public transit facilities	Evaluate security at Metrolink stations and for future DSBPRP/RPRP. Educate SANBAG staff regarding safety around Santa Fe Depot	Through the on-call RFP, study possible consolidation of security for the existing seven Metrolink stations as well as for the San Bernardino Transit Center Conduct training sessions at staff meetings and through other communications regarding safety around the Depot during construction of the DSBPRP and post construction.	Will be assigned to on-call consultant.	Transit and Rail		
Notes							
6D	Division Strategy	Action Plan	Milestones	Milestone Status	Primary Division	Support Division	Status

23

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Fiscal Year 2013/2014 Initiatives

	Secure an unqualified opinion of annual financial statements		Due Q4 annually	<p><i>Initial meeting with Audit Subcommittee and independent auditor in June. Preliminary audit work completed in July. Audit field work is scheduled to be finished by November. CAFR, Single Audit and other reports be submitted to Audit Subcommittee and General Policy Committee in December and to the Board in January 2014.</i></p>	Finance		
Notes							
6E							
	Division Strategy	Action Plan	Milestones	Milestone Status	Primary Division	Support Division	Status

24

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70	<p>Complete timely audits of all TDA recipients</p>	<p>Manage audit consultant to ensure completion of all seven audits</p> <p>Educate transit operators on expectations for audits</p> <p>Provide update of audits to Board and local Transit Boards</p>	<p>Meet with Operators and Auditors to develop a time table and action plan for milestones</p> <p>Work closely with Operators and Auditors to ensure work begins quickly after the end of fiscal year</p> <p>Provide assistance and direction quickly on critical issues</p> <p>Due end of Q2 annually</p>	<p>Met auditor in July to discuss a timetable for each transit operator. Schedules were developed for each operator in August to ensure timely completion of the FY 2012-2013 audit.</p> <p>Met with MBTA in July to discuss SANBAG's expectations for FY 2012-2013 financial audit. MBTA has hired a part-time Accountant to assist in the year-end audit.</p> <p>Ongoing.</p>	<p>Transit and Rail</p>	<p>Finance</p>	
Notes							
6F	Division Strategy	Action Plan	Milestones	Milestone Status	Primary Division	Support Division	Status

25

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Fiscal Year 2013/2014 Initiatives

Update SANBAG budget document	Evaluate current and future changes to budget document working in concert with ad hoc (need direction from ad hoc for changes by October Board meeting to implement in following FY budget)	Review current budget document with to-date changes	The subcommittee met July 9. The current budget process and document with to-date changes were reviewed. Direction was given to staff to conduct a survey of the entire Board. The survey asked Board members what possible changes they would like to see in the process and document. Subcommittee met again on August 29 to review results of the survey and identified short and long-term changes.	Finance		
		Identify short-term improvements and changes to current budget document	<ol style="list-style-type: none"> <li>1. Provide pictures of functions on budget cover.</li> <li>2. Establish goals and priorities prior to budget.</li> <li>3. Simplify budget format and eliminate redundancy.</li> <li>4. Conduct pre-budget workshops in subareas.</li> </ol>	Finance		
		Identify long-term structural improvements and changes to budget document <sup>3</sup>	<ol style="list-style-type: none"> <li>1. Provide additional summaries and graphs by fund.</li> <li>2. Provide project cycle information for capital projects.</li> <li>3. Provide revenue detail and graphs.</li> </ol>	Finance		
Notes						

26

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Fiscal Year 2013/2014 Initiatives

Initiative #7: Develop information for 2015 re-evaluation of Measure I Expenditure Plan and to feed 2016 SCAG RTP/SCS							
(cont.)	Division Strategy	Action Plan	Milestones	Milestone Status	Primary Division	Support Division	Status
7A	Develop Countywide Transportation Plan (CTP)	Work with SCAG and local jurisdictions on 2040 growth forecasts.	Tentative city-level growth forecast by Q2.	Will have first-cut city-level and TAZ forecasts to SCAG by the end of September.	Planning	All	
			Tentative TAZ-level and adjusted city-level forecast by Q3				
		Identify transportation and land use scenarios for evaluation.	Develop base network by Q2				
			Develop scenarios for analysis by Q3				
7B							

Notes

Scope of work for CTP was developed and existing conditions are being documented in FY 2012-2013. The Measure I 2010-2040 Ordinance states: "Beginning in 2015 and at least every ten years thereafter, the Authority shall review and, where necessary, propose revision to the Expenditure Plan." The purpose of this strategy is to lay the foundation for the re-evaluation of the Expenditure Plan required in 2015.

27

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Fiscal Year 2013/2014 Initiatives

Identify issues and develop data for consideration in 2015 re-evaluation of the Measure I Expenditure Plan	Hold discussions with Board members and TACs regarding issues that should be addressed in re-evaluation.	Develop "Issues Paper" by Q2 and review with Board and TACs.	Held internal discussion of potential Measure I issues with Executive Staff and managers. Will be structuring discussions for TTAC and City Managers in October/November.	Planning	All	
Provide analysis of issues and options for further review by Board.	Develop "Options Paper" by Q4			Planning	All	
Notes						
7C	Division Strategy	Action Plan	Milestones	Milestone Status	Primary Division	Support Division Status

28

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Fiscal Year 2013/2014 Initiatives

	Develop draft freight strategy for County	Collaborate with public agency partners and industry stakeholders from industry to identify freight mobility goals, strategies, and projects.	Conduct interviews with local government and industry stakeholders in Q1 Prepare "white paper" of current freight issues in Q2 Prepare draft freight strategy in Q3 Finalize freight strategy in Q4	<i>Will complete majority of interviews by end of September.</i>	Planning  Planning  Planning  Planning	Major Projects, Fund Admin. and Programming, Legislative and Public Affairs	
Notes							
7D	Division Strategy	Action Plan	Milestones	Milestone Status	Primary Division	Support Division	Status

29

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Fiscal Year 2013/2014 Initiatives

	Define a realistic strategy for sustainability in land use and development for the County, in the context of the SCAG RTP/SCS	Develop sustainability alternatives for consideration by jurisdictions and the Board	Document existing sustainability initiatives in Q1	Provided list of sustainability initiatives to the CEOs sustainability committee in July. Provided a first draft of sustainability MOU (similar to Metro's) to SCAG in August. Should review with GPC in October.	Planning	Transit and Rail	
	Identify sustainability options by Q3				Planning	Transit and Rail	
Notes							
SCAG, County Transportation Commissions, and local governments are responsible for implementing the 2012 RTP/SCS. SCAG has a working group to facilitate implementation regionally. This activity reflects SANBAG's role to facilitate and coordinate implementation at the county level, as appropriate.							
7E	Division Strategy	Action Plan	Milestones	Milestone-Status	Primary Division	Support Division	Status

30

Green shading equates to good progress

Yellow shading means the effort is lagging the committed time schedule

Red shading signifies serious impediments to progress that could translate to failure in completing the task

Fiscal Year 2013/2014 Initiatives

76	Define San Bernardino County strategy for Active Transportation (AT)	Develop alternatives and determine funding options	Define AT initiatives for FY 13-14 by Q1	Completing Non-Motorized Plan "gap closure analysis" by the end of September. Creating matrix of AT projects and potential funding opportunities.	Planning	Transit and Rail, Major Projects, Fund Admin. and Programming
	Identify funding options by Q2		Planning	Transit and Rail, Major Projects, Fund Admin. and Programming		
	Define implementation strategy and update NMTP accordingly in Q3		Planning	Transit and Rail, Major Projects, Fund Admin. and Programming		
Notes						
SANBAG previously developed and approved the Countywide Non-Motorized Transportation Plan (NMTP). This activity seeks to coordinate implementation of the NMTP and related active transportation strategies with local governments and other stakeholders.						

31

Green shading equates to good progress

Yellow shading means the effort is lagging the committed time schedule

Red shading signifies serious impediments to progress that could translate to failure in completing the task



- San Bernardino County Transportation Commission
- San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency
- Service Authority for Freeway Emergencies

*Minute Action*

AGENDA ITEM: 7

**Date:** October 9, 2013

**Subject:** Measure I Local Pass-Through Compliance Audits for Fiscal Year 2011/2012

**Recommendation:**\* Receive a Status Report on the Measure I Summary Audit Reports of Local Pass-Through Funds for the year ending June 30, 2012.

**Background:** Each year San Bernardino Associated Governments provides for audits of all local jurisdictions receiving Measure I Local Pass-Through Funds, which are dedicated for transportation planning, design, construction, operation and maintenance only.

A financial examination is completed by the accounting firm for activities, including internal systems of checks and balances during the previous fiscal year. The examination must encompass both project expenditures and projects for which funds were received but not expended. A listing of all projects comparing actual revenues/expenses to the Measure I Five Year Capital Improvement Plan adopted by the local governing board and reported annually to SANBAG must be included. Any interest earned on the funds must also be included in the report. The report shall also contain an examination of expenditures, statement of revenue and expenses, and balance sheet for each component of the special Measure I fund.

\*

*Approved*  
*General Policy Committee*

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

*Moved:* \_\_\_\_\_ *Second:* \_\_\_\_\_

*In Favor:* \_\_\_\_\_ *Opposed:* \_\_\_\_\_ *Abstained:* \_\_\_\_\_

*Witnessed:* \_\_\_\_\_

COG		CTC		CTA	X	SAFE		CMA	
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Check all that apply.

Vavrinek, Trine, Day & Co, LLP (VTD) was hired in July 2012 to prepare Compliance Audits of the Measure I 2010-2040 pass-through funds for a three year period, with two one year option extensions. VTD has completed audits for the following agencies:

Adelanto	Apple Valley	Barstow
Big Bear Lake	Chino	Chino Hills
Colton	Fontana	Hesperia
Highland	Loma Linda	Montclair
Ontario	Rancho Cucamonga	Redlands
Rialto	San Bernardino County	Twentynine Palms
Upland	Yucaipa	Yucca Valley

In reviewing the draft financial audits for Fiscal Year 2011/2012, staff has not encountered any major findings; however, staff did identify sections of the Measure I Policy that need clarification of intent as they pertain to naming projects in the general and categorical classifications in each year of the Capital Improvement Plans, addressing reporting of Measure I 1990-2010 remaining balances, eligible expenditures, and repayment of ineligible expenditures. A separate agenda item will be brought to the General Policy Committee in the coming months seeking amendment of the applicable Measure I Local Pass-through Policies.

In addition to the Policy clarifications needed, each agency has now been made aware of the need to correct the recognition of revenue in the appropriate month as the Department of Finance forwards sales tax revenue to SANBAG one month in arrears.

The final Compliance Audits for the following cities have yet to be completed:

**Grand Terrace** - The City has now completed their 6/30/12 financial statements. VTD expects to have the Measure I audit completed by the end of October.

**Needles** -VTD is working through additional data requested of the city and expects to have the Measure I audit completed by the end of October.

**San Bernardino** - VTD has scheduled the Measure I audit for 11/18/13. However, VTD will not be able to complete the audit until the City has completed their 6/30/12 financial statements.

**Victorville** – The Measure I audit is close to completion. The City has discovered errors in recording the revenues for the TDA fund and is currently researching the issue. VTD has chosen to wait to issue the Measure I report as to ensure that the issues with the TDA revenue have no impact on the Measure I report. VTD expects to issue the report by the end of October.

As soon as all audits are completed, a final report will be prepared and submitted to the General Policy Committee and the SANBAG Board for acceptance.

**Financial Impact:** This item has no impact on the adopted SANBAG Budget.

**Reviewed By:** This item is not scheduled for review by any other Policy Committee or Technical Advisory Committee.

**Responsible Staff:** Ellen Pollema, Transportation Planning Analyst



- San Bernardino County Transportation Commission
- San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency
- Service Authority for Freeway Emergencies

*Minute Action*

AGENDA ITEM: 8

**Date:** October 9, 2013

**Subject:** 2014 State Transportation Improvement Program

**Recommendation:\*** That the Committee recommend the Board, acting as the San Bernardino Transportation Commission, approve the following actions related to the 2014 State Transportation Improvement Program, as shown in Table 2:

1. Propose programming of \$1.27 million per year in Fiscal Years 2016/2017 to 2018/2019 for Planning, Programming, and Monitoring activities.
2. Propose an amendment to the current programming for the Interstate 10 HOV Lane project to reduce Regional Improvement Program construction funds from \$40 million to \$19.983 million and to reprogram from Fiscal Year 2015/2016 to Fiscal Year 2017/2018.
3. Nominate the following new projects for Regional Improvement Program funds to be submitted to the California Transportation Commission for inclusion in the 2014 State Transportation Improvement Program:
  - a. US 395 Widening through Adelanto – Program \$5.55 million for right of way in Fiscal Year 2014/2015.

\*

*Approved*  
*General Policy Committee*

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

*Moved:* \_\_\_\_\_ *Second:* \_\_\_\_\_

*In Favor:* \_\_\_\_\_ *Opposed:* \_\_\_\_\_ *Abstained:* \_\_\_\_\_

*Witnessed:* \_\_\_\_\_

COG		CTC	X	CTA		SAFE		CMA	
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Check all that apply.

- b. Interstate 215 Mount Vernon Avenue/Washington Street Interchange Improvement – Program \$20 million for Construction in Fiscal Year 2018/2019.
- c. State Route 210 Widening from Highland Avenue to Interstate 10 – Program \$43.523 million for Construction in Fiscal Year 2017/2018.

4. Propose an amendment to the current programming for Interstate 215 Barton Road Interchange Reconstruction to shift construction funds from Fiscal Year 2015/2016 to Fiscal Year 2016/2017 in accordance with the current construction schedule.

***Background:***

The State Transportation Improvement Program (STIP) is one of the oldest state transportation programs that provides funding for transportation projects. Prior to SB 45, Caltrans nominated the projects to be included in the STIP. After the enactment of SB 45 in 1997, the STIP was divided into two subprograms: the Regional Improvement Program (RIP) funded with 75% of the STIP, and the Interregional Improvement Program (IIP) funded with 25% of the STIP. The RIP is further divided between Northern and Southern California, and finally subdivided by formula into county shares. County shares are available solely for projects nominated by regional agencies such as SANBAG. IIP projects are nominated by Caltrans. Funding levels for the STIP vary from year to year depending on the overall economic situation at the state and federal levels. The STIP draws its revenues from the State Highway Account (SHA), which is funded with various state and federal taxes on fuels and weight fees. The California Transportation Commission (CTC) is responsible for developing STIP guidelines, approving the programming of projects submitted by regions and Caltrans for the inclusion in the STIP, allocating the STIP funds, and monitoring the delivery of STIP projects.

The STIP is a biannual program adopted no later than April 1 of each even numbered year. Development of the STIP starts with the adoption of the Fund Estimate (FE), usually in August of the previous year, followed by project submittals by the regions and Caltrans based on the target shares published in the FE. The FE is based on estimates of the tax and fee revenues and assumptions on the new Federal Highway Act. The actual STIP funds available are dependent on the accuracy of these estimates. The STIP program may need to be adjusted if there is a large discrepancy between the actuals and the estimated. Considering the statewide nominations, the CTC, in collaboration with the applicants, makes

necessary adjustments to the nominations to ensure that the overall program is solvent and in the best interest of the State. To obtain public input, the CTC conducts two STIP hearings, one in the north and one in the south.

Each new STIP covers a five year period including two new years of programming capacity. The new STIP includes projects carried forward from the previous STIP plus new projects proposed by regional agencies and Caltrans.

### **2014 STIP Programming Capacity**

The 2014 STIP programming cycle began with the CTC adopting the FE on August 6, 2013. The FE identified \$3.4 billion of programming capacity available statewide over the next five years, of which about \$1.2 billion is new programming capacity. All of the new STIP capacity is available in the last two years of the five-year cycle (Fiscal Years 2017/2018 and 2018/2019).

STIP capacity does not include federal commitments for Transportation Enhancements (TE) as it did in the past because Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) changed the way TE funds are distributed throughout the State. In addition, there is no new Public Transportation Account (PTA) STIP programming capacity in 2014 STIP. The PTA funds Caltrans' transportation planning, mass transportation, Intercity Rail programs, and STIP transit projects. PTA resources are derived primarily from the sales taxes on diesel fuel. With the enactment of the fuel tax swap in 2011, most of the funds generated by the sales tax on diesel fuel are transferred to the State Transit Assistance fund, so there is no longer PTA remaining to fund capital projects in the STIP.

Current programming for San Bernardino County totals about \$125 million, which includes all projects that have not received allocation of STIP funds from the CTC. San Bernardino receives about 4.75% of the statewide total of new programming capacity, or \$56.92 million. Because \$5.969 million was programmed in advance during the 2012 STIP cycle, the FE shows a net share of \$51.066 million for San Bernardino County, which will be available in Fiscal Years 2017/2018 2018/2019.

### **2014 STIP Programming - Recommended Priorities**

Table 1 shows current STIP commitments approved by the SANBAG Board and the CTC during the 2012 STIP cycle and the current

availability of STIP funds. Table 2 details the current STIP programming by fiscal year and proposed programming for the 2014 STIP (shown in bold). The proposed programming represents the project funding needs that are necessary to keep projects identified for RIP funds in the Ten-Year Delivery Plan fully funded and on schedule.

**Table 1**  
**Current STIP Programming for San Bernardino County**

Current Programmed Project (in thousands)	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18-18/19
Planning Programming and Monitoring	\$1,200	\$1,200	\$1,200	\$1,800	
I-15 NB lane Victorville-Barstow Phase 2	\$23,564				
Rte 138 Widening	\$15,450				
I-10 HOV lanes, Haven to Ford Street			\$40,000		
I-215 Barton Rd. Interchange Reconstruction	\$17,400		\$22,611		
<b>Total Programmed</b>	<b>\$57,614</b>	<b>\$1,200</b>	<b>\$63,811</b>	<b>\$1,800</b>	
Advanced share from 2012 STIP					-\$5,969
Lapsed funds returned from FY 11/12-12/13					\$115
2014 STIP New Programming Capacity					\$56,920
<b>Net New Programming Capacity (FY 17/18 and 18/19)</b>					<b>\$51,066</b>
<b>Total Programming Capacity</b>					<b>\$117,877</b>

**Table 2**  
**Proposed 2014 STIP Programming for San Bernardino County**  
**(Amendments and Additions shown in bold)**

Proposed Programming (in thousands)	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19
Planning Programming and Monitoring	\$1,200	\$1,200	\$1,200	\$1,800		
				-\$530	\$1,270	\$1,270
I-15 NB lane Victorville-Barstow Ph 2	\$23,564					
Rte 138 Widening	\$15,450					
I-10 HOV lanes, Haven to Ford Street			\$40,000			
			-\$40,000		\$19,983	
I-215 Barton Rd Interchange	\$17,400		\$22,611			
			-\$22,611	\$22,611		
<b>US 395 Widening through Adelanto</b>		\$5,550				
<b>I-215 Mount Vernon Ave. Interchange</b>						\$20,000
<b>SR 210 Widening/Highland Ave to I-10</b>					\$43,523	
<b>Total Programmed</b>	<b>\$57,614</b>	\$6,750	\$1,200	\$23,881	\$64,776	\$21,270
					Total Programming Capacity	\$117,877
					Total Proposed Programming	\$117,877
					Capacity Remaining/(Advanced)	\$0

Descriptions of the proposed programming and rationale are as follows:

- Planning, Programming, and Monitoring: The State allows up to 5% of the regional county share funds to be programmed for planning programming and monitoring (PPM) activities. These funds can be used for activities such as:
  - Regional transportation planning, including the development and preparation of the regional transportation plan.
  - Project planning, including the development of project study reports or major investment studies, conducted by regional agencies or by local agencies in cooperation with regional agencies.
  - Program development, including the preparation of STIP submittals and studies supporting them.
  - Monitoring the implementation of STIP projects, including project delivery, timely use of funds, and compliance with State law and the Commission's guidelines.

SANBAG staff is recommending programming 4% of the county share funds for this purpose as was programmed in the 2012 STIP. SANBAG relies on PPM funds for fundamental transportation commission activities such as transportation improvement program development, administration of state and federal transportation funds, and project delivery support.

- I-10 HOV Lanes, Haven to Ford Street - Currently \$40 million is programmed in Fiscal Year 2015/16 for construction. While the HOV/HOT options are still being analyzed, construction on either project will not begin until Fiscal Year 2017/2018. Because project construction will span over the next STIP cycle, which will provide another opportunity to increase the STIP funds programmed on this project, and because this project is an excellent candidate for the use of Congestion Mitigation and Air Quality funds, which tend to be difficult to program, staff recommends reducing STIP programming for the 2014 STIP cycle to provide STIP capacity for the other projects identified for STIP funding in the Ten-Year Delivery Plan.
- US-395 Corridor Interim Widening – Staff recommends programming \$5.55 million for right of way in Fiscal Year 2014/2015. Although only \$3.5 million in RIP funds was identified in the Ten-Year Delivery Plan, other identified sources are no longer available for this project. Final design of this project is expected to begin later this year with

Federal Surface Transportation Program (STP) funds. The Victor Valley Major Local Highway Program would not have the cash flow to support right of way activities in the near term without bonding. While SANBAG currently has STP funds, which are the only other source of funds eligible for this project, available to fund the right of way phase, this would leave little available for any cost overruns on currently programmed projects. Staff recommends proposing RIP funds for the right of way phase as a first priority for funding this phase. Because it is being proposed in a constrained year of the STIP, it is possible that CTC may request the funds be moved out to later years. In this case, staff recommends that the funds be programmed back to the I-10 project discussed above and STP funds be used for US 395 right of way activities.

- I-215 Mount Vernon/Washington St. Interchange – Staff recommends programming \$20 million for construction in Fiscal Year 2018/2019. RIP funds were identified in the adopted Ten-Year Delivery Plan along with Measure I and STP funds for a total of \$59.9 million for construction. The project is scheduled for completion in 2020.
- SR-210 Widening – Staff recommends programming \$43.52 million for construction in Fiscal Year 2016/2017. RIP funds were identified in the adopted Ten-Year Delivery Plan along with Measure I and STP funds for a total of \$130.5 million for construction. The project is scheduled for completion in 2019.

Staff will submit the proposed 2014 STIP programming to the CTC by the December 15, 2013, deadline. The CTC is scheduled to publish staff recommendations on February 28, 2014, and adopt the 2014 STIP at their meeting on March 20, 2014.

***Financial Impact:***

This item has no financial impact on the approved Fiscal Year 2013/2014 budget.

***Reviewed By:***

This item is not scheduled for review by any other Policy Committee or Technical Advisory Committee.

***Responsible Staff:***

Philip Chu Transportation Programming Analyst



- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

*Minute Action*

AGENDA ITEM: 9

**Date:** October 9, 2013

**Subject:** SANBAG Non-Motorized Transportation Plan (NMTP) Bicycle Facility Gap Closure Recommendations

**Recommendation:**\* That the Committee recommend the Board approve amendments to the Non-Motorized Transportation Plan as listed in Attachment A to this agenda item.

**Background:** The San Bernardino County Non-Motorized Transportation Plan (NMTP) was approved by the SANBAG Board in March 2011. The NMTP details plans and policies for encouraging active transportation, guidelines for developing non-motorized infrastructure, and implementation priorities for regional projects. Conformity to the NMTP traditionally has been an eligibility requirement of the State of California for local jurisdictions to receive grant funds through the Bicycle Transportation Account (BTA). With recent changes in the State funding structure, conformity to NMTP will likely be a requirement for receiving the larger State's Active Transportation Program (ATP) funds.

The adopted NMTP outlines recommendations for next steps to further develop and implement the non-motorized transportation strategies. One of the recommendations in the adopted document highlights the

\*

*Approved*  
 General Policy Committee

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

Moved: \_\_\_\_\_ Second: \_\_\_\_\_

In Favor: \_\_\_\_\_ Opposed: \_\_\_\_\_ Abstained: \_\_\_\_\_

Witnessed: \_\_\_\_\_

COG		CTC	X	CTA		SAFE		CMA	
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Check all that apply.

GPC1310a-jl

<http://portal.sanbag.ca.gov/mgmt/committee/gpc/gpc2013/gpc1310/AgendaItems/GPC1310a1-jl.pdf>

importance of maintaining connectivity between jurisdictions to ensure systematic improvements to the regional network. To achieve regional connectivity, the recommendation also notes taking advantage of “low-hanging fruit,” by closing gaps in the regional bicycle system.

Accordingly, SANBAG staff conducted an initial in-house gap closure inventory of all existing and proposed Class I, II and III bicycle facilities in the County. Class I includes separated bicycle paths; Class II includes striped bicycle routes within the street; and Class III includes signed bicycle routes with no separately striped lane for bicycles. The proposed amendments have been reviewed by the local jurisdictions. Chapter 5 of the NMTP consists of local jurisdiction specific plans that include maps and tables of existing and proposed bicycle facilities as well as priority improvements. Staff is proposing to amend each of the Bicycle Facilities figures, Existing Condition tables, Future Improvements tables, Priority tables, and other text changes included chapter 5 by adding and updating the projects described in Attachment “A”. Costs are approximate planning-level costs and will be refined as specific projects are proposed for development and construction. It should be noted that additional comments have come in on proposed amendments to the NMTP following the comment due date. These will be included in a future agenda item so as not to delay approval of the amendments in this item.

The following criteria were mainly considered in developing the gap closure amendments for the bicycle facilities:

- Connections to major destination points especially around Metrolink stations, based on recommendations in the report *Improvement to Transit Access for Cyclists and Pedestrian*.
- Connectivity within and across jurisdictional boundaries and facilities
- Connectivity with regional backbone networks (existing and proposed Class I Facilities)
- Connectivity with existing facilities
- Physical characteristics of roadways and suitability for accommodation of bicycle facilities

Connectivity to schools, staging areas, and transit facilities has not been a primary consideration in this gap closure amendment, but this will be explored further through other separate future sustainability program efforts by SANBAG.

SANBAG and the local jurisdictions in San Bernardino County are aggressively pursuing planning and construction of Active Transportation projects throughout the County to develop better bicycle connectivity between cities and subareas of the County. The proposed gap closure amendments are one of many active transportation efforts of SANBAG and its partners to grow the system in a comprehensive and consistent manner. The full NMTP, without the proposed amendments, can be viewed at the following link on the SANBAG website: [http://www.sanbag.ca.gov/planning2/plan\\_non-motor.html](http://www.sanbag.ca.gov/planning2/plan_non-motor.html).

- Financial Impact:*** This item has no impact on the current FY13/14 Budget. All staff activity associated with this item is consistent with Task No. 0404 Subregional Planning.
- Reviewed By:*** This item was reviewed by the Transportation Technical Advisory Committee (TTAC) on September 9, 2013, and the member jurisdictions. This item is not scheduled for review by any other policy committee or Technical Advisory Committee.
- Responsible Staff:*** Josh Lee, Transportation Planning Analyst

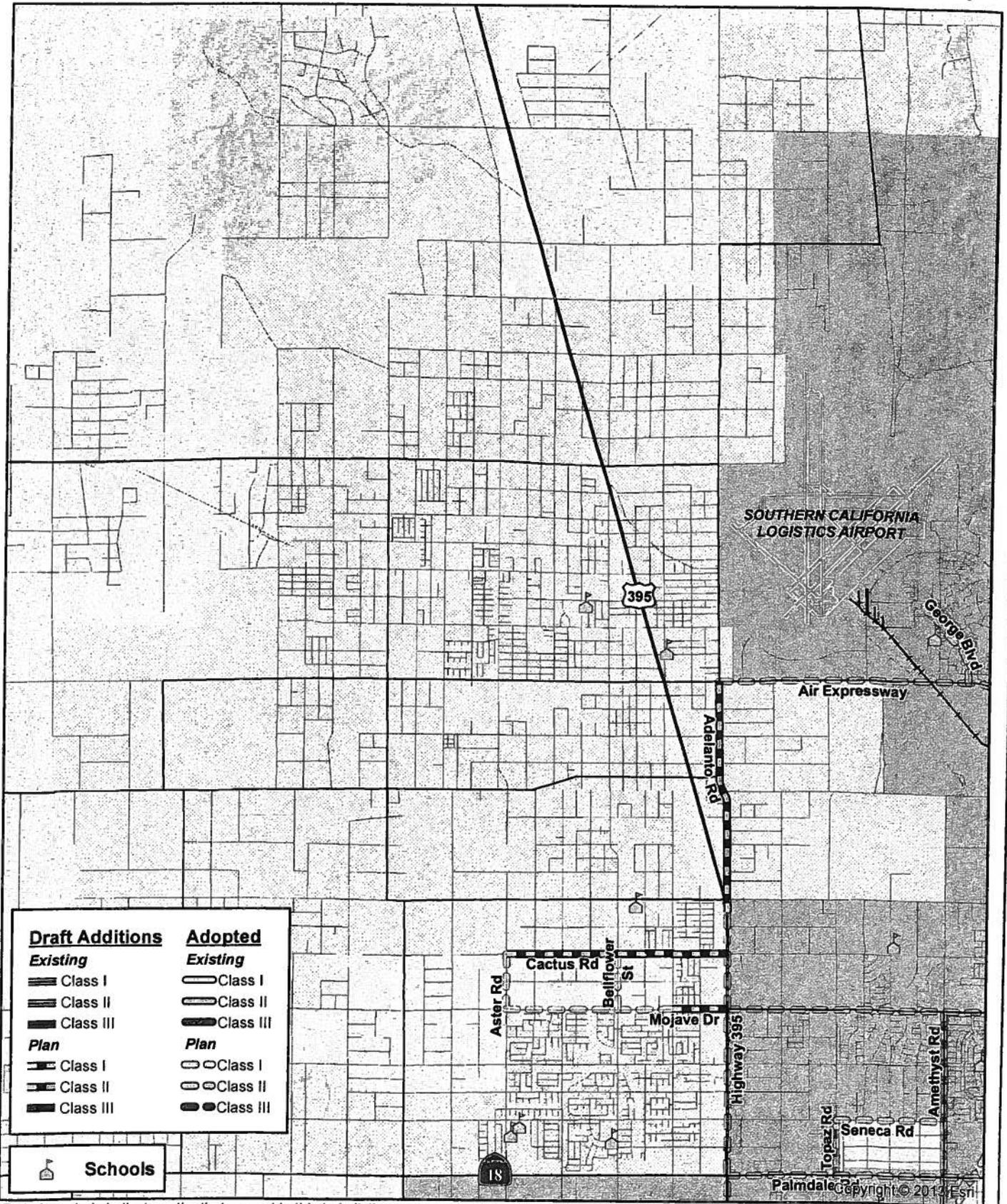
**Attachment A**

**Proposed SANBAG NMTP Bicycle Network Amendments  
(i.e. additions and updates)**

**Table and Maps of Existing and Proposed Bicycle Facilities by Jurisdictions**

# DRAFT: Non-Motorized Transportation Plan Update

## City of Adelanto



Faded symbols indicate paths that are not in this jurisdiction.

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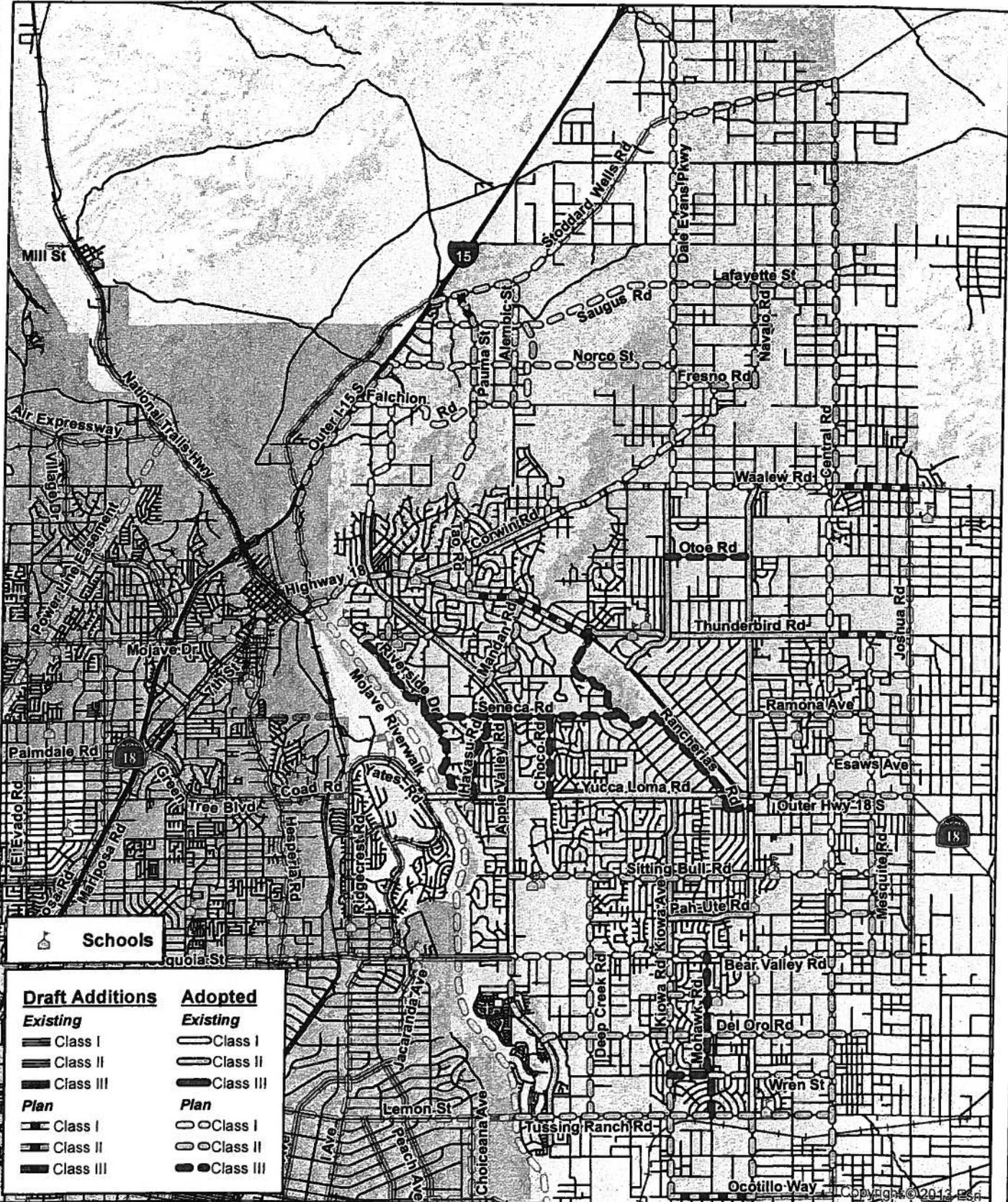


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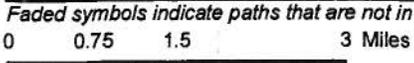
## Town of Apple Valley



**Schools**

Draft Additions	Adopted
<b>Existing</b>	<b>Existing</b>
Class I	Class I
Class II	Class II
Class III	Class III
<b>Plan</b>	<b>Plan</b>
Class I	Class I
Class II	Class II
Class III	Class III

*Faded symbols indicate paths that are not in this jurisdiction.*



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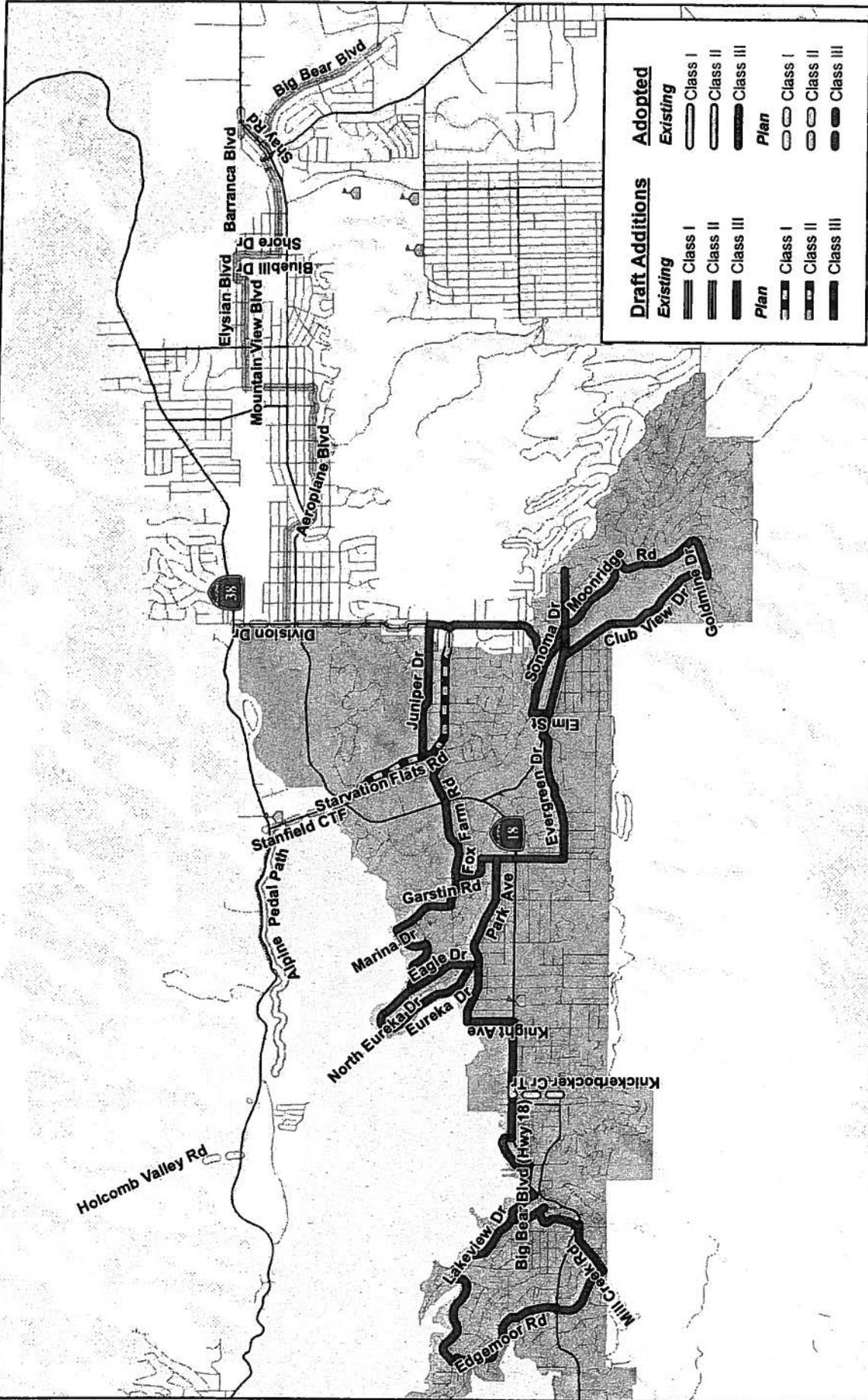
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# DRAFT: Non-Motorized Transportation Plan Update

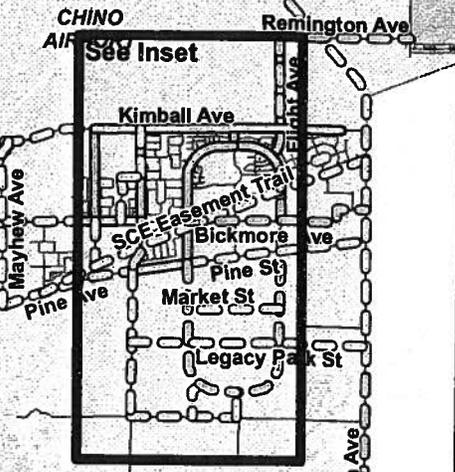
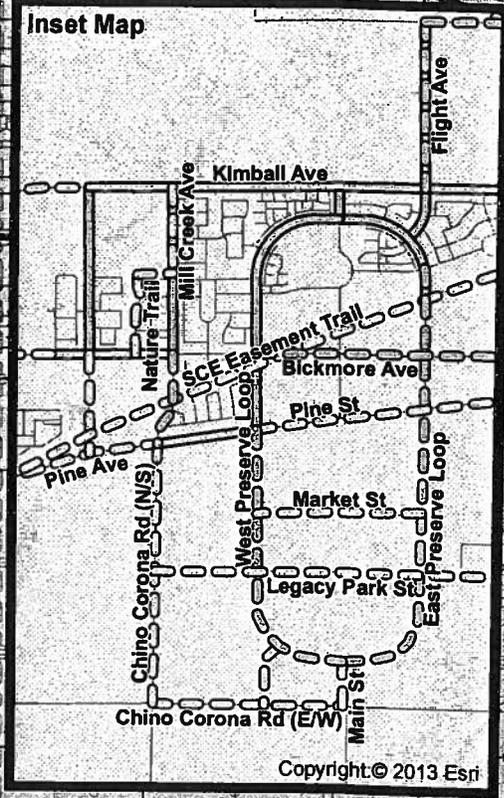
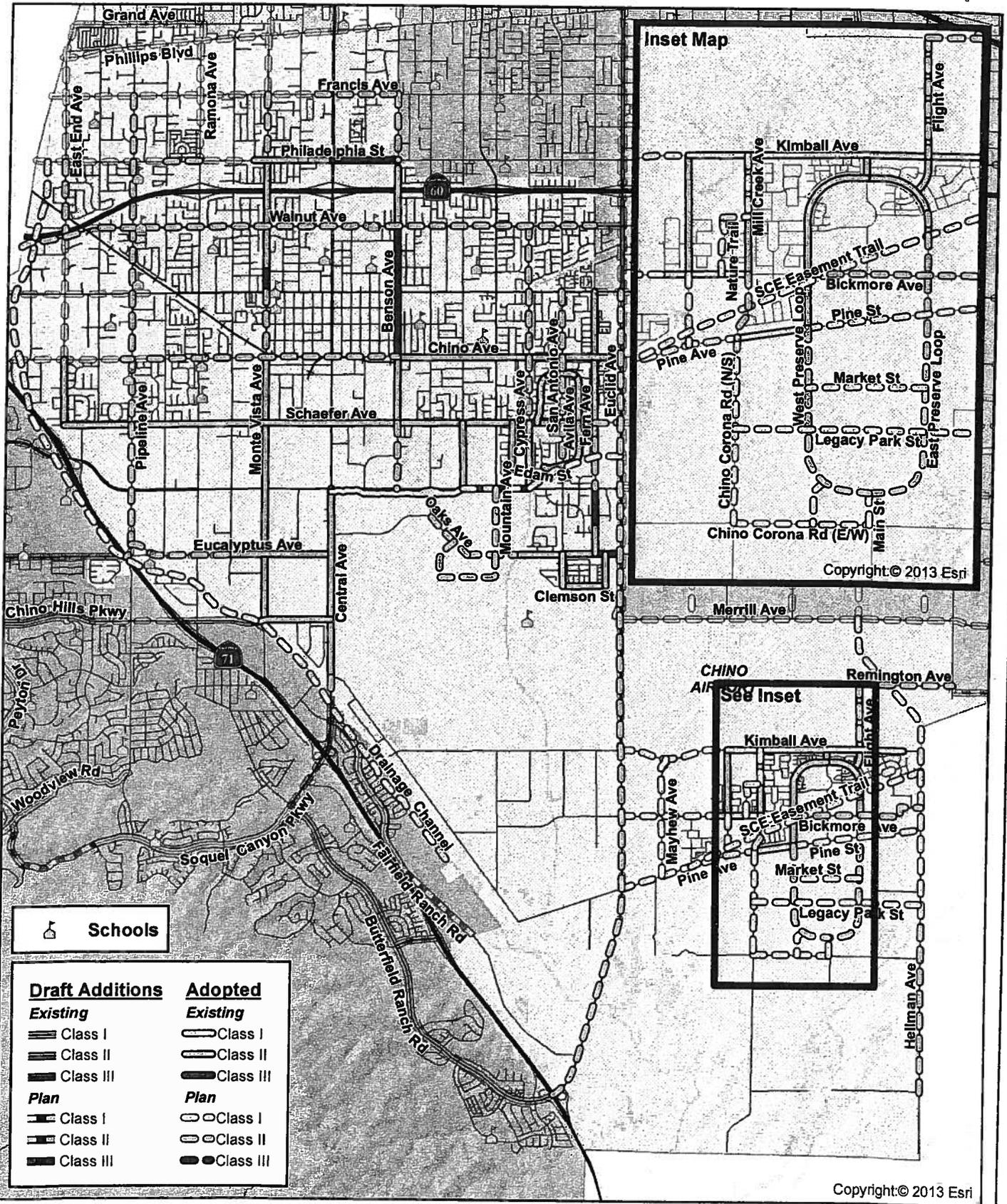
## City of Big Bear Lake



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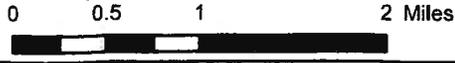
# DRAFT: Non-Motorized Transportation Plan Update

## City of Chino



<b>Schools</b>	
<b>Draft Additions</b>	<b>Adopted</b>
<b>Existing</b>	<b>Existing</b>
Class I	Class I
Class II	Class II
Class III	Class III
<b>Plan</b>	<b>Plan</b>
Class I	Class I
Class II	Class II
Class III	Class III

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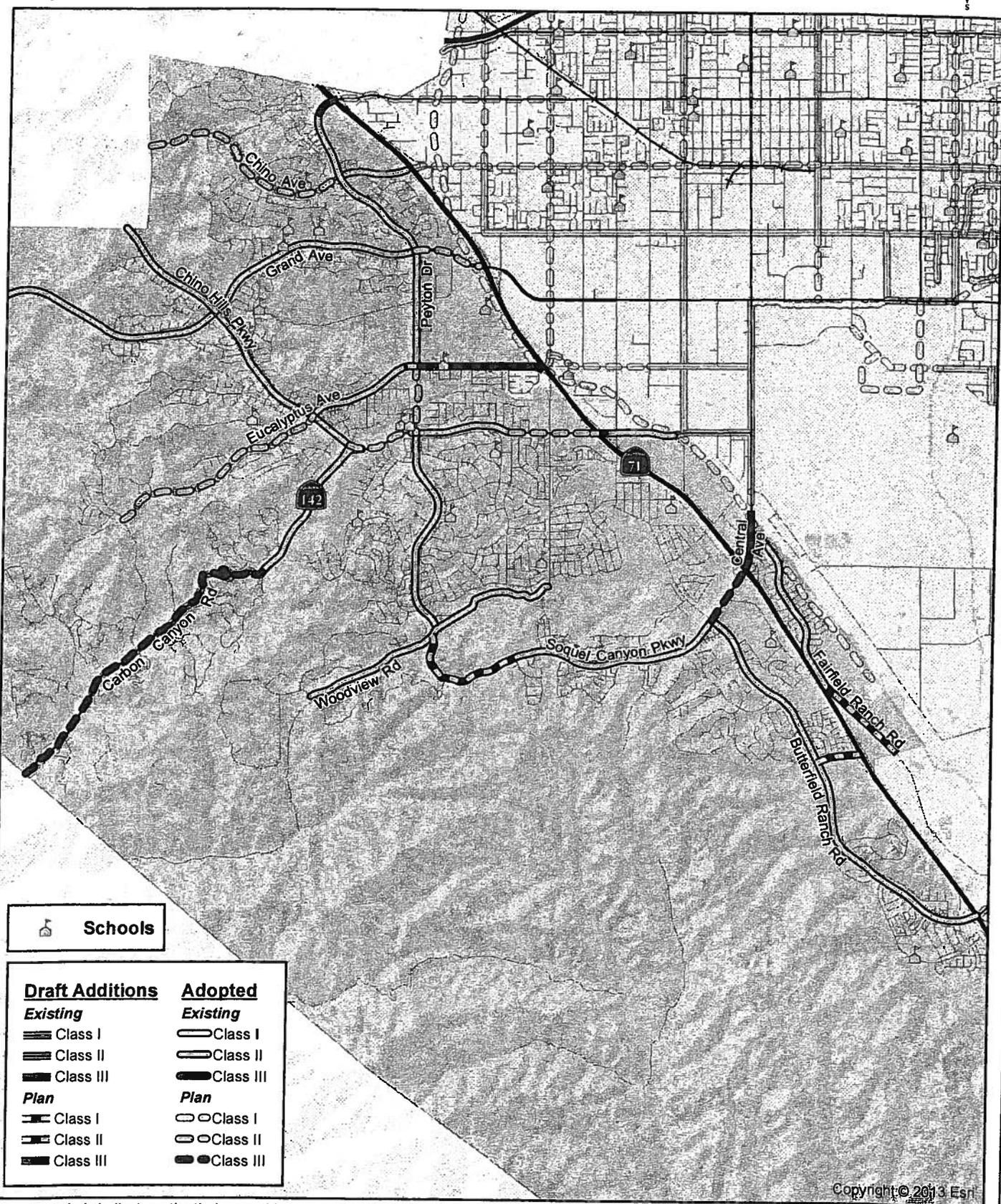


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# DRAFT: Non-Motorized Transportation Plan Update

## City of Chino Hills



Schools

Draft Additions		Adopted	
<b>Existing</b>		<b>Existing</b>	
Class I		Class I	
Class II		Class II	
Class III		Class III	
<b>Plan</b>		<b>Plan</b>	
Class I		Class I	
Class II		Class II	
Class III		Class III	

Faded symbols indicate paths that are not in this jurisdiction.

0 0.5 1 2 Miles



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# DRAFT: Non-Motorized Transportation Plan Update

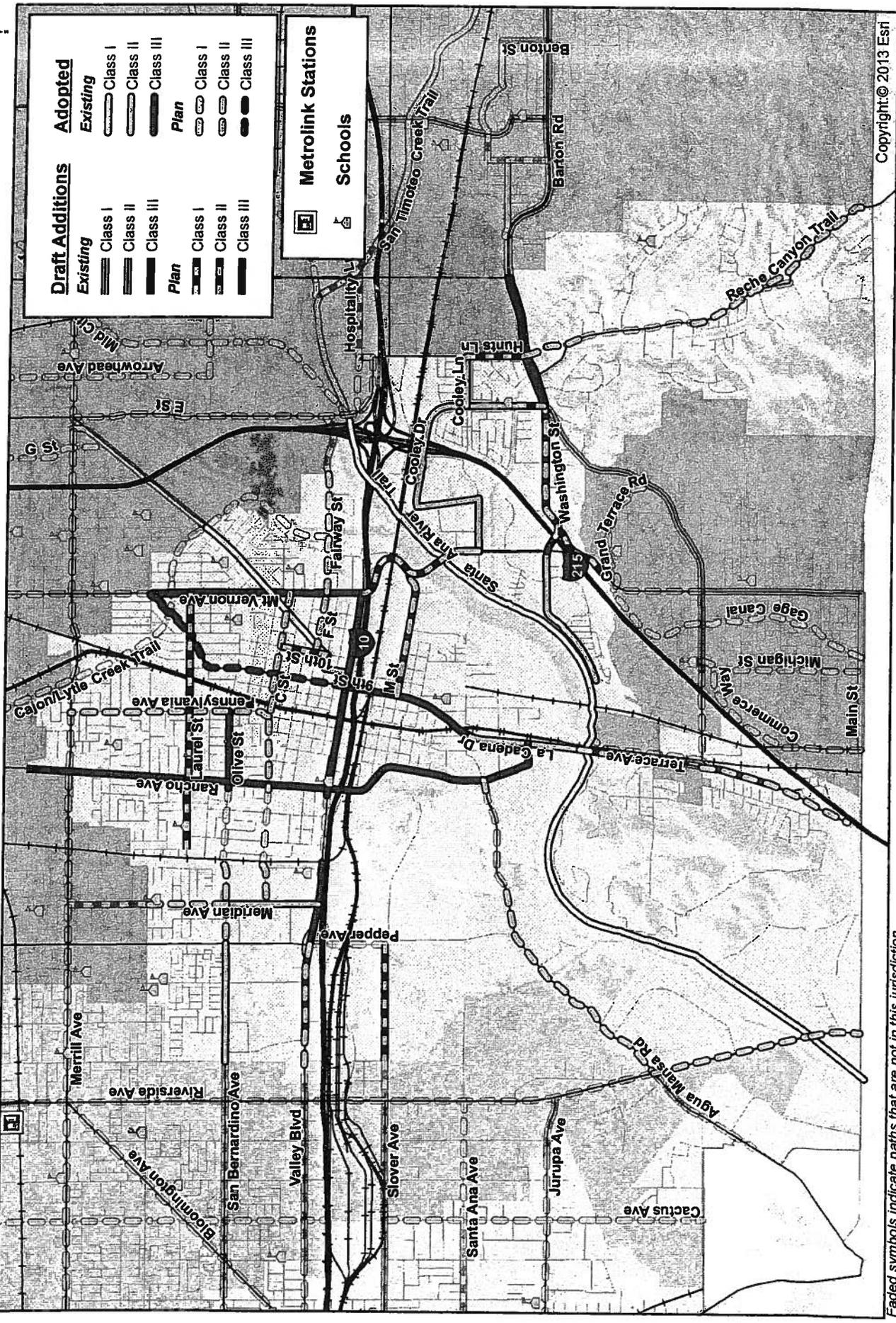
## City of Colton



Draft Additions		Adopted	
<b>Existing</b>	Class I	<b>Existing</b>	Class I
Class II	Class III	Class II	Class III
<b>Plan</b>	Class I	<b>Plan</b>	Class I
Class II	Class III	Class II	Class III

Metrolink Stations		Schools	



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 NMTP\_DraftMaps Working Together

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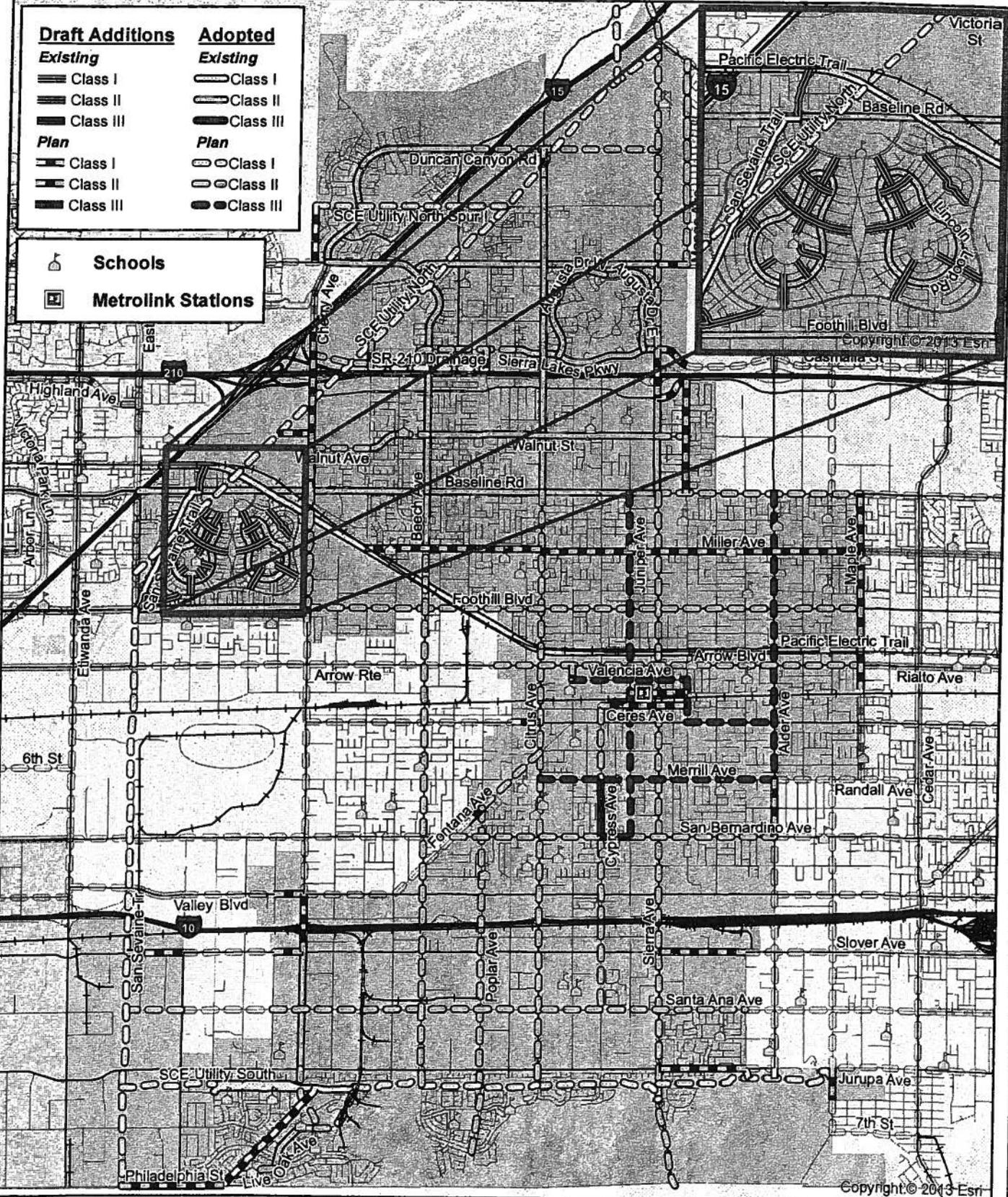
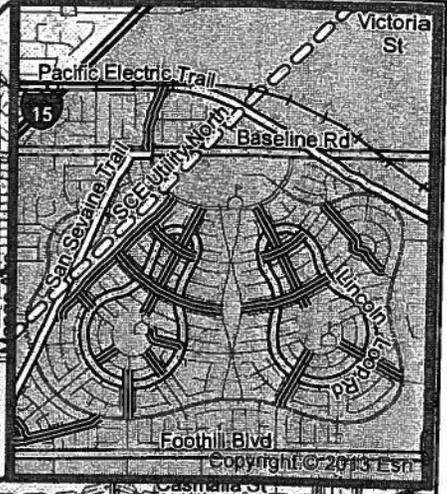
# DRAFT: Non-Motorized Transportation Plan Update

## City of Fontana



<u>Draft Additions</u>	<u>Adopted</u>
<b>Existing</b>	<b>Existing</b>
Class I	Class I
Class II	Class II
Class III	Class III
<b>Plan</b>	<b>Plan</b>
Class I	Class I
Class II	Class II
Class III	Class III

- Schools
- Metrolink Stations



Faded symbols indicate paths that are not this jurisdiction's responsibility.

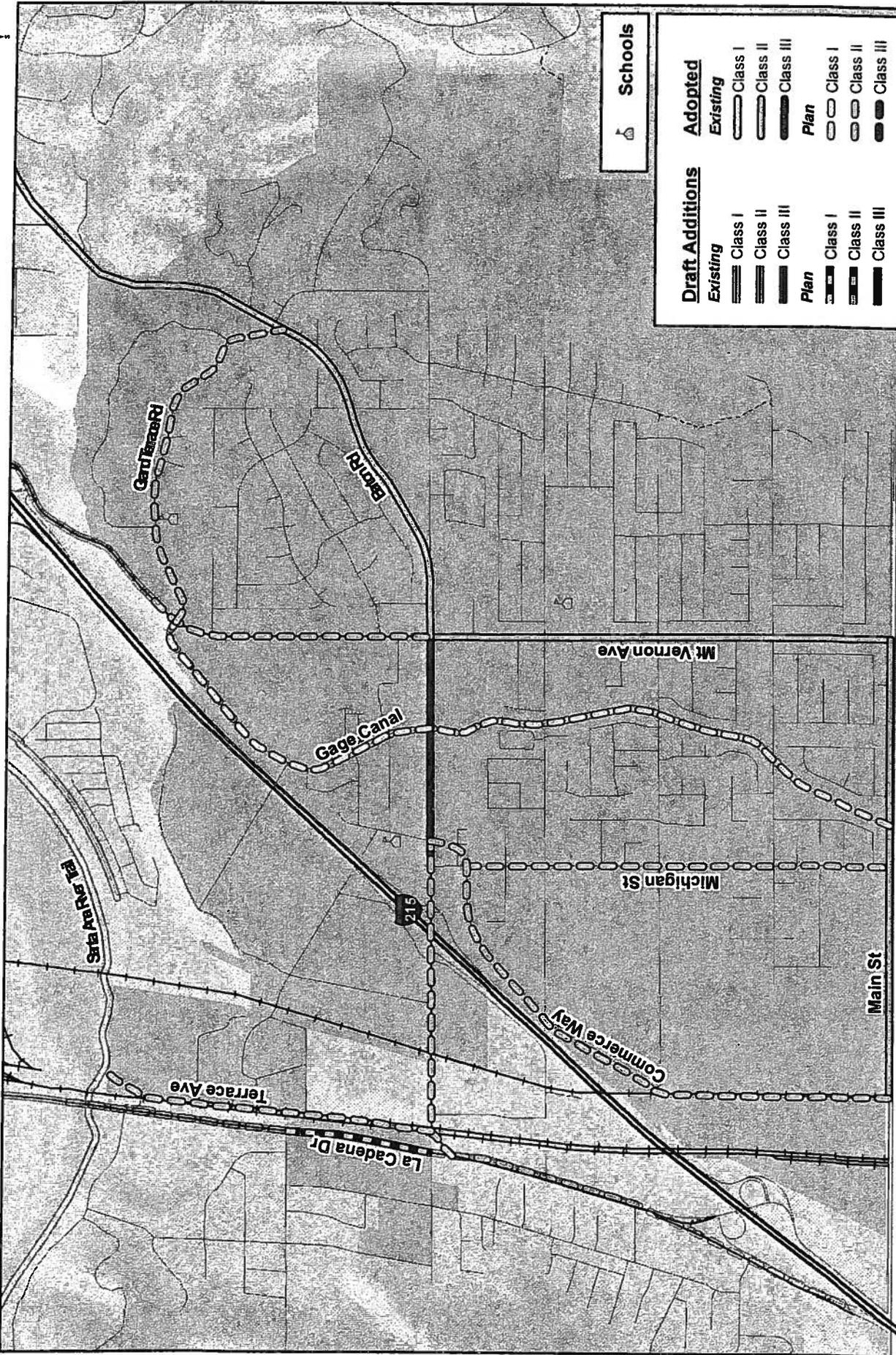


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# DRAFT: Non-Motorized Transportation Plan Update

## City of Grand Terrace



Draft Additions		Adopted	
<b>Existing</b>	Class I	<b>Existing</b>	Class I
	Class II		Class II
	Class III		Class III
<b>Plan</b>	Class I	<b>Plan</b>	Class I
	Class II		Class II
	Class III		Class III

**Schools**

Faded symbols indicate paths that are not in this jurisdiction.

0 0.225 0.45 0.9 Miles

September 2013  
Ginger Koblasz  
NMTU\_DraftMaps

Governments  
**SANBAG**  
Working Together

# DRAFT: Non-Motorized Transportation Plan Update

## City of Hesperia



Draft Additions		Adopted Existing	
Class I	(Solid line)	Class I	(Dashed line)
Class II	(Dashed line)	Class II	(Dotted line)
Class III	(Thick solid line)	Class III	(Thick dashed line)
Plan		Plan	
Class I	(Thin solid line)	Class I	(Thin dashed line)
Class II	(Thin dotted line)	Class II	(Thin thick dashed line)
Class III	(Thin thick solid line)	Class III	(Thin thick dashed line)

**Schools**

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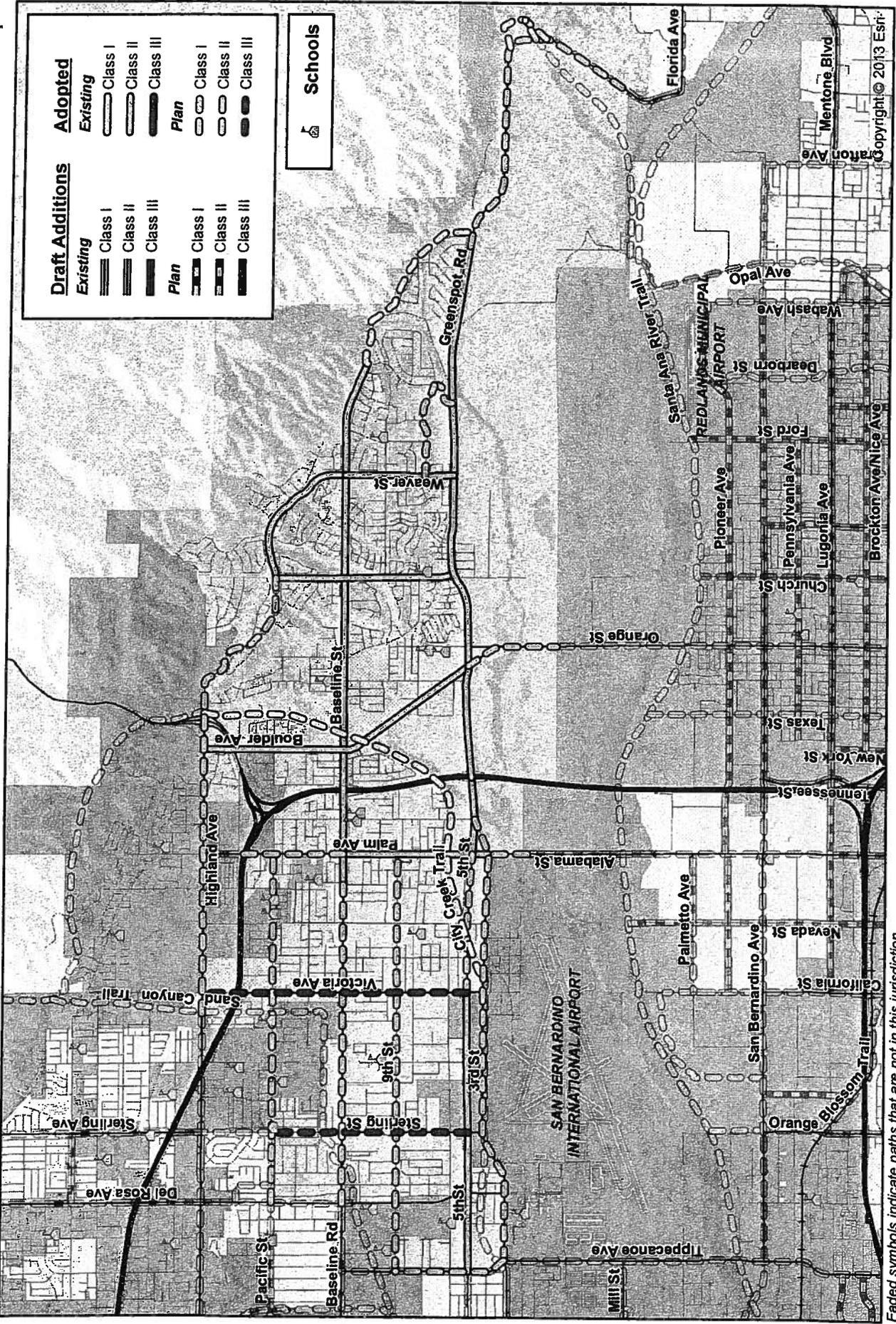
# DRAFT: Non-Motorized Transportation Plan Update

## City of Highland



Draft Additions		Adopted	
<b>Existing</b>		<b>Existing</b>	
Class I		Class I	
Class II		Class II	
Class III		Class III	
<b>Plan</b>		<b>Plan</b>	
Class I		Class I	
Class II		Class II	
Class III		Class III	

Schools

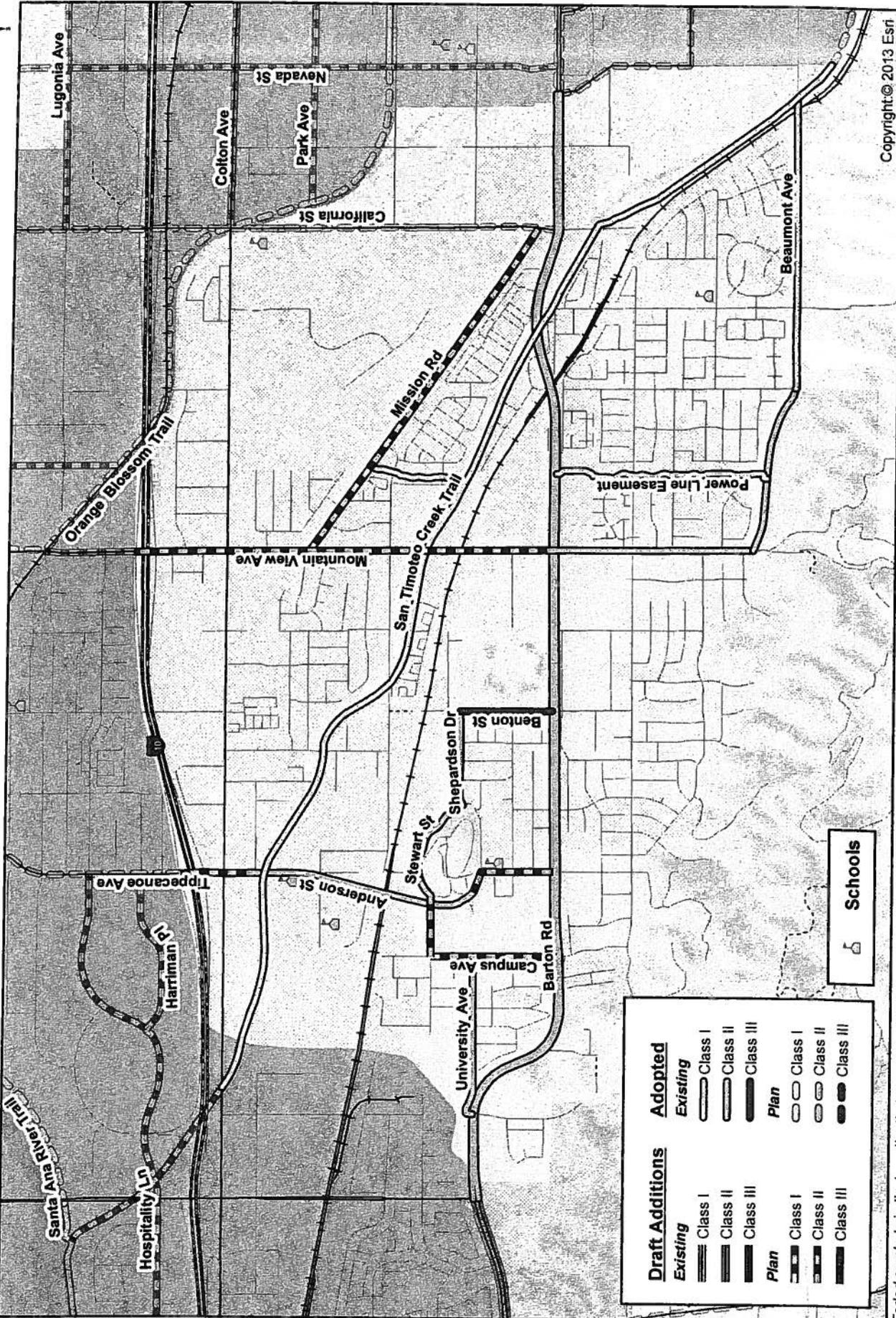


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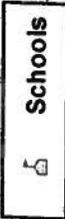


# DRAFT: Non-Motorized Transportation Plan Update

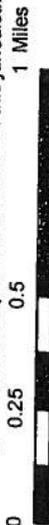
City of Loma Linda



Draft Additions		Adopted Existing	
Class I		Class I	
Class II		Class II	
Class III		Class III	
Plan		Plan	
Class I		Class I	
Class II		Class II	
Class III		Class III	



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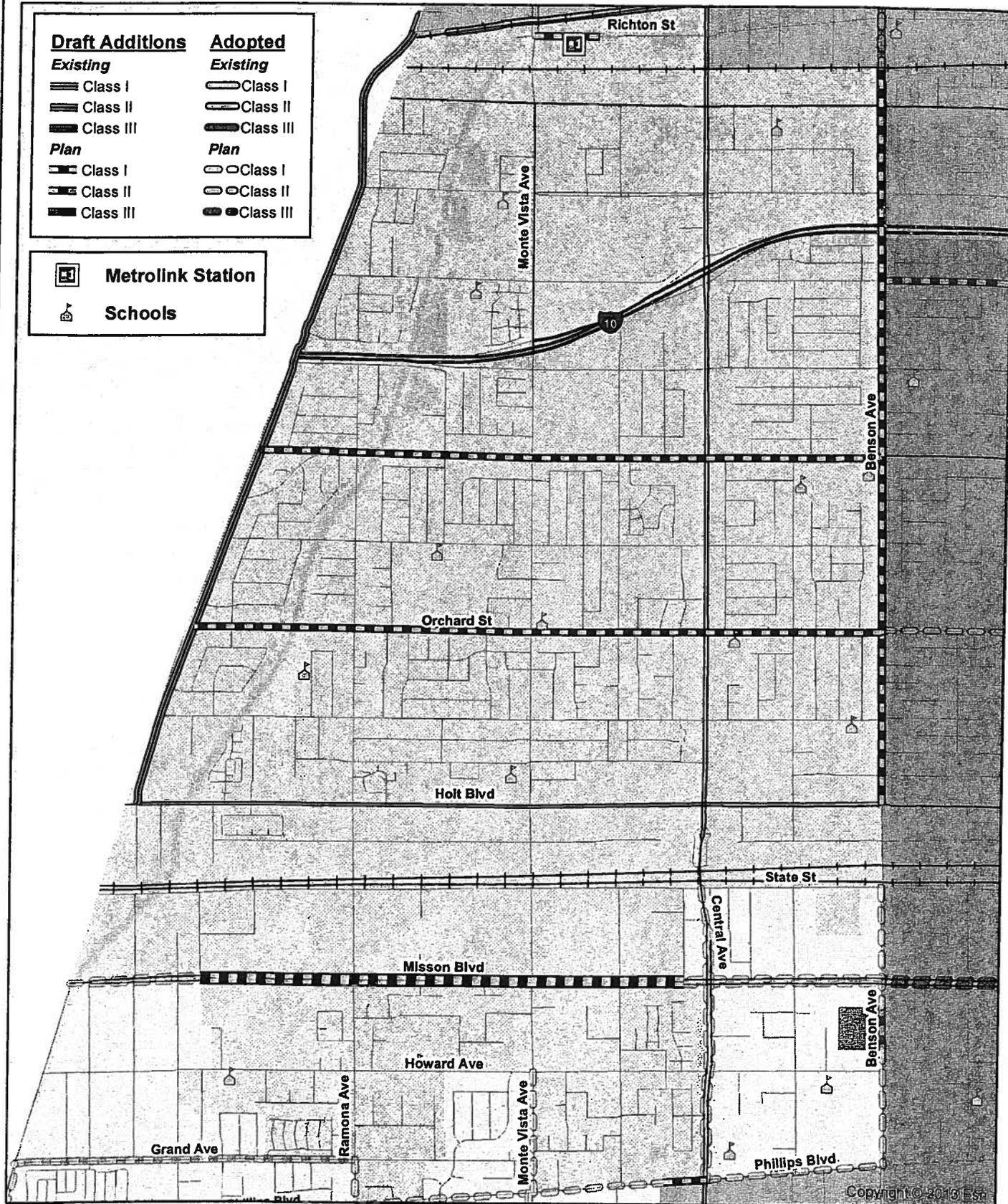
# DRAFT: Non-Motorized Transportation Plan Update

## City of Montclair



Draft Additions	Adopted
<i>Existing</i>	<i>Existing</i>
Class I	Class I
Class II	Class II
Class III	Class III
<i>Plan</i>	<i>Plan</i>
Class I	Class I
Class II	Class II
Class III	Class III

- Metrolink Station
- Schools



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0 0.25 0.5 1 Miles

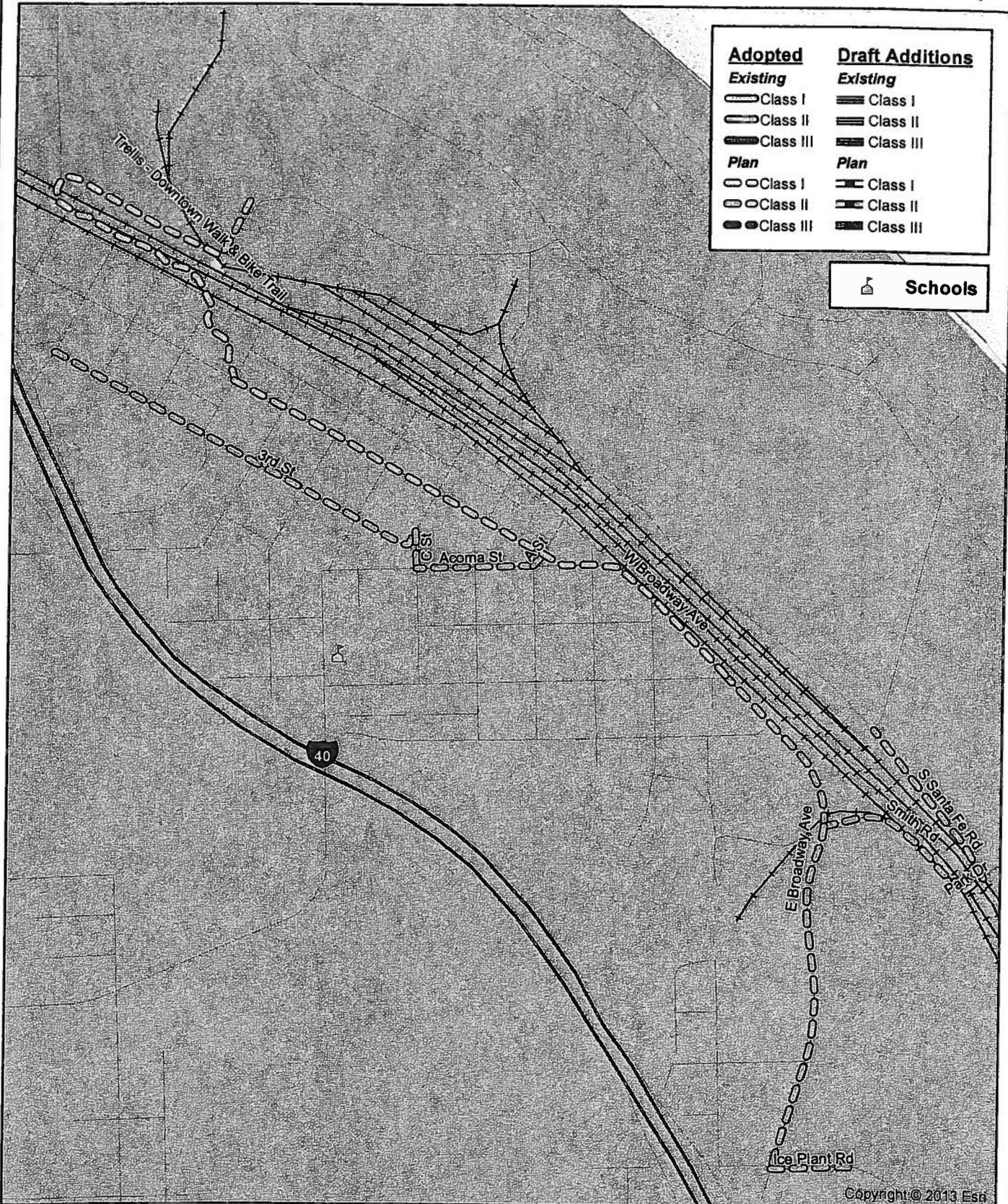
# DRAFT: Non-Motorized Transportation Plan Update

## City of Needles

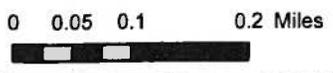


<b>Adopted</b>		<b>Draft Additions</b>	
<i>Existing</i>		<i>Existing</i>	
	Class I		Class I
	Class II		Class II
	Class III		Class III
<i>Plan</i>		<i>Plan</i>	
	Class I		Class I
	Class II		Class II
	Class III		Class III

**Schools**



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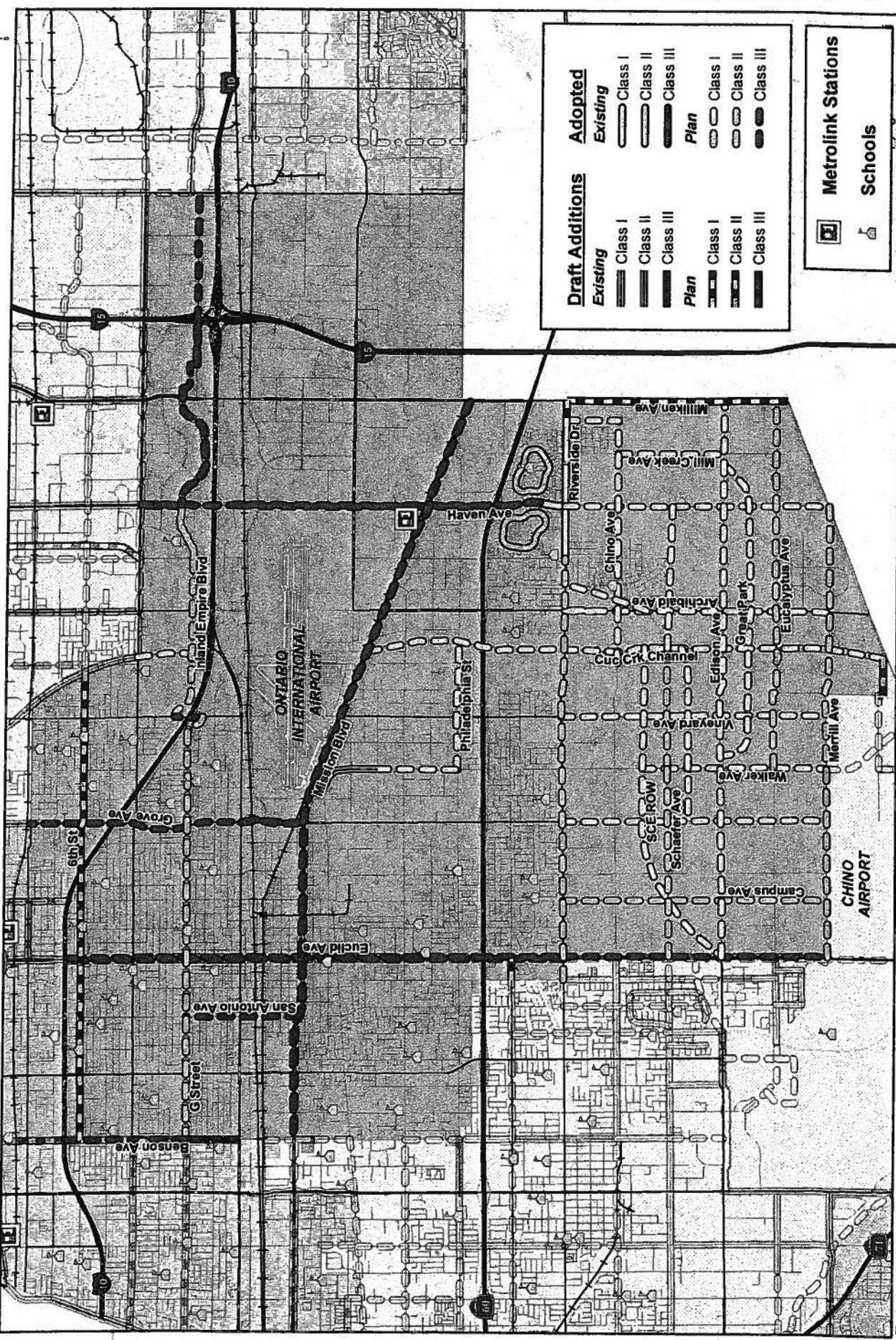


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# DRAFT: Non-Motorized Transportation Plan Update

## City of Ontario



Draft Additions		Adopted Existing	
Class I	Class I	Class I	Class I
Class II	Class II	Class II	Class II
Class III	Class III	Class III	Class III
Plan		Plan	
Class I	Class I	Class I	Class I
Class II	Class II	Class II	Class II
Class III	Class III	Class III	Class III

**Metrolink Stations**

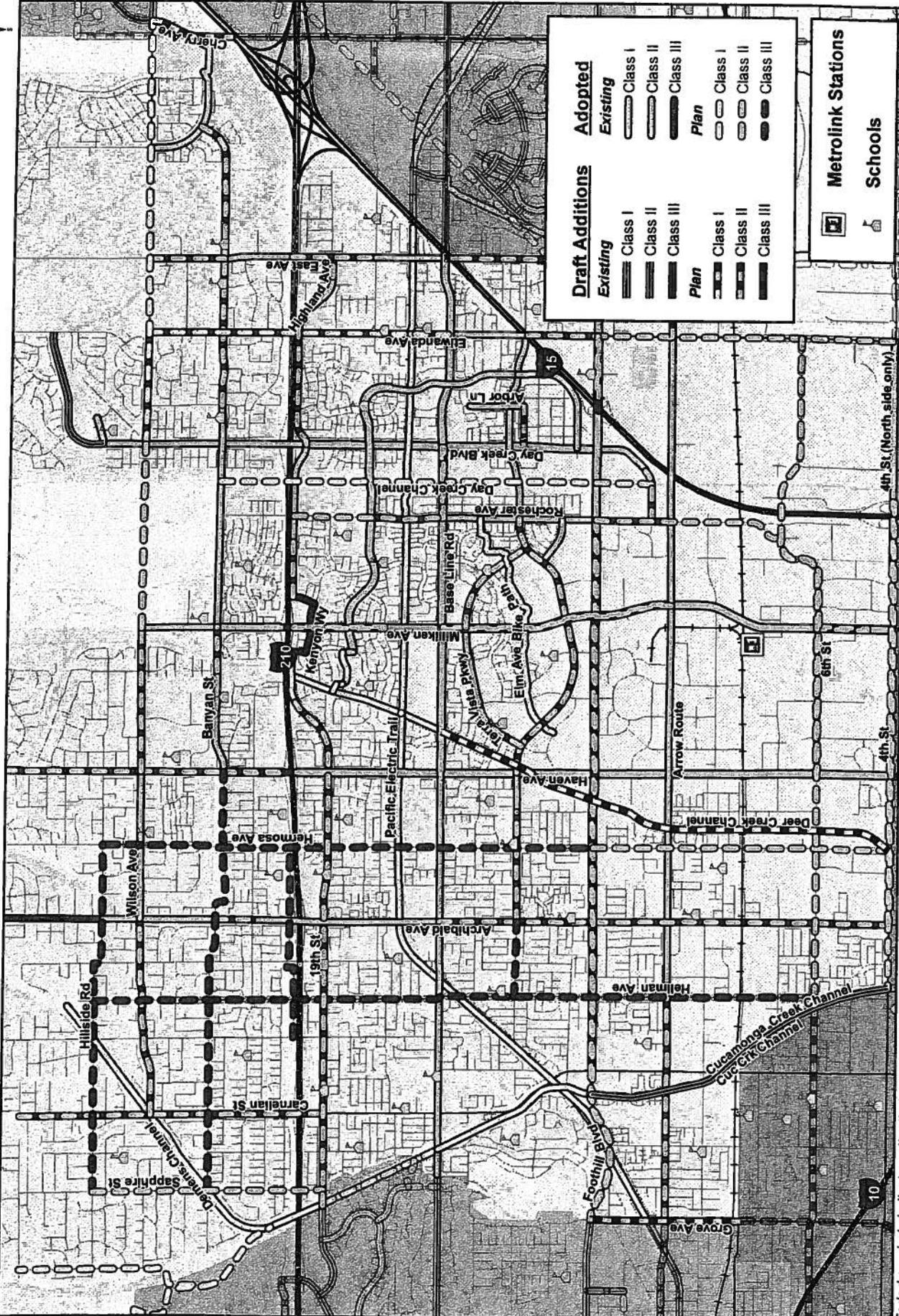
**Schools**

Faded symbols indicate paths that are not in this jurisdiction.



# DRAFT: Non-Motorized Transportation Plan Update

## City of Rancho Cucamonga

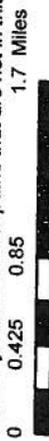


Draft Additions		Adopted	
<b>Existing</b>		<b>Existing</b>	
Class I		Class I	
Class II		Class II	
Class III		Class III	
<b>Plan</b>		<b>Plan</b>	
Class I		Class I	
Class II		Class II	
Class III		Class III	

**MetroLink Stations**

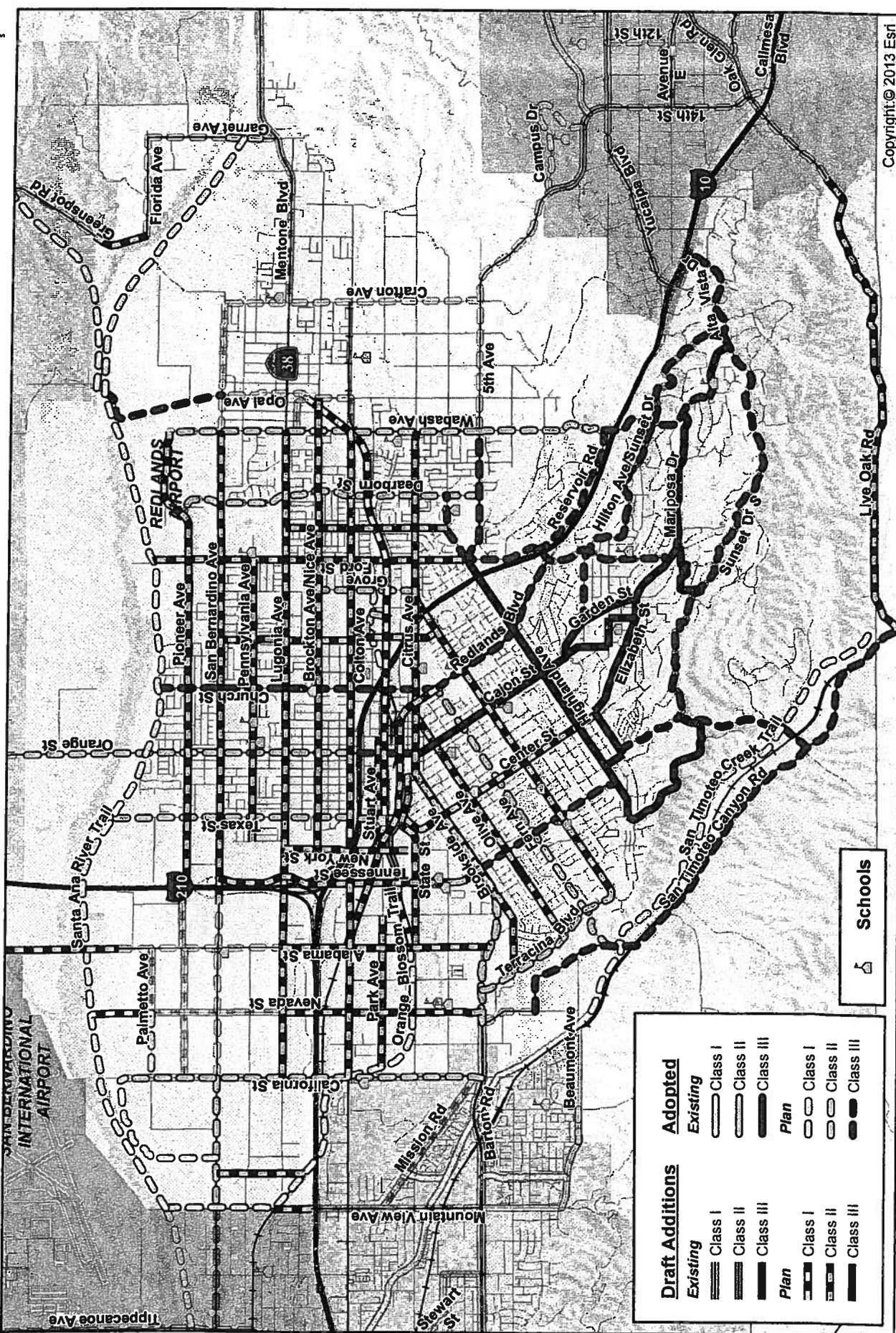
**Schools**

Faded symbols indicate paths that are not in this jurisdiction.



# DRAFT: Non-Motorized Transportation Plan Update

## City of Redlands



Draft Additions		Adopted	
<b>Existing</b>		<b>Existing</b>	
Class I		Class I	
Class II		Class II	
Class III		Class III	
<b>Plan</b>		<b>Plan</b>	
Class I		Class I	
Class II		Class II	
Class III		Class III	

Schools

Faded symbols indicate paths that are not in this jurisdiction.



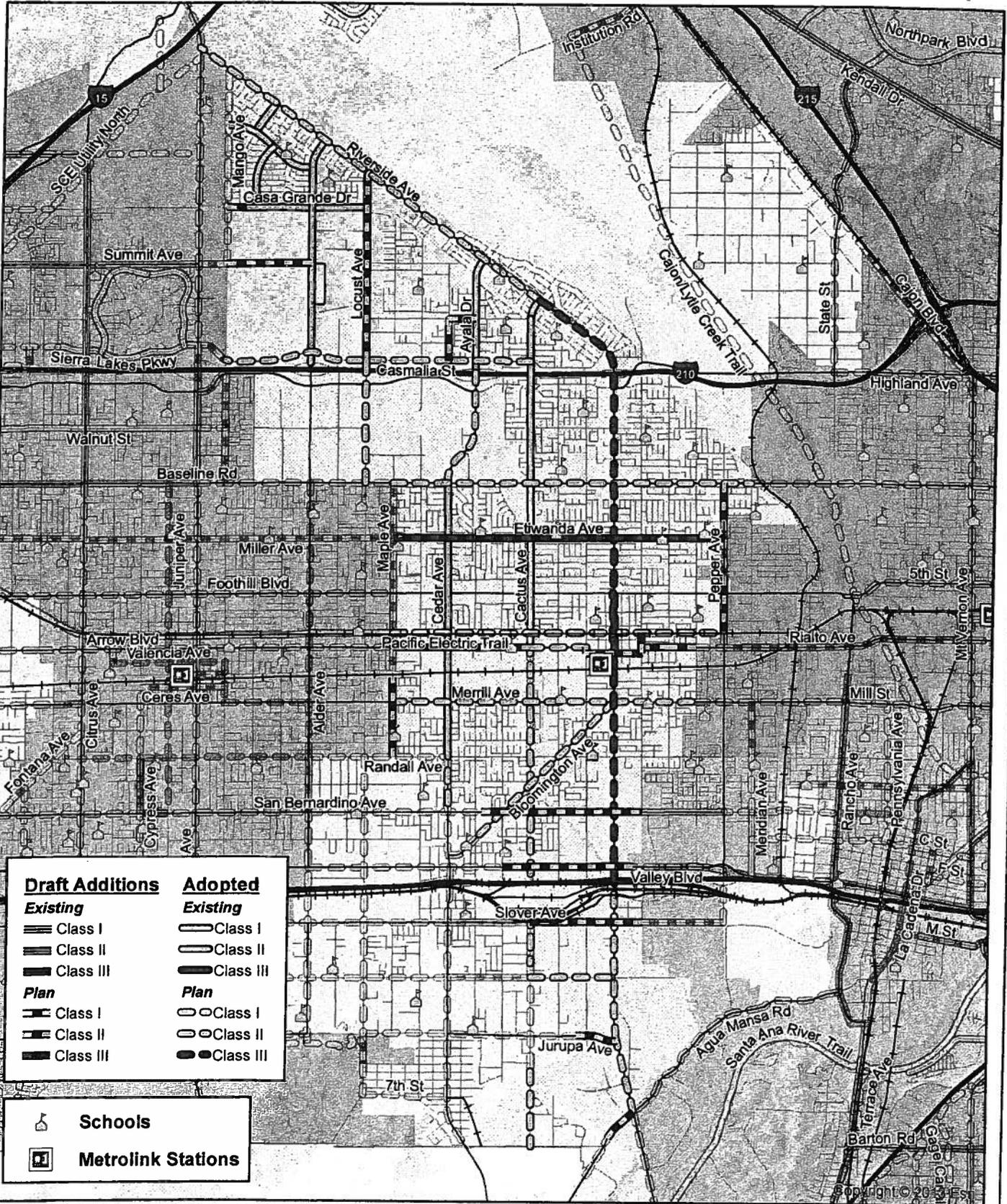
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# DRAFT: Non-Motorized Transportation Plan Update

## City of Rialto

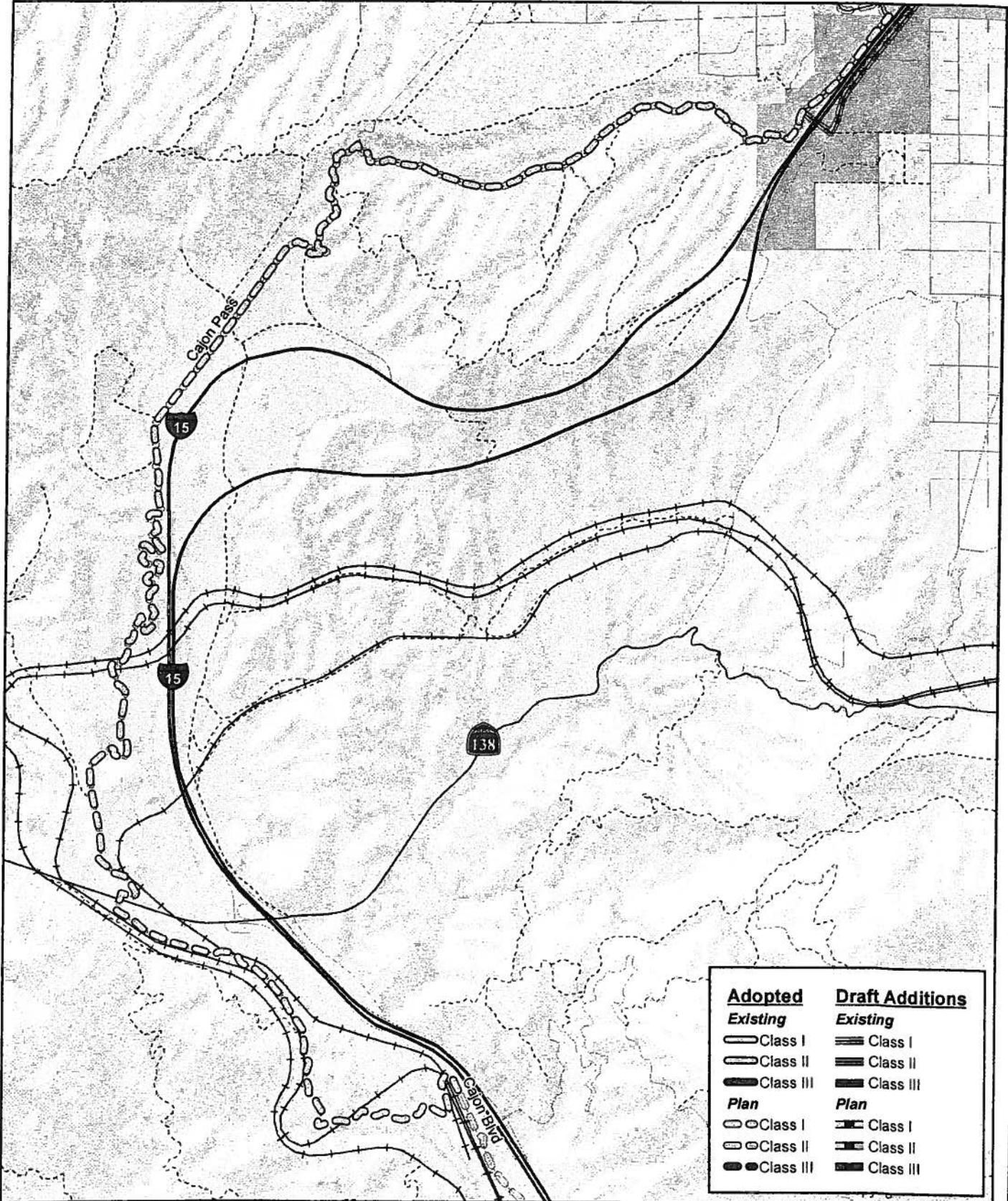


Faded symbols indicate paths that are not in this jurisdiction.

0 0.5 1 2 Miles

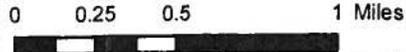
# DRAFT: Non-Motorized Transportation Plan Update

## SANBAG Project



<b>Adopted</b>		<b>Draft Additions</b>	
<b>Existing</b>		<b>Existing</b>	
	Class I		Class I
	Class II		Class II
	Class III		Class III
<b>Plan</b>		<b>Plan</b>	
	Class I		Class I
	Class II		Class II
	Class III		Class III

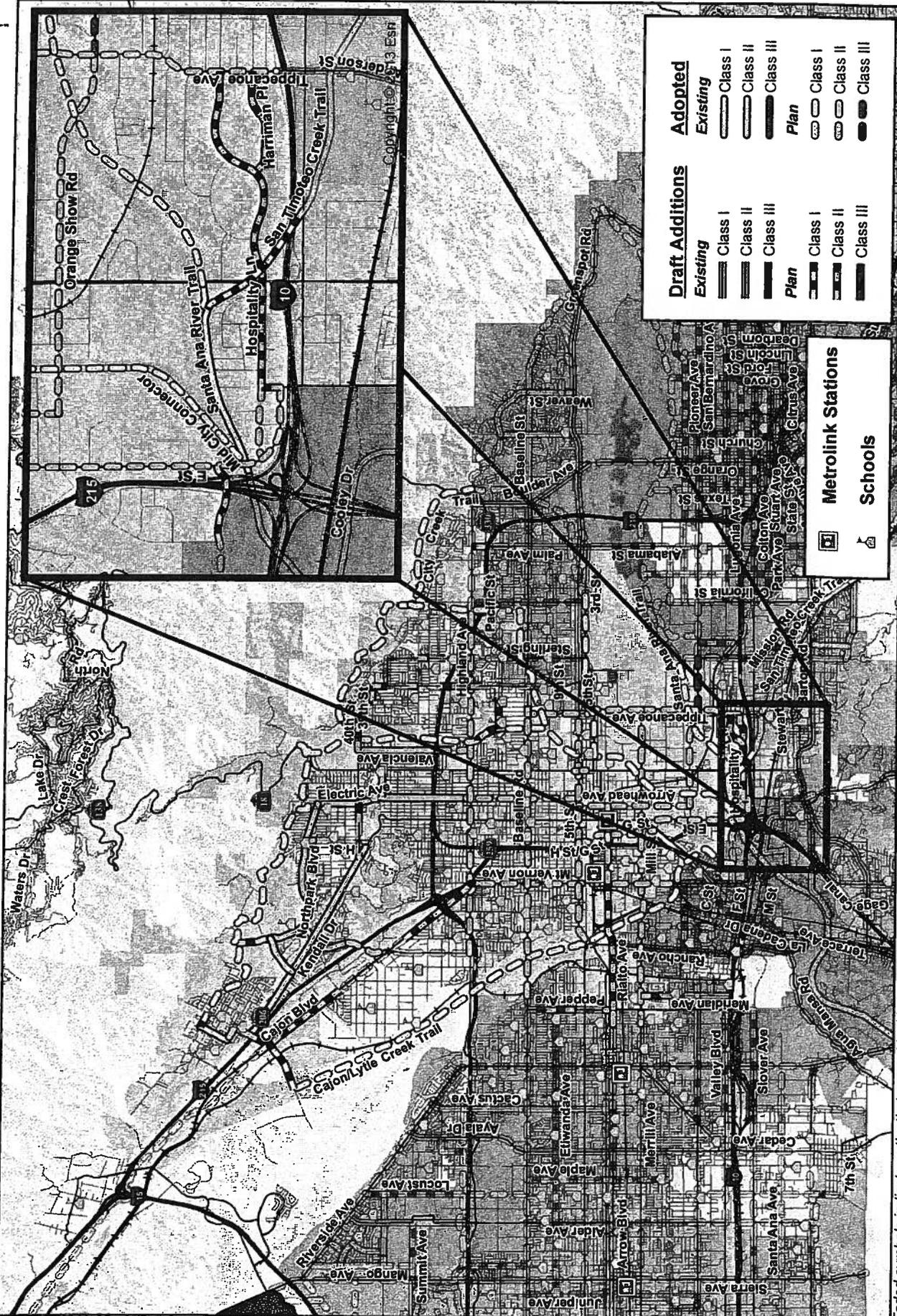
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# DRAFT: Non-Motorized Transportation Plan Update

## City of San Bernardino



Draft Additions		Adopted	
<b>Existing</b>	Class I	<b>Existing</b>	Class I
Class II	Class III	Class II	Class II
Class III		Class III	Class III
<b>Plan</b>	Class I	<b>Plan</b>	Class I
Class II	Class II	Class II	Class II
Class III	Class III	Class III	Class III

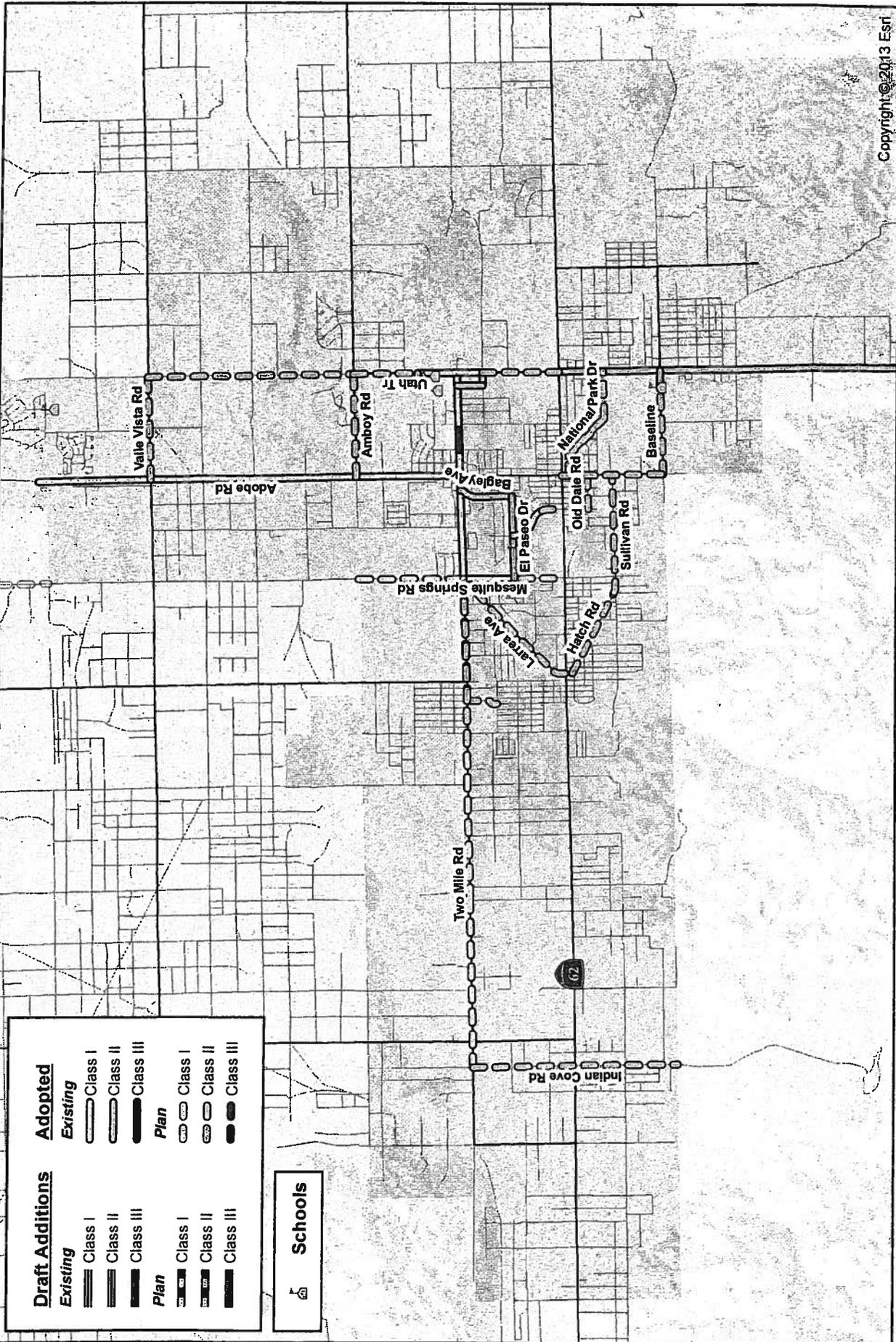
Metrolink Stations	
	Schools

Faded symbols indicate paths that are not in this jurisdiction.



# DRAFT: Non-Motorized Transportation Plan Update

## City of Twentynine Palms



Draft Additions		Adopted	
<b>Existing</b>		<b>Existing</b>	
Class I		Class I	
Class II		Class II	
Class III		Class III	
<b>Plan</b>		<b>Plan</b>	
Class I		Class I	
Class II		Class II	
Class III		Class III	

**Schools**

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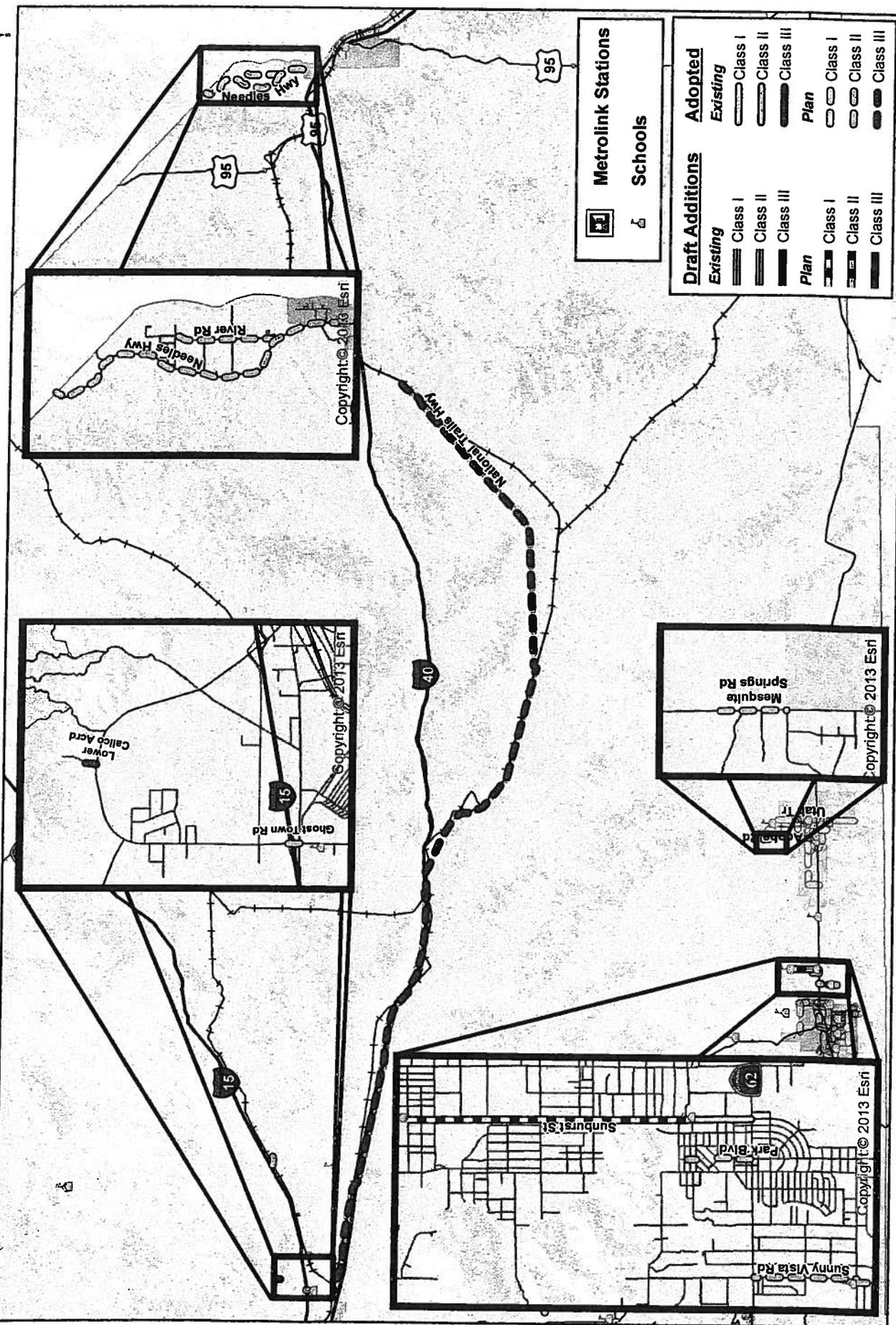


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# DRAFT: Non-Motorized Transportation Plan Update

## Unincorporated East Desert Area



**MetroLink Stations**

**Schools**

Draft Additions		Adopted	
<b>Existing</b>	Class I	<b>Existing</b>	Class I
Class II	Class III	Class II	Class III
<b>Plan</b>	Class I	<b>Plan</b>	Class I
Class II	Class III	Class II	Class III

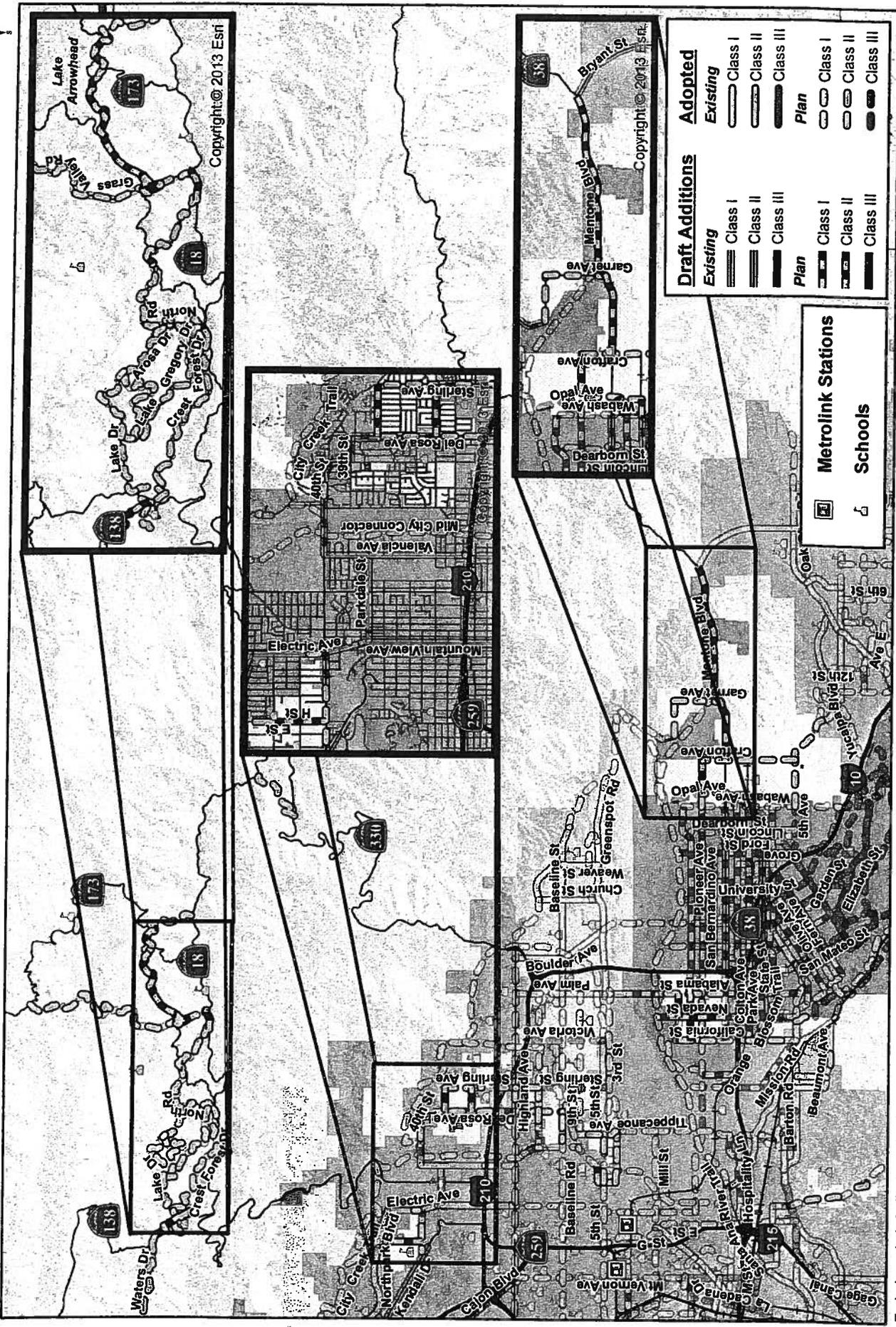
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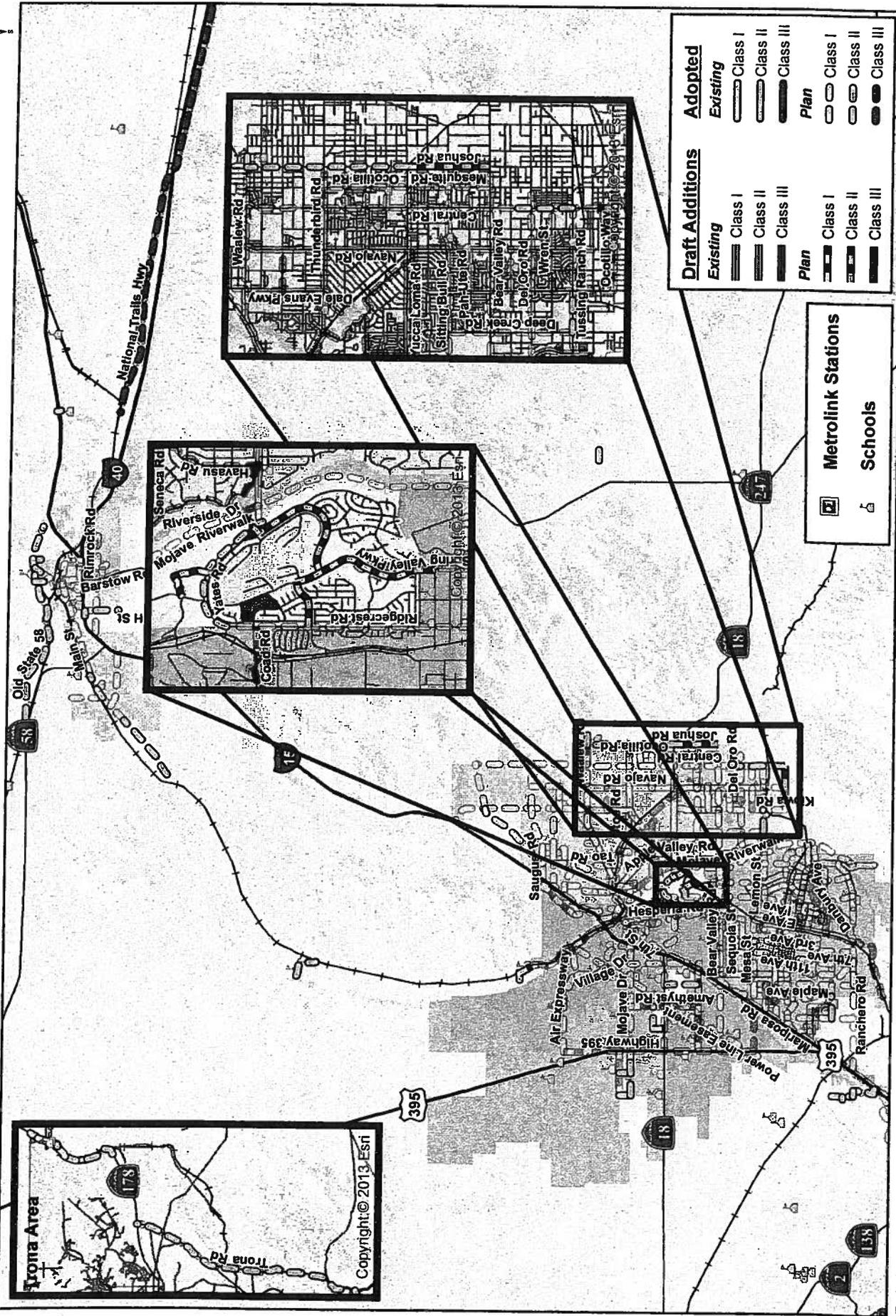
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# DRAFT: Non-Motorized Transportation Plan Update Unincorporated East Valley & Arrowhead Area



# DRAFT: Non-Motorized Transportation Plan Update Unincorporated High Desert Area



**Trona Area**

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**Inset 1: Riverside Area**

**Inset 2: Central Area**

**Inset 3: East Area**

Draft Additions		Adopted	
<b>Existing</b>		<b>Existing</b>	
Class I		Class I	
Class II		Class II	
Class III		Class III	
<b>Plan</b>		<b>Plan</b>	
Class I		Class I	
Class II		Class II	
Class III		Class III	

**MetroLink Stations**

**Schools**

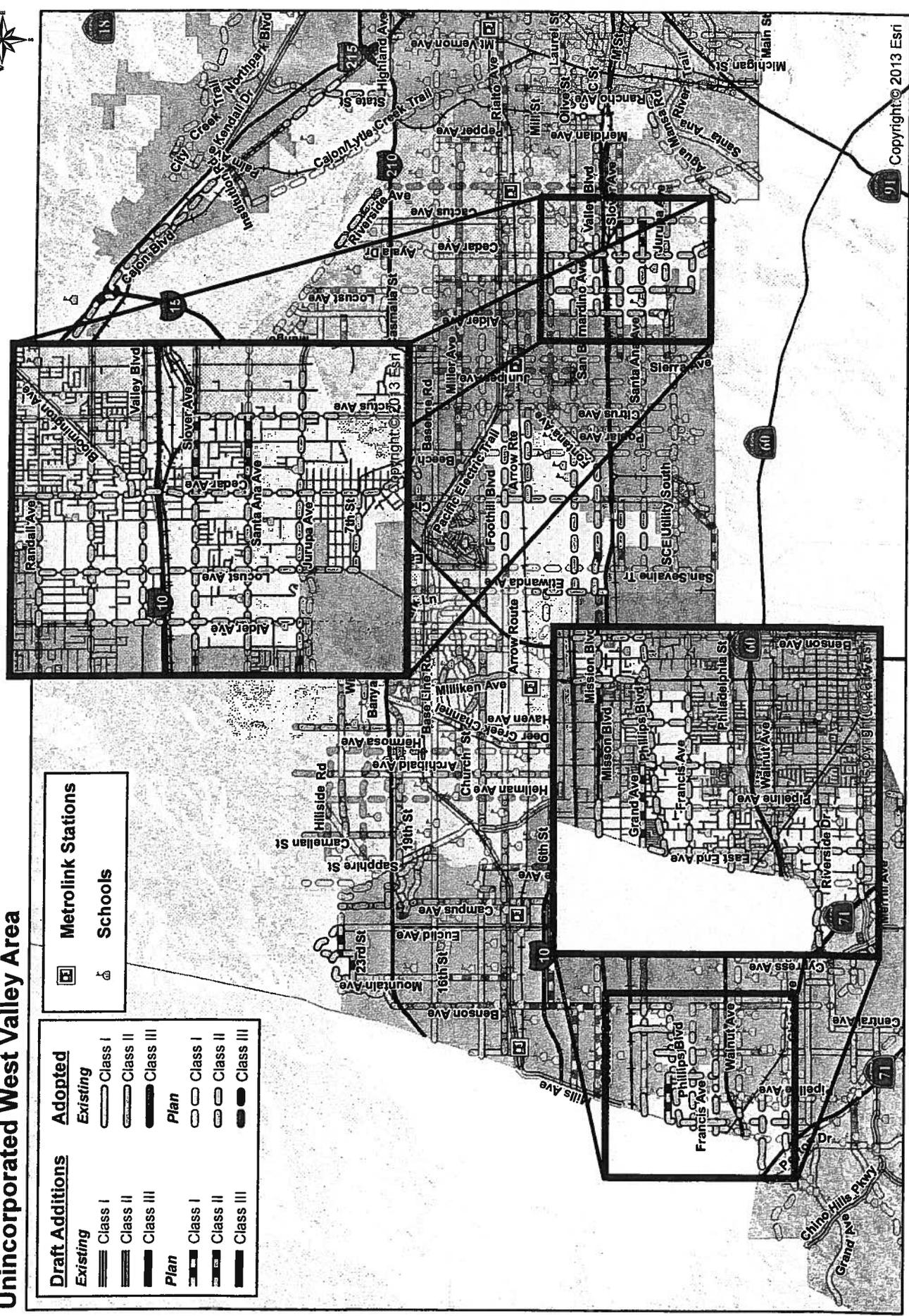
Faded symbols indicate paths that are not in this jurisdiction.



# DRAFT: Non-Motorized Transportation Plan Update Unincorporated West Valley Area

Draft Additions		Adopted	
<b>Existing</b>	Class I	<b>Existing</b>	Class I
Class II	Class II	Class II	Class II
Class III	Class III	Class III	Class III
<b>Plan</b>	Class I	<b>Plan</b>	Class I
Class II	Class II	Class II	Class II
Class III	Class III	Class III	Class III

Metrolink Stations	
	Metrolink Stations
	Schools



Faded symbols indicate paths that are not in this jurisdiction.

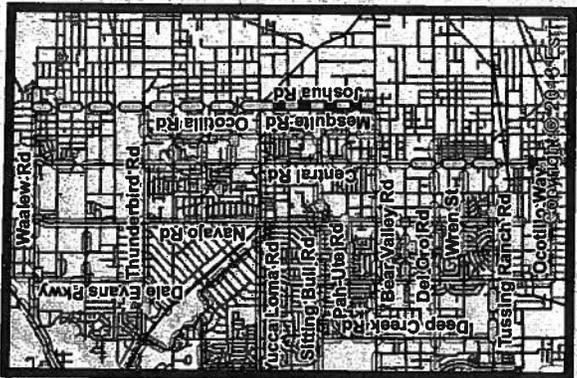
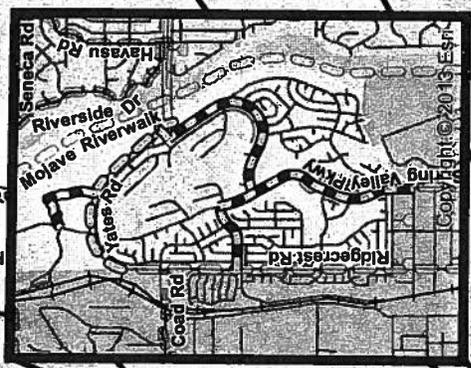
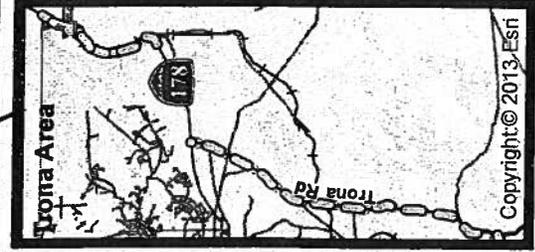
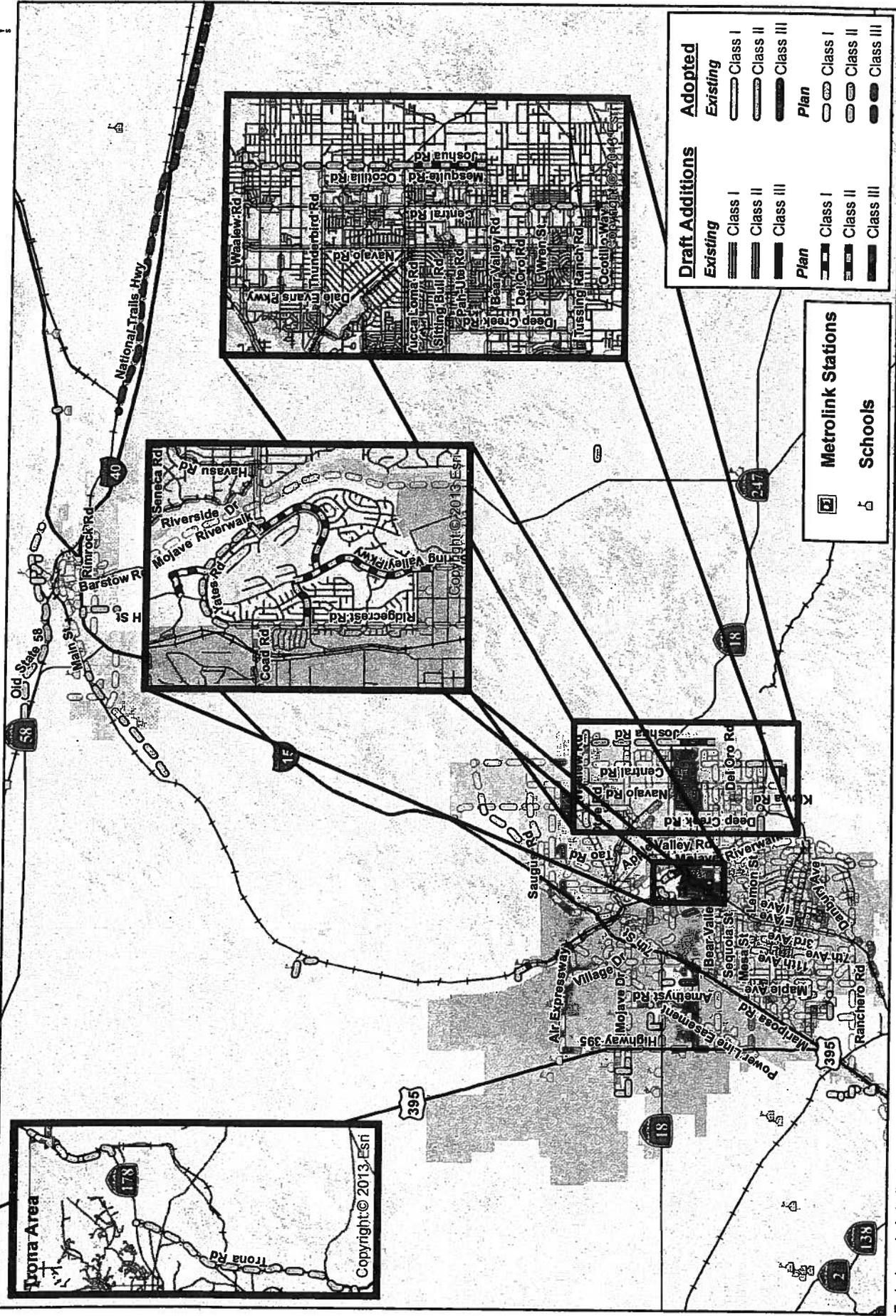


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# DRAFT: Non-Motorized Transportation Plan Update

## Unincorporated High Desert Area



Draft Additions		Adopted	
<b>Existing</b>		<b>Existing</b>	
Class I		Class I	
Class II		Class II	
Class III		Class III	
<b>Plan</b>		<b>Plan</b>	
Class I		Class I	
Class II		Class II	
Class III		Class III	

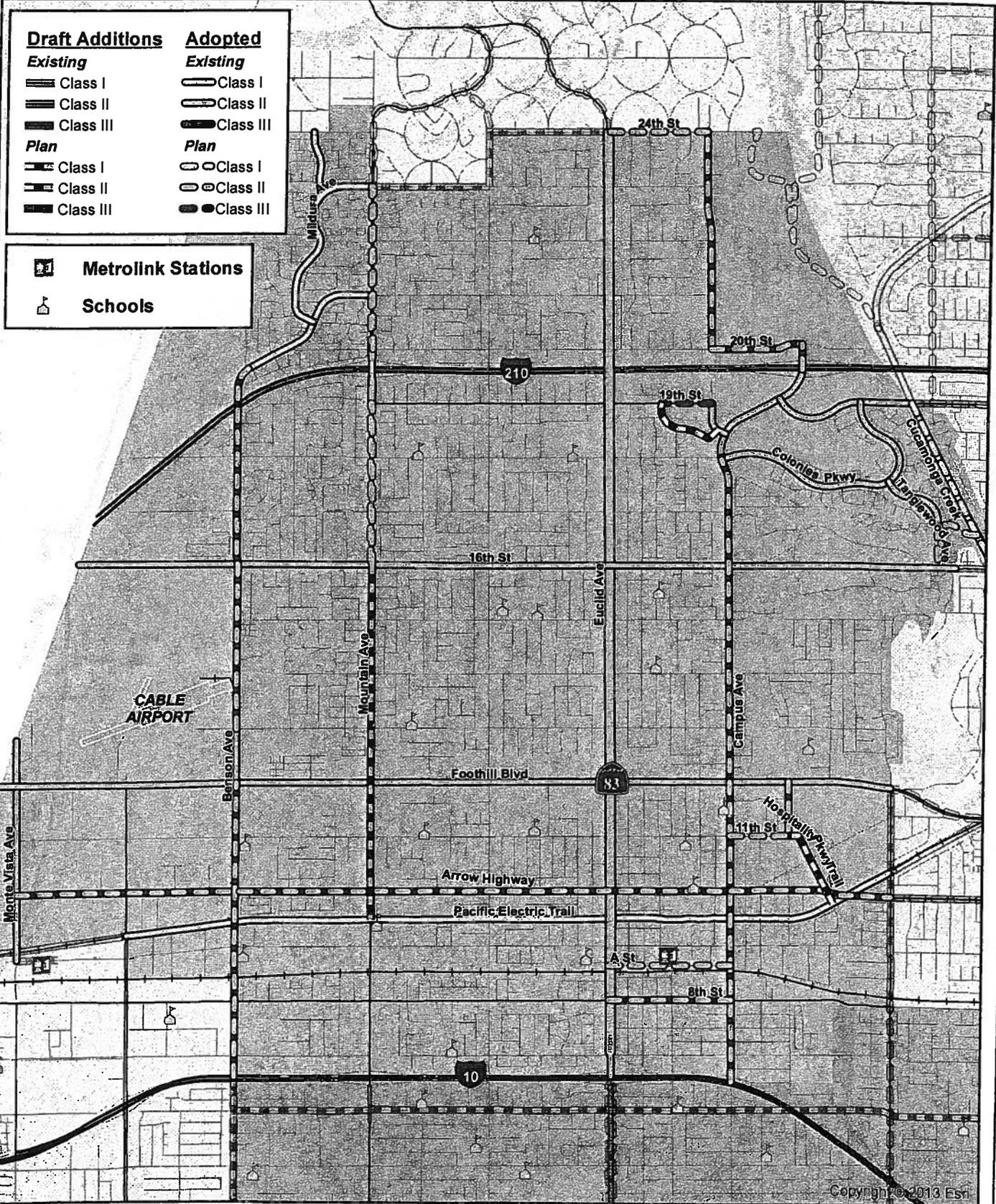
Metrolink Stations	
	Metrolink Stations
	Schools

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# DRAFT: Non-Motorized Transportation Plan Update

City of Upland

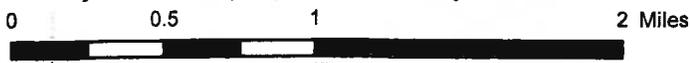


Draft Additions		Adopted	
<b>Existing</b>		<b>Existing</b>	
Class I	(Solid line)	Class I	(Dashed line)
Class II	(Thick solid line)	Class II	(Dashed line with dots)
Class III	(Thick solid line with dots)	Class III	(Dashed line with larger dots)
<b>Plan</b>		<b>Plan</b>	
Class I	(Dashed line)	Class I	(Dotted line)
Class II	(Thick dashed line)	Class II	(Dotted line with dots)
Class III	(Thick dashed line with dots)	Class III	(Dotted line with larger dots)

- Metrolink Stations
- Schools

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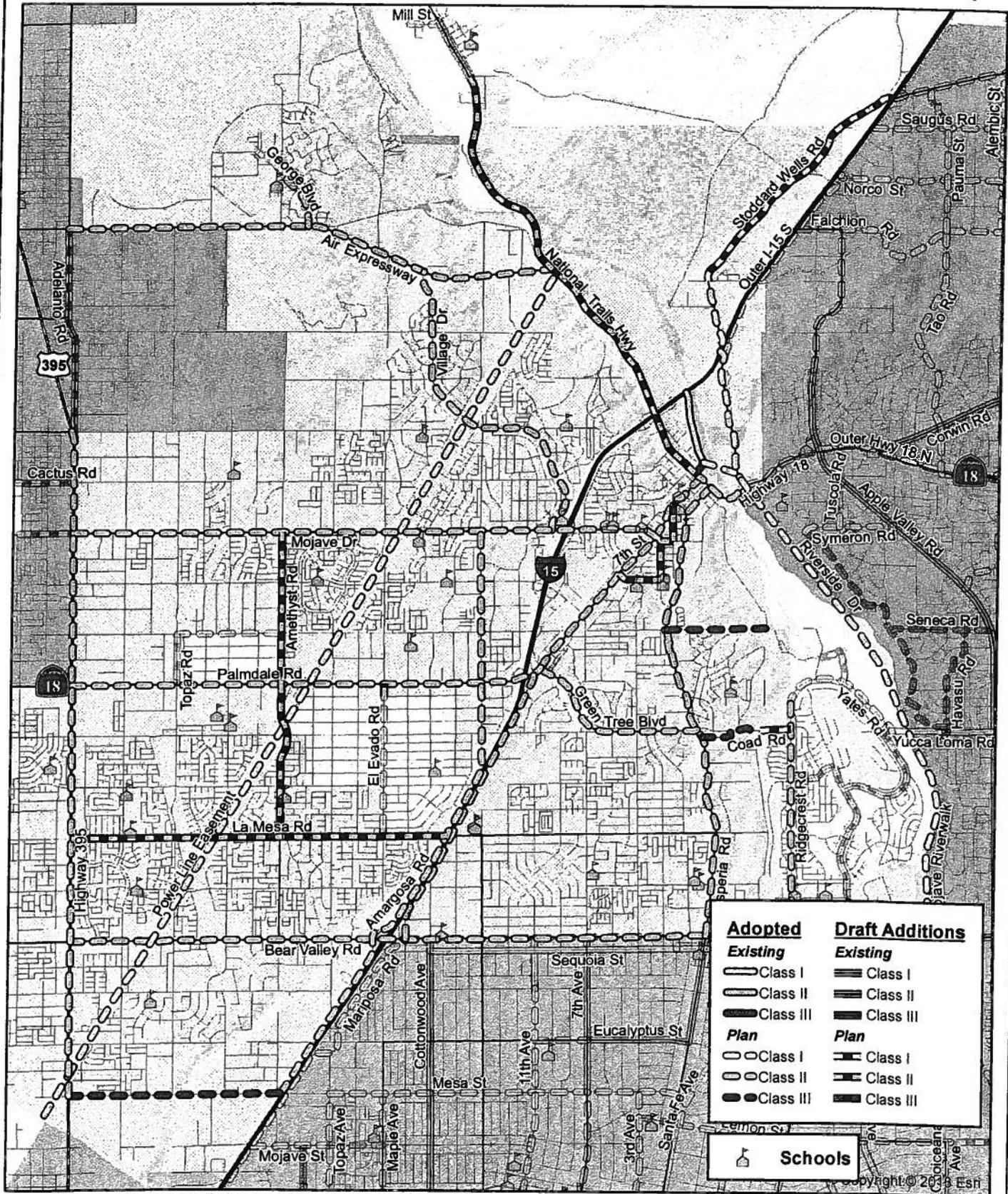
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# DRAFT: Non-Motorized Transportation Plan Update

## City of Victorville



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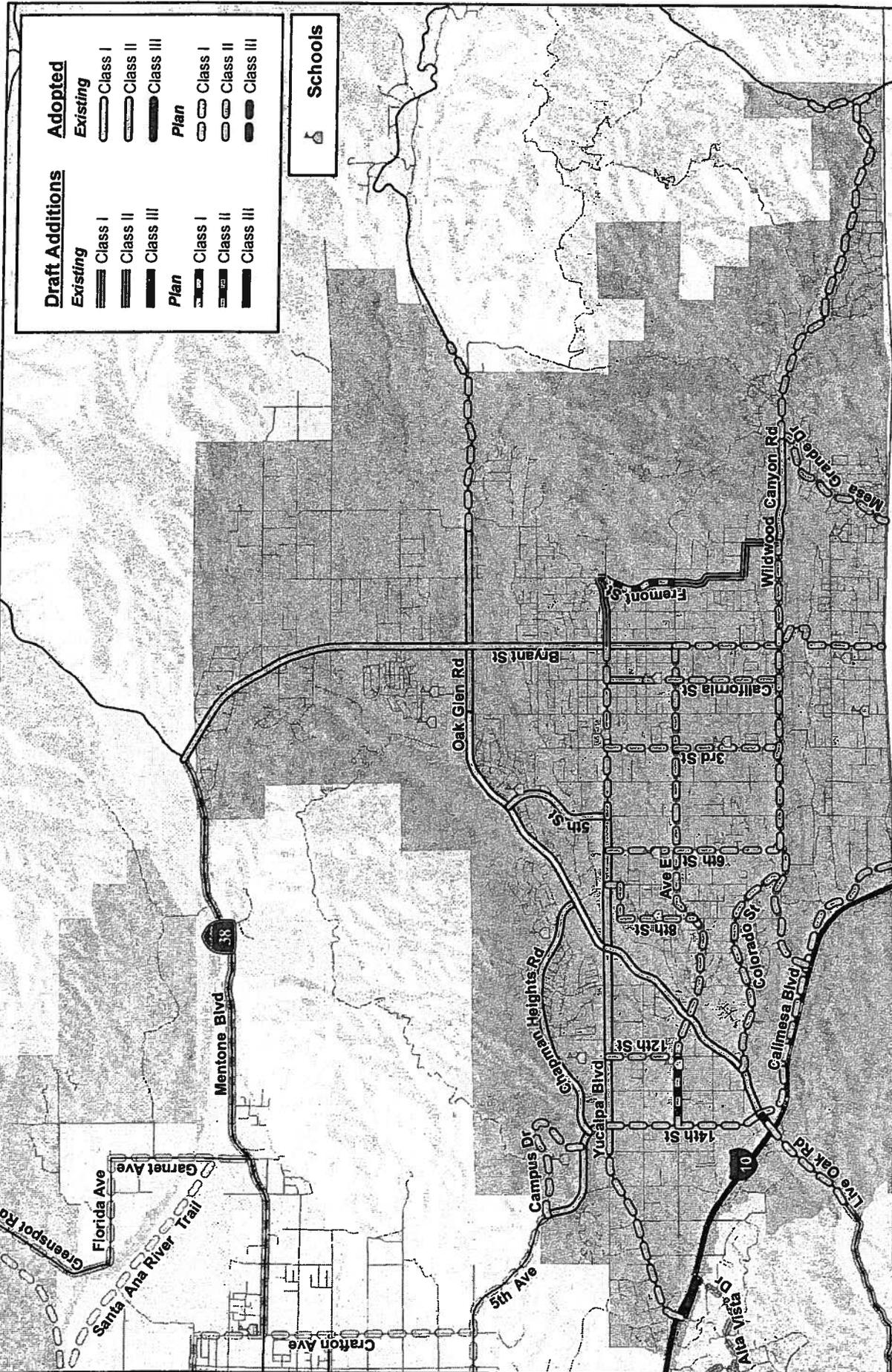
0 0.5 1 2 Miles

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# DRAFT: Non-Motorized Transportation Plan Update

## City of Yucaipa



Draft Additions		Adopted	
<b>Existing</b>	Class I	<b>Existing</b>	Class I
Class II	Class II	Class II	Class II
Class III	Class III	Class III	Class III
<b>Plan</b>	Class I	<b>Plan</b>	Class I
Class II	Class II	Class II	Class II
Class III	Class III	Class III	Class III



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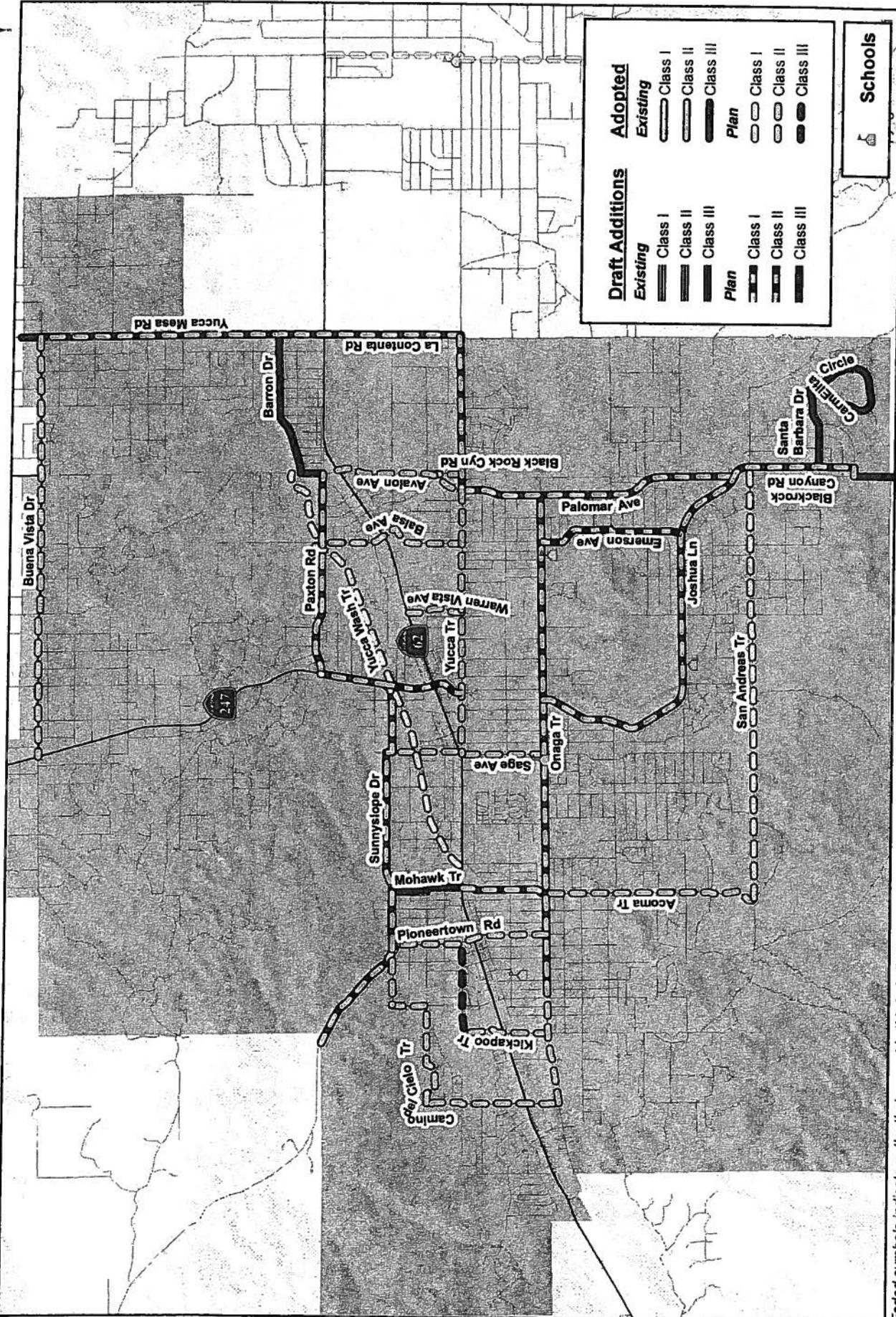


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# DRAFT: Non-Motorized Transportation Plan Update

## Town of Yucca Valley



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0 0.5 1 2 Miles

SANBAG NMTP Gap Closure Amendments: Existing and Proposed Bicycle Facilities by Jurisdictions

City	Status	Path	From	To	Class	Length (Miles)	Cost Estimates
Adelanto	Planned	Adelanto Rd	Air Expressway	.12m S Holly Rd	II	2.13	\$106,500
Adelanto	Planned	Cactus Rd	Aster Rd	Highway 395	II	2.01	\$100,500
Adelanto	Planned	Mojave Dr	Mesquite Rd	Highway 395	II	0.50	\$25,000
City	Status	Path	From	To	Class	Length (Miles)	Cost Estimates
Apple Valley	Existing	Apple Valley Rd	Yucca Loma Rd	Bear Valley Rd	I	2.01	\$2,010,000
Apple Valley	Existing	Apple Valley Rd	Ohna Rd	Yucca Loma Rd	II	4.27	\$213,500
Apple Valley	Existing	Apple Valley Rd	Jess Ranch Pkwy	Verbena St	II	1.77	\$88,500
Apple Valley	Existing	Apple Valley Rd	Mojave River	Apple Valley Rd	I	0.70	\$700,000
Apple Valley	Existing	Corwin Rd	SR-18	Waalew Rd	II	2.78	\$139,000
Apple Valley	Existing	Dale Evans Pkwy	Otoe Rd	SR-18	II	1.67	\$83,500
Apple Valley	Existing	Dale Evans Pkwy	Waalew Rd	Otoe Rd	II	0.89	\$44,500
Apple Valley	Existing	Kiowa Ave	Yucca Loma Rd	Bear Valley Rd	II	2.02	\$101,000
Apple Valley	Existing	Mesquite Rd	Lucilla Rd	Ottawa Rd	I	0.21	\$210,000
Apple Valley	Existing	Navajo Rd	SR-18	Tussing Ranch Rd	I	4.00	\$4,000,000
Apple Valley	Existing	Navajo Rd	Waalew	SR-18	II	3.90	\$195,000
Apple Valley	Existing	Pah-Ute Rd	Kiowa Ave	Navajo Rd	II	1.01	\$50,500
Apple Valley	Existing	Thunderbird Rd	Rancherías Rd	Central Rd	II	3.03	\$151,500
Apple Valley	Existing	Tussing Ranch Rd	Navajo Rd	Cochiti Rd	I	0.29	\$290,000
Apple Valley	Existing	Waalew Rd	Corwin Rd	Dale Evans Pkwy	II	0.82	\$41,000
Apple Valley	Existing	Yucca Loma Rd	Yates Rd	Algonquin Rd	I	3.60	\$3,600,000
Apple Valley	Planned	Alembic St	Stoddard Wells Rd	Norco St	I	1.06	\$1,060,000
Apple Valley	Planned	Alembic St	Norco St	Falchion Rd	II	0.50	\$25,000
Apple Valley	Planned	Apple Valley Rd	Falchion Rd	Ohna Rd	I	1.49	\$1,490,000
Apple Valley	Planned	Apple Valley Rd	Bear Valley Rd	Jess Ranch Pkwy	II	0.74	\$37,000
Apple Valley	Planned	Bear Valley Rd	Central Rd	Joshua Rd	II	1.00	\$50,000
Apple Valley	Planned	Bear Valley Rd	W City Limit	Central Rd	I	3.98	\$3,980,000
Apple Valley	Planned	Central Rd	Stoddard Wells Rd	Waalew Rd	II	5.08	\$254,000
Apple Valley	Planned	Central Rd	Bear Valley Rd	Mojave St	II	2.62	\$131,000
Apple Valley	Planned	Central Rd	Waalew Rd	Bear Valley Rd	I	6.26	\$6,260,000
Apple Valley	Planned	Choco Rd	Saugus Rd	Norco St	II	0.55	\$27,500
Apple Valley	Planned	Choco Rd	Waalew Rd	Corwin Rd	II	0.42	\$21,000
Apple Valley	Planned	Choco Rd	Seneca Rd	Yucca Loma Rd	III	1.00	\$15,000
Apple Valley	Planned	Corwin Rd	Choco Rd	Dakota Rd	I	2.50	\$2,500,000
Apple Valley	Planned	Dakota Rd	Fresno Rd	Corwin Rd	I	0.34	\$340,000
Apple Valley	Planned	Dale Evans Pkwy	Outer I-15 S	Fresno Rd	I	4.99	\$4,990,000
Apple Valley	Planned	Dale Evans Pkwy	Fresno Rd	Corwin Rd	II	0.72	\$36,000
Apple Valley	Planned	Dale Evans Pkwy	Corwin Rd	Waalew Rd	I	0.55	\$550,000
Apple Valley	Planned	Deep Creek Rd	Sitting Bull Rd	Tussing Ranch Rd	II	3.00	\$150,000
Apple Valley	Planned	Del Oro Rd	Apple Valley Rd	Denison Rd	II	4.09	\$204,500
Apple Valley	Planned	Esaws Ave	Central Rd	Joshua Rd	I	1.00	\$1,000,000
Apple Valley	Planned	Falchion Rd	Outer I-15 S	Norco St	I	2.84	\$2,840,000
Apple Valley	Planned	Fresno Rd	Dale Evans Pkwy	Dachshund Ave	I	0.51	\$510,000
Apple Valley	Planned	Fresno Rd	Dachshund Ave	Navajo Rd	II	0.50	\$25,000
Apple Valley	Planned	Havasus Rd	Seneca Rd	Yucca Loma Rd	III	1.09	\$16,350
Apple Valley	Planned	Highway 18	West City Boundary	Apple Valley Rd	II	0.82	\$41,000
Apple Valley	Planned	Kiowa Rd	Bear Valley Rd	Ocotillo Wy	II	2.99	\$149,500
Apple Valley	Planned	Lafayette St	Dale Evans Pkwy	Central Rd	II	2.02	\$101,000
Apple Valley	Planned	Mandan Rd	Hwy 18	Apple Valley Rd	II	1.29	\$64,500
Apple Valley	Planned	Mesquite Rd	Yucca Loma Rd	Ottawa Rd	II	0.50	\$25,000
Apple Valley	Planned	Mesquite Rd	Lucilla Rd	Bear Valley Rd	II	1.29	\$64,500
Apple Valley	Planned	Mohawk Rd	Bear Valley Rd	Tussing Ranch Rd	III	2.00	\$29,850
Apple Valley	Planned	Navajo Rd	Lafayette St	Fresno Rd	II	1.27	\$63,500
Apple Valley	Planned	Navajo Rd	Tussing Ranch Rd	Ocotillo Wy	II	1.00	\$50,000
Apple Valley	Planned	Nisqually Rd	Navajo Rd	Maumee Rd	II	0.33	\$16,500
Apple Valley	Planned	Nisqually Rd	Maumee Rd	Mesquite Rd	I	1.17	\$1,170,000
Apple Valley	Planned	Norco St	Outer I-15 S	Dale Evans Pkwy	I	3.55	\$3,550,000
Apple Valley	Planned	Ocotilla Rd	Thunderbird Rd	Yucca Loma Rd	I	2.00	\$2,000,000
Apple Valley	Planned	Ocotillo Way	Kiowa Rd	Navajo Rd	II	1.00	\$50,000
Apple Valley	Planned	Otoe Rd	Dale Evans Pkwy	Navajo Rd	III	1.01	\$15,150
Apple Valley	Planned	Outer Hwy 18 N	Apple Valley Rd	Tao Rd	II	1.23	\$61,500
Apple Valley	Planned	Outer Hwy 18 S	Navajo Rd	Joshua Rd	II	2.00	\$100,000
Apple Valley	Planned	Outer Hwy 18 S	Tao Rd	Mandan Rd	II	1.61	\$80,800
Apple Valley	Planned	Outer I-15 S	Stoddard Wells Rd	Norco St	II	2.15	\$107,500
Apple Valley	Planned	Pah-Ute Rd	Central Rd	Mesquite Rd	II	0.50	\$25,000
Apple Valley	Planned	Pauma St	Saugus Rd	Falchion Rd	II	1.00	\$50,400
Apple Valley	Planned	Pauma St	Stoddard Wells Rd	Saugus Rd	II	0.46	\$23,000
Apple Valley	Planned	Powhatan Rd	Rancherías Rd	Navajo Rd	III	0.29	\$4,350
Apple Valley	Planned	Ramona Ave	Navajo Rd	Ocotilla Rd	II	1.50	\$75,000
Apple Valley	Planned	Rancherías Rd	Hwy 18	Powhatan Rd	III	3.34	\$50,100
Apple Valley	Planned	Rancherías Rd	Thunderbird Rd	Hwy 18	III	0.12	\$1,800
Apple Valley	Planned	Riverside Dr	Symeron Rd	Havasus Rd	III	2.68	\$40,200
Apple Valley	Planned	Sandia Rd	Kiowa Rd	Mohawk Rd	II	0.45	\$22,500
Apple Valley	Planned	Sandia Rd	Mohawk Rd	Navajo Rd	I	0.55	\$550,000
Apple Valley	Planned	Saugus Rd	Outer I-15 S	Dale Evans Pkwy	I	3.31	\$3,310,000
Apple Valley	Planned	Seneca Rd	Riverside Dr	Rancherías Rd	III	2.38	\$35,700
Apple Valley	Planned	Sitting Bull Rd	Apple Valley Rd	Navajo Rd	II	2.99	\$149,800
Apple Valley	Planned	Standing Rock Ave	Central Rd	Joshua Rd	I	1.00	\$1,000,000
Apple Valley	Planned	Stoddard Wells Rd	Alembic St	Johnson Rd	I	0.70	\$700,000
Apple Valley	Planned	Stoddard Wells Rd	Outer I-15 S	Alembic St	II	1.07	\$53,500
Apple Valley	Planned	Stoddard Wells Rd	Dale Evans Pkwy	Central Rd	I	2.07	\$2,070,000
Apple Valley	Planned	Symeron Rd	Riverside Dr	Apple Valley Rd	II	0.88	\$44,000
Apple Valley	Planned	Tao Rd	Falchion Rd	Corwin Rd	I	2.05	\$2,050,000
Apple Valley	Planned	Tao Rd	Corwin Rd	Outer Highway 18	II	0.48	\$23,750
Apple Valley	Planned	Thunderbird Rd	Central Rd	Joshua Rd	II	1.00	\$50,000
Apple Valley	Planned	Tuscola Rd	Apple Valley Rd	Symeron Rd	II	0.45	\$22,500
Apple Valley	Planned	Tussing Ranch Rd	Mojave River	Navajo Rd	II	2.90	\$145,000
Apple Valley	Planned	Tussing Ranch Rd	Cochiti Rd	Central Rd	II	0.71	\$35,500
Apple Valley	Planned	Waalew Rd	Corwin Rd	Dale Evans Pkwy	I	2.89	\$2,890,000
Apple Valley	Planned	Waalew Rd	Central Rd	Joshua Rd	II	0.90	\$45,000
Apple Valley	Planned	Wren St	Kiowa Rd	Mohawk Rd	III	0.50	\$7,500

City	Status	Path	From	To	Class	Length (Miles)	Cost Estimates
Apple Valley	Planned	Wren St	Mohawk Rd	Central Rd	I	1.50	\$1,500,000
Apple Valley	Planned	Yucca Loma Rd	Algonquin Rd	Navajo Rd	II	0.15	\$7,500
Barstow	Planned	1st Ave	Irwin Rd	Main St	II	0.85	\$42,500
Barstow	Planned	1st St	Irwin Rd	.46m NE Irwin Rd	II	0.45	\$22,500
Barstow	Planned	Barstow Rd	Main St	SR-247	II	2.56	\$128,000
Barstow	Planned	Drainage Channel	Main St	Osborne Rd	I	2.45	\$2,450,700
Barstow	Planned	H St	Main St	Unda Vista Ave	II	1.07	\$53,500
Barstow	Planned	Irwin Rd	Old Hwy 58	1st Ave	II	0.79	\$39,500
Barstow	Planned	Lenwood Rd	Agate Rd	Main St	II	1.38	\$69,000
Barstow	Planned	Main St	W City Limit	I-40	II	6.62	\$331,000
Barstow	Planned	Main St	Delaney Rd	City Limit 0.68 m East	II	1.39	\$69,700
Barstow	Planned	Montara Rd	Main St	Rimrock Rd	II	0.62	\$31,000
Barstow	Planned	Muriel Dr	Virginia Wy	Guadalupe Dr	II	1.22	\$61,000
Barstow	Planned	Old State 58	.02m W Camarillo Ave	4m E Muriel St	II	0.24	\$12,000
Barstow	Planned	Rimrock Rd	P St	Granada Hills Ave	II	4.39	\$219,500
Barstow	Planned	Roberta St	Virginia Wy	Main St	II	0.48	\$24,000
Barstow	Planned	Virginia Wy	Barstow Rd	Roberta St	II	0.90	\$45,000
Big Bear Lake	Existing	Bayside Dr	Stone Bridge Rd	Marina Dr	III	0.20	\$3,000
Big Bear Lake	Existing	Big Bear Blvd (Hwy 18)	Pine Knot Rd	Knight Ave	III	0.45	\$6,750
Big Bear Lake	Existing	Club View Dr	Moonridge Rd	Goldmine Dr	III	0.94	\$14,100
Big Bear Lake	Existing	Condor Dr	Eureka Dr	Orlole Dr/Stone Bridge Rd	III	0.09	\$1,350
Big Bear Lake	Existing	Cougar Rd	Douglas St	McAllister Rd	III	0.30	\$4,500
Big Bear Lake	Existing	Douglas St	Sonoma Dr	Cougar Rd	III	0.06	\$900
Big Bear Lake	Existing	Eagle Dr	Eureka Dr	North Eureka Dr	III	0.35	\$5,250
Big Bear Lake	Existing	Edgemoor Rd	Big Bear Blvd	Mill Creek Rd	III	0.36	\$5,400
Big Bear Lake	Existing	Edgemoor Rd	Lakeview Dr	Big Bear Blvd	III	0.69	\$10,350
Big Bear Lake	Existing	Eureka Dr	Park Ave	Eagle Dr	III	0.62	\$9,300
Big Bear Lake	Existing	Evergreen Dr	Summit Blvd	Moonridge Rd	III	0.70	\$10,500
Big Bear Lake	Existing	Fox Farm Rd	Starvation Flats Rd	Big Bear Blvd	III	0.32	\$4,800
Big Bear Lake	Existing	Fox Farm Rd	Big Bear Blvd	Swan Dr/Garstin Rd	III	0.43	\$6,450
Big Bear Lake	Existing	Garstin Rd	Swan Dr/Fox Farm Rd	Summit Blvd	III	0.21	\$3,150
Big Bear Lake	Existing	Goldmine Dr	Club View Dr	Moonridge Rd	III	0.21	\$3,150
Big Bear Lake	Existing	Juniper Dr	Division Dr	Starvation Flats Rd	III	0.73	\$10,950
Big Bear Lake	Existing	Knight Ave	Big Bear Blvd	Park Ave	III	0.24	\$3,600
Big Bear Lake	Existing	Lakeview Dr	Talmadge Rd	Edgemoor Rd	III	1.02	\$15,300
Big Bear Lake	Existing	Lakeview Dr	Talmadge Rd	Paine Rd	III	0.37	\$5,550
Big Bear Lake	Existing	Lakeview Dr (Hwy 18)	Simonds Dr	Pine Knot Rd	III	0.18	\$2,700
Big Bear Lake	Existing	Marina Dr	Bayside Dr	Swan Dr	III	0.33	\$4,950
Big Bear Lake	Existing	McAllister Rd	Cougar Rd	Fox Farm Rd	III	0.37	\$5,550
Big Bear Lake	Existing	McAllister Rd	Fox Farm Rd	Juniper Rd	III	0.11	\$1,650
Big Bear Lake	Existing	Mill Creek Rd	Edgemoor Rd	Talmadge Rd/Big Bear Blvd	III	0.28	\$4,200
Big Bear Lake	Existing	Moonridge Rd	Goldmine Dr	Sunset Dr	III	0.99	\$14,850
Big Bear Lake	Existing	Moonridge Rd	Evergreen Dr	Club View Dr	III	0.44	\$6,600
Big Bear Lake	Existing	North Eureka Dr	Eagle Dr	Condor Dr	III	0.27	\$4,050
Big Bear Lake	Existing	Paine Rd	Lakeview Dr	Simonds Dr	III	0.07	\$1,050
Big Bear Lake	Existing	Park Ave	Knight Ave	Eureka Dr	III	0.32	\$4,800
Big Bear Lake	Existing	Park Ave	Summit Blvd	Eureka Dr	III	0.60	\$9,000
Big Bear Lake	Existing	Simonds Dr	Paine Rd	Lakeview Dr (Hwy 18)	III	0.21	\$3,150
Big Bear Lake	Existing	Sonoma Dr	Sunset Dr	Cougar Ave	III	0.82	\$12,300
Big Bear Lake	Existing	Starvation Flats Rd	Juniper Dr	Fox Farm Rd	III	0.10	\$1,500
Big Bear Lake	Existing	Stone Bridge Rd	Orlole Dr/Condor Dr	Bayside Dr	III	0.20	\$3,000
Big Bear Lake	Existing	Summit Blvd	Garstin Rd	Big Bear Blvd	III	0.18	\$2,700
Big Bear Lake	Existing	Summit Blvd	Big Bear Blvd	Evergreen Dr	III	0.26	\$3,900
Big Bear Lake	Existing	Swan Dr	Marina Dr	Garstin Rd/Fox Farm Rd	III	0.16	\$2,400
Big Bear Lake	Existing	Talmadge Rd	Mill Creek Rd/Big Bear Blvd	Lakeview Dr	III	0.48	\$7,200
Big Bear Lake	Planned	Elm St	Sonoma Dr	Moodridge Rd	III	0.09	\$1,360
Big Bear Lake	Planned	Fox Farm Rd	Starvation Flats Rd	E City Limit	II	0.55	\$27,600
Big Bear Lake	Planned	Knickerbocker Cr Tr	Village Dr	Big Bear Lake	I	0.50	\$1,700,000
Big Bear Lake	Planned	Moonridge Rd	Rathbun Dr	Sonoma Dr	III	0.17	\$2,650
Big Bear Lake	Planned	Starvation Flats Rd	Big Bear Blvd	Juniper Dr	II	0.50	\$25,050
Chino	Existing	Alvarado St	S North Ave	Treadwell Ave	II	0.19	\$9,500
Chino	Existing	Amsterdam Ave	Schaefer Ave	Dalton St	II	0.34	\$17,000
Chino	Existing	Avila Ave	S North Ave	Schaefer Ave	II	0.37	\$18,500
Chino	Existing	Avila Ave	Schaefer Ave	Edam St	II	0.32	\$16,000
Chino	Existing	Benson Ave	Walnut Ave	Chino Ave	III	0.99	\$14,850
Chino	Existing	Benson Ave	Chino Ave	Schaefer Ave	II	0.50	\$25,000
Chino	Existing	Benson Ave	Monticello St	Walnut Ave	II	0.44	\$22,000
Chino	Existing	Bickmore Ave	Moonflower Ave	Mill Creek Ave	I	0.35	\$350,000
Chino	Existing	Central Ave	Edison Ave	El Prado Rd	II	1.44	\$72,000
Chino	Existing	Chino Ave	Benson Ave	Euclid Ave	II	1.70	\$85,000
Chino	Existing	Chino Hills Pkwy	Monte Vista Ave	Central Ave	II	0.57	\$28,500
Chino	Existing	Clemson St	Purdue Ave	San Antonio Ave	II	0.32	\$16,000
Chino	Existing	Cypress Ave	Schaefer Ave	Edison Ave	II	0.50	\$25,000
Chino	Existing	East End Ave	Chino Ave	Schaefer Ave	II	0.50	\$25,000
Chino	Existing	East Preserve Loop	Main St	s/o Forest Park St	II	0.45	\$22,500
Chino	Existing	Edam St	Avila Ave	Rancho Del Chino Ave	II	0.22	\$11,000
Chino	Existing	Edison Ave	Magnolia Ave	Cypress Ave	III	0.49	\$7,350
Chino	Existing	Edison Ave	Central Ave	Magnolia Ave	I	1.00	\$1,000,000
Chino	Existing	Eucalyptus Ave	Central Ave	Yorba Ave	II	0.74	\$37,000
Chino	Existing	Eucalyptus Ave	Euclid Ave	Fern Ave	III	0.18	\$2,700
Chino	Existing	Eucalyptus Ave	Fern Ave	Cypress St	II	0.61	\$30,500
Chino	Existing	Fern Ave	Riverside Dr	Schaefer Ave	II	1.00	\$50,000
Chino	Existing	Fern Ave	Schaefer Ave	Hickory St	II	0.12	\$6,000
Chino	Existing	Fern Ave	Edison Ave	n/o Persimmon St	III	0.29	\$4,350
Chino	Existing	Fern Ave	n/o Persimmon St	Eucalyptus Ave	II	0.20	\$10,000
Chino	Existing	Flight Ave	East Preserve Loop	Kimball Ave	I	0.66	\$33,000
Chino	Existing	Kimball Ave	Rincon Meadow Rd	w/o Hellman Ave	I	1.37	\$1,370,000
Chino	Existing	Magnolia Ave	Schaefer Ave	Edison Ave	II	0.50	\$25,000
Chino	Existing	Main St	Kimball Ave	East Preserve Loop	II	0.09	\$4,500

Chino	Existing	Mill Creek Ave	Kimball Ave	Bickmore Ave	II	0.50	\$25,000
Chino	Existing	Monte Vista Ave	Chino Ave	Chino Hills Pkwy	II	2.00	\$100,000
Chino	Existing	Monte Vista Ave	Philadelphia St	Lincoln Ave	II	0.84	\$42,000
Chino	Existing	Monte Vista Ave	Lincoln Ave	Riverside Dr	III	0.15	\$2,250
Chino	Existing	Philadelphia St	Carlisle Ave	Central Ave	II	0.59	\$29,500
Chino	Existing	Philadelphia St	Central Ave	Benson Ave	III	0.50	\$7,500
Chino	Existing	Pine St	Mill Creek Ave	West Preserve Loop	I	0.30	\$300,000
Chino	Existing	Purdue Ave	Eucalyptus Ave	Clemson St	II	0.24	\$12,000
Chino	Existing	Rancho Del Chino Ave	Treadwell Ave	Schaefer Ave	II	0.38	\$19,000
Chino	Existing	Rincon Meadows Ave	Kimball Ave	Bickmore Ave	II	0.50	\$25,000
Chino	Existing	San Antonio Ave	Clemson St	Eucalyptus Ave	II	0.24	\$12,000
Chino	Existing	Schaefer Ave	East End Ave	Fern Ave	II	4.00	\$200,000
Chino	Existing	West Preserve Loop	Pine Ave	Main St	II	0.81	\$40,000
Chino	Planned	Benson Ave	Francis Ave	Philadelphia St	II	0.50	\$25,000
Chino	Planned	Benson Ave	Schaefer Ave	Edison Ave	II	0.50	\$25,000
Chino	Planned	Bickmore Ave	Euclid Ave	Moonflower Ave	I	0.70	\$700,000
Chino	Planned	Bickmore Ave	W Preserve Loop	Hellman Ave	II	1.03	\$51,500
Chino	Planned	Central Ave	El Prado Rd.	Drainage Channel	II	0.14	\$7,000
Chino	Planned	Chino Ave	Preciado Ave	Benson Ave	II	1.86	\$93,000
Chino	Planned	Chino Ave	Unincorporated Boundary w/ of Pipeline	Pipeline	II	0.06	\$3,000
Chino	Planned	Chino Corona Rd (E/W)	Chino Corona Rd (N/S)	Main St	I	0.56	\$560,000
Chino	Planned	Chino Corona Rd (N/S)	Pine Ave	Chino Corona Rd (E/W)	I	0.78	\$780,000
Chino	Planned	Cypress Ave	Walnut Ave	Schaefer Ave	II	1.49	\$74,500
Chino	Planned	Drainage Channel	Philadelphia St	Flower St	I	6.70	\$6,700,000
Chino	Planned	East End Ave	Philadelphia St	Chino Ave	II	0.54	\$27,000
Chino	Planned	East Preserve Loop	Main St (southside of loop)	Forest Park St	II	1.34	\$67,000
Chino	Planned	Edison Ave	Magnolia Ave	Cypress Ave	I	0.49	\$490,000
Chino	Planned	Edison Ave	Cypress Ave (along SCE Easement)	Euclid Ave	I	0.75	\$750,000
Chino	Planned	Eucalyptus Ave	Pipeline Ave	Yarba Ave	II	0.77	\$38,500
Chino	Planned	Eucalyptus Ave	Cypress Channel	Oaks Ave	II	0.35	\$17,500
Chino	Planned	Euclid Ave	Riverside Dr	SR-71	II	6.08	\$304,000
Chino	Planned	Fern Ave	Hickory St	Edison Ave	II	0.37	\$18,500
Chino	Planned	Flight Ave	Kimball Ave	Remington Ave	II	0.49	\$24,500
Chino	Planned	Francis Ave	Benson Ave	West City Limit	II	0.61	\$30,500
Chino	Planned	Future Street (south end of loop)	West Preserve Loop	Chino Corona Rd (E/W)	I	0.19	\$190,000
Chino	Planned	Future Street south of Eucalyptus Ave	Eucalyptus Ave	Mountain Ave	II	0.75	\$37,500
Chino	Planned	Hellman Ave	Merrill Ave	Hereford Dr	I	2.50	\$2,500,000
Chino	Planned	Hellman Ave	Hereford Dr	McCarty Rd	II	1.24	\$62,000
Chino	Planned	Kimball Ave	Euclid Ave	Rincon Meadows Ave	I	0.82	\$820,000
Chino	Planned	Legacy Park St	Chino Corona Rd (N/S)	Hellman Ave	I	1.26	\$1,260,000
Chino	Planned	Main St	E/W Preserve Loop	Chino Corona Rd (E/W)	I	0.13	\$130,000
Chino	Planned	Market St	West Preserve Loop	East Preserve Loop	I	0.48	\$480,000
Chino	Planned	Mayhew Ave	Kimball Ave	Pine Ave	I	0.89	\$890,000
Chino	Planned	Mill Creek Ave	Bickmore Ave	Pine Ave	II	0.28	\$14,000
Chino	Planned	Mill Creek Ave	Kimball Ave	Spring Hill St	I	0.25	\$250,000
Chino	Planned	Monte Vista Ave	Philadelphia St	Francis Ave	II	0.50	\$25,000
Chino	Planned	Monte Vista Ave	Riverside Dr	Chino Ave	II	0.50	\$25,000
Chino	Planned	Mountain Ave	Edison Ave	Eucalyptus Ave	II	0.50	\$25,000
Chino	Planned	Mountain Ave	Eucalyptus Ave	(Future Street to west)	II	0.15	\$7,500
Chino	Planned	Nature Trail	Spring Hill St	Bickmore Ave	II	0.24	\$240,000
Chino	Planned	Oaks Ave	Eucalyptus Ave	Edison Ave	II	0.64	\$32,000
Chino	Planned	Philadelphia St	Drainage Channel	W City Limit	II	0.29	\$14,500
Chino	Planned	Pine Ave	Euclid Ave	Mill Creek Ave	I	1.05	\$1,050,000
Chino	Planned	Pine St	West Preserve Loop	Hellman Ave	I	0.97	\$970,000
Chino	Planned	Pipeline Ave	Francis Ave	Drainage Channel	II	3.51	\$175,500
Chino	Planned	Remington Ave	Flight Ave	Carpenter St	II	0.70	\$35,000
Chino	Planned	Rincon Meadows Ave	Bickmore Ave	Pine Ave	I	0.29	\$290,000
Chino	Planned	San Antonio Ave	Riverside Dr	Edam St	II	1.32	\$66,000
Chino	Planned	SCE Easement Trail	Pine Ave	Hellman Ave	I	1.88	\$1,880,000
Chino	Planned	Schaefer Ave	Fern Ave	Euclid Ave	II	0.19	\$9,500
Chino	Planned	Spring Hill St	Mill Creek Ave	Nature Trail	I	0.10	\$100,000
Chino	Planned	Walnut Ave	West City Limit	Fern Ave	II	4.23	\$211,500
Chino	Planned	West Preserve Loop	Pine Ave	Main St (southside of loop)	II	0.86	\$43,000
City	Status	From	To	Class	Length (Miles)	Cost Estimates	
Chino Hills	Existing	Butterfield Ranch Rd	Soquel Canyon Pkwy	Shady View Dr	II	3.07	\$153,500
Chino Hills	Existing	Carbon Canyon Rd	Old Carbon Canyon Rd	Chino Hills Pkwy	II	1.33	\$66,500
Chino Hills	Existing	Chino Ave	Peyton Dr	SR-71	II	0.51	\$25,500
Chino Hills	Existing	Chino Hills Pkwy	Peyton Dr	Rolling Ridge Dr	II	0.72	\$36,000
Chino Hills	Existing	Chino Hills Pkwy	Ramona Ave	Monte Vista Ave	II	0.43	\$21,500
Chino Hills	Existing	Chino Hills Pkwy	Grand Ave	Carbon Canyon Rd	II	1.44	\$72,000
Chino Hills	Existing	Chino Hills Pkwy	N City Limit	Grand Ave	II	0.92	\$46,000
Chino Hills	Existing	Eucalyptus Ave	Chino Hills Pkwy	Chino Hills Community Park	II	0.78	\$39,000
Chino Hills	Existing	Fairfield Ranch Rd	Soquel Canyon Pkwy	Big League Dreams	II	1.27	\$63,500
Chino Hills	Existing	Grand Ave	W City Limit	Peyton Dr	II	3.76	\$188,000
Chino Hills	Existing	Peyton Dr	Chino Hills Parkway	Woodview Rd	II	1.61	\$80,500
Chino Hills	Existing	Peyton Dr	Rock Springs Dr	Eucalyptus Ave	II	2.16	\$108,000
Chino Hills	Existing	Soquel Canyon Pkwy	Butterfield Ranch Rd	Golden Terrace Ln	II	1.61	\$80,500
Chino Hills	Existing	Woodview Rd	Peyton Dr	Vellano Club Dr	II	2.04	\$102,000
Chino Hills	Planned	Carbon Canyon Rd	E City Limit	Old Carbon Cnyn Rd	III	2.69	\$40,350
Chino Hills	Planned	Central Ave	SR-71	Drainage Channel	III	0.43	\$6,450
Chino Hills	Planned	Chino Ave	W City Limits	Peyton Dr	II	1.63	\$81,500
Chino Hills	Planned	Chino Hills Pkwy	Carbon Canyon Rd	Peyton Dr	II	0.52	\$26,000
Chino Hills	Planned	Chino Hills Pkwy	Rolling Ridge Dr	SR-71	II	0.59	\$29,500
Chino Hills	Planned	Chino Hills Pkwy	SR-71	Ramona Ave	II	0.19	\$9,500
Chino Hills	Planned	Eucalyptus Ave	Rancho Hills Dr	Chino Hills Pkwy	II	1.66	\$83,000
Chino Hills	Planned	Eucalyptus Ave	Peyton Ave	Pipeline Ave	III	0.95	\$14,250
Chino Hills	Planned	Eucalyptus Ave	Chino Hills Community Park	Peyton Dr	II	0.09	\$4,500
Chino Hills	Planned	Fairfield Ranch Rd	Big League Dreams	Pine Ave	II	0.77	\$38,500
Chino Hills	Planned	Grand Ave	Peyton Ave	SR-71	II	0.50	\$25,000
Chino Hills	Planned	Peyton Dr	Rock Springs Rd	SR-71	III	0.20	\$3,000
Chino Hills	Planned	Peyton Dr	Eucalyptus Ave	Chino Hills Pkwy	II	0.50	\$25,000
Chino Hills	Planned	Pine Ave	Butterfield Ranch Rd	SR-71	II	0.32	\$16,300
Chino Hills	Planned	Soquel Canyon Pkwy	Butterfield Ranch Rd	SR-71	III	0.46	\$7,000
Chino Hills	Planned	Soquel Canyon Pkwy	Peyton Dr	Golden Terrace Ln	II	0.94	\$47,000

City	Status	Path	From	To	Class	Length (Miles)	Cost Estimates
Colton	Existing	9th St	G St	Valley Blvd	II	0.15	\$7,500
Colton	Existing	Barton Rd	Washington St	Waterman Ave	III	1.70	\$25,500
Colton	Existing	Colton Ave Bike Path	N City Limits	G St	I	1.12	\$1,120,000
Colton	Existing	Cooley Dr	Mt Vernon Ave	Old Ranch Rd	II	1.90	\$95,000
Colton	Existing	Cooley Ln	Cooley Dr	Hunts Ln	II	0.32	\$16,000
Colton	Existing	G St	9th St	Colton Ave	II	0.09	\$4,500
Colton	Existing	La Cadena Dr	BNSF RR	Santa Ana River Bridge	II	0.78	\$39,000
Colton	Existing	La Cadena Dr	Barton Rd	La Loma Ave	III	0.41	\$6,150
Colton	Existing	La Cadena Dr	Santa Ana River Bridge	Litton Ave	III	0.43	\$6,450
Colton	Existing	La Cadena Dr	Valley Blvd	BNSF RR	III	0.84	\$12,600
Colton	Existing	M St	La Cadena Dr	Mt Vernon Ave	III	0.81	\$12,150
Colton	Existing	Meridian Ave	Valley Blvd	San Bernardino Ave	II	0.58	\$29,000
Colton	Existing	Mt Vernon Ave	Santa Ana River Bridge	Cooley Dr	II	0.34	\$17,000
Colton	Existing	Mt Vernon Ave	Valley Blvd	La Cadena Dr	III	2.24	\$33,600
Colton	Existing	Olive St	w/o Rancho Ave	Pennsylvania Ave	III	0.49	\$7,350
Colton	Existing	Rancho Ave	Valley Blvd	La Cadena Dr	III	1.50	\$22,500
Colton	Existing	Rancho Ave	Mill St	Valley Blvd	III	1.64	\$24,600
Colton	Existing	San Bernardino Ave	Pepper Ave	Sycamore Ave	II	0.75	\$37,500
Colton	Existing	Santa Ana River Trail	Riverside Cnty Line	I-10	I	6.15	\$6,150,000
Colton	Existing	Valley Blvd	Wildrose Ave	e/o Hermosa Ave	III	1.14	\$17,100
Colton	Existing	Valley Blvd	w/o Rancho Ave	Mt Vernon Ave	III	1.53	\$22,950
Colton	Existing	Washington St	West terminus	Mt Vernon Ave	II	0.94	\$47,000
Colton	Existing	Washington St	Mt Vernon Ave	Barton Rd	II	0.98	\$14,700
Colton	Planned	10th St	C St	G St	II	0.30	\$15,000
Colton	Planned	Agua Mansa Rd	Riverside Ave	County Limit	II	1.55	\$77,500
Colton	Planned	Agua Mansa Rd	County Limit	Rancho Ave	II	0.07	\$3,500
Colton	Planned	C St	County Limit	Mt Vernon Ave	II	1.27	\$63,500
Colton	Planned	C St	Meridian Ave	County Limit	II	0.26	\$13,000
Colton	Planned	Cooley Dr	Old Ranch Rd	Washington St	II	0.17	\$8,500
Colton	Planned	F St	10th St	Mt Vernon Ave	II	0.39	\$19,500
Colton	Planned	Fairway St	Mt Vernon Ave	Auto Plaza Dr	II	0.76	\$38,000
Colton	Planned	Hunts Ln	Cooley Ln	Washington St	II	0.38	\$19,000
Colton	Planned	La Cadena Dr	Mt Vernon Ave	Valley Blvd	III	1.83	\$27,450
Colton	Planned	La Cadena Dr	Barton Rd	I-215	II	0.98	\$49,000
Colton	Planned	La Cadena Dr	Santa Ana River	Litton Ave	II	0.47	\$23,500
Colton	Planned	Laurel St	Teresa Ave	Mt Vernon Ave	II	1.63	\$82,000
Colton	Planned	M St	La Cadena Dr	Mt Vernon Ave	II	0.81	\$40,500
Colton	Planned	Meridian Ave	San Bernardino Ave	Randall Ave	II	0.50	\$25,000
Colton	Planned	Mt Vernon Ave	Washington St	N of Grand Terrace Rd	II	0.46	\$23,000
Colton	Planned	Mt Vernon Ave	Valley Blvd	M St	II	0.72	\$36,500
Colton	Planned	Olive St	Meridian St	La Cadena Ave	II	0.25	\$12,500
Colton	Planned	Pennsylvania Ave	Mill St	C St	II	1.26	\$63,000
Colton	Planned	Rancho Ave	Mill St	N City Limit	III	0.26	\$4,000
Colton	Planned	Reche Canyon Trail	County Limit	Riverside County Line	II	1.38	\$69,000
Colton	Planned	Reche Canyon Trail	Washington Dr	County Limit	II	0.38	\$19,000
Colton	Planned	Riverside Ave	Agua Mansa Rd	Santa Ana River Bridge	II	1.02	\$51,000
Colton	Planned	Riverside Ave	Santa Ana River Bridge	Riverside County Line	II	0.32	\$16,000
Colton	Planned	San Bernardino Ave	W. City Limit	Meridian St	II	0.25	\$12,500
Colton	Planned	Slover Ave	Sycamore Ave	Pepper Ave	II	0.73	\$36,500
Colton	Planned	Valley Blvd	W. City Limit	Pepper Ave	II	0.87	\$43,500
Colton	Planned	Washington St	I-215	Barton Rd	II	0.87	\$43,500
City	Status	Path	From	To	Class	Length (Miles)	Cost Estimates
Fontana	Existing	Augusta Dr E	Sierra Lakes Pkwy	Hacienda Way	II	1.01	\$50,500
Fontana	Existing	Augusta Dr W	Hacienda Way	Sierra Lakes Pkwy	II	1.10	\$55,000
Fontana	Existing	Baseline Rd	East Ave	Sierra Ave	II	4.56	\$228,000
Fontana	Existing	Beech Ave	Baseline Ave	Miller Ave	II	0.49	\$24,500
Fontana	Existing	Beech Ave	Cherry Ave	Baseline Ave	II	2.81	\$140,500
Fontana	Existing	Cherry Ave	Slover Ave	Jurupa Ave	II	1.01	\$50,500
Fontana	Existing	Cherry Ave	Beech Ave	Bridlepath Dr N/Oshawa Dr	II	0.95	\$47,500
Fontana	Existing	Citrus Ave	s/o Duncan Cnym Rd	Baseline Ave	II	3.16	\$158,000
Fontana	Existing	Cypress Ave	Randall Ave	San Bernardino Ave	III	0.50	\$7,500
Fontana	Existing	Duncan Canyon Rd	Bridlepath Dr N/Oshawa Dr	Lytle Creek Dr N	II	1.03	\$51,500
Fontana	Existing	E W Heritage Elem Trail	West Heritage Elementary	E Yosemite Loop Rd	I	0.13	\$130,000
Fontana	Existing	Foothill Blvd	East Ave	Cherry Ave	I	1.48	\$74,000
Fontana	Existing	Heritage Circle Trail	E Liberty Pkwy	Santa Lucia St	I	0.31	\$310,000
Fontana	Existing	Lincoln Loop Rd	Santa Maria Dr	Santa Maria Dr	II	1.42	\$71,000
Fontana	Existing	Live Oak Ave	Cherry Ave	Mountain High Dr	II	0.54	\$27,000
Fontana	Existing	Mid East Heritage Trail	E Grand Ave	E Lincoln Loop Rd	I	0.30	\$300,000
Fontana	Existing	Mid West Heritage Trail	West Heritage Trail	W Grand Ave	I	0.43	\$410,000
Fontana	Existing	Muirfield Ln	Citrus Ave	Augusta Dr	II	0.07	\$3,500
Fontana	Existing	N East Heritage Elem Trail	S Heritage Cir	East Heritage Elementary	I	0.36	\$360,000
Fontana	Existing	N East Heritage Trail	W Lincoln Loop Rd	E Lincoln Loop Rd	I	0.15	\$150,000
Fontana	Existing	N W Heritage Elem Trail	S Heritage Cir	West Heritage Elementary	I	0.40	\$400,000
Fontana	Existing	N West Heritage Trail	West Heritage Trail	E Yosemite Loop Rd	I	0.19	\$190,000
Fontana	Existing	Pacific Electric Trail	I-15	Maple Ave	I	6.52	\$6,520,000
Fontana	Existing	Patricia Murray Trail	Foothill Blvd	W Liberty Pkwy	I	0.52	\$520,000
Fontana	Existing	S W Heritage Elem Trail	Kings Canyon Ct	W Liberty Pkwy	I	0.16	\$160,000
Fontana	Existing	San Bernardino Ave	Cypress Ave	Juniper Ave	III	0.25	\$3,750
Fontana	Existing	San Seavine Trail	Baseline Ave	Foothill Blvd	I	1.14	\$1,140,000
Fontana	Existing	San Seavine Trail	Pacific Electric Trail	Baseline Ave	I	0.23	\$230,000
Fontana	Existing	SCE Utility South	Rancherías Dr	Live Oak Ave	I	1.27	\$1,270,000
Fontana	Existing	SE E Heritage Elem Trail	East Heritage Elementary	E Liberty Pkwy	I	0.21	\$210,000
Fontana	Existing	SE W Heritage Elem Trail	West Heritage Elementary	E Yosemite Loop Rd	I	0.09	\$90,000
Fontana	Existing	Sierra Ave	S Highland Ave	Baseline Ave	II	0.83	\$41,500
Fontana	Existing	Sierra Lakes Pkwy	Catawba Ave	Sierra Ave	II	1.29	\$64,500
Fontana	Existing	Summit Ave	Beech Ave	Sierra Ave	II	2.15	\$107,500
Fontana	Existing	SW E Heritage Elem Trail	East Heritage Elementary	E Liberty Pkwy	I	0.23	\$230,000
Fontana	Existing	SW W Heritage Elem Trail	West Heritage Elementary	McKinley Dr	I	0.07	\$70,000
Fontana	Existing	W W Heritage Elem Trail	West Heritage Trail	W Liberty Pkwy	I	0.06	\$60,000
Fontana	Existing	Walnut St	San Seavine Rd	Citrus Ave	II	0.29	\$14,500
Fontana	Existing	Walnut St	Citrus Ave	Sierra Ave	II	2.00	\$100,000
Fontana	Existing	West Heritage Trail	S Heritage Cir	Crocker Ct	I	0.56	\$560,000

Fontana	Existing	Yosemite Loop Rd	McKinley Dr	McKinley Dr	II	1.46	\$72,500
Fontana	Planned	Alder Ave	Jurupa Ave	SCE Utility South	I	0.08	\$80,000
Fontana	Planned	Alder Ave	Baseline Ave	Randall Ave	III	2.51	\$37,650
Fontana	Planned	Alder Ave	Randall Ave	San Bernardino Ave	II	0.50	\$25,000
Fontana	Planned	Arrow Blvd	Almeria Ave	Maple Ave	II	3.15	\$157,500
Fontana	Planned	Baseline Rd	Sierra Ave	Maple Ave	II	1.76	\$88,000
Fontana	Planned	Beech Ave	Baseline Ave	SCE Utility South	II	4.54	\$227,000
Fontana	Planned	Ceres Ave	Cypress Ave	Mango Ave	II	0.74	\$37,000
Fontana	Planned	Cherry Ave	Jurupa Ave	Live Oak Ave	II	0.54	\$27,000
Fontana	Planned	Cherry Ave	Valley Blvd	Slover Ave	II	0.50	\$25,000
Fontana	Planned	Cherry Ave	N City Limit	Baseline Rd	II	1.46	\$73,000
Fontana	Planned	Cherry Ave	Foothill Blvd	S City Limit	II	0.13	\$6,500
Fontana	Planned	Cherry Ave	Baseline Rd	Foothill Blvd	II	1.02	\$51,000
Fontana	Planned	Citrus Ave	Baseline Ave	SCE Utility South	II	5.17	\$258,500
Fontana	Planned	Citrus Ave	Duncan Canyon Rd	S of SCE Utility North	II	0.24	\$12,000
Fontana	Planned	Connector Path	SCE Utility North Spur I	Wilson Ave	I	0.49	\$490,000
Fontana	Planned	Cypress Ave	Ceres Ave	Santa Ana Ave	II	2.54	\$127,000
Fontana	Planned	Dedez Channel Trail	SCE Utility South	Philadelphia St	I	1.16	\$1,160,000
Fontana	Planned	Duncan Canyon Rd	Lytle Creek Rd N	Sierra Ave	II	1.60	\$80,000
Fontana	Planned	Fontana Ave	Citrus Ave	Poplar Ave	II	0.70	\$35,000
Fontana	Planned	Fontana Ave	Poplar Ave	Lime Ave	II	0.17	\$8,500
Fontana	Planned	Fontana Blvd	Cherry Ave	Maple Ave	II	4.78	\$239,000
Fontana	Planned	Highland Ave	Sierra Ave	Mango Ave	II	0.31	\$15,500
Fontana	Planned	Juniper Ave	Baseline Rd	San Bernardino Ave	III	3.01	\$45,150
Fontana	Planned	Jurupa Ave	Sierra Ave	Tamarind Ave	II	0.74	\$37,000
Fontana	Planned	Knox Ave	Sierra Lakes Pkwy	SR-210 Drainage	II	0.16	\$8,000
Fontana	Planned	Live Oak Ave	SCE Utility South	Cherry Ave	II	0.53	\$26,500
Fontana	Planned	Live Oak Ave	Mountain High Dr	Long View Dr	II	0.42	\$21,000
Fontana	Planned	Locust Ave	Jurupa Ave	11th St	II	0.27	\$13,500
Fontana	Planned	Mango Ave	Riverside Ave	Summit Valley Rd	II	1.80	\$90,000
Fontana	Planned	Mango Ave	Highland Ave	Baseline Rd	II	1.00	\$50,000
Fontana	Planned	Mango Ave	Valencia Ave	Merrill Ave	III	0.37	\$5,550
Fontana	Planned	Maple Ave	Baseline Rd	Orange Way	II	1.71	\$85,500
Fontana	Planned	Merrill Ave	Citrus Ave	Alder Ave	III	2.04	\$30,600
Fontana	Planned	Merrill Ave	Catawba Ave	Citrus Ave	II	0.24	\$12,000
Fontana	Planned	Merrill Ave	Mango Ave	Alder Ave	III	0.75	\$11,250
Fontana	Planned	Miller Ave	Pacific Electric Trail	Maple Ave	II	4.30	\$215,300
Fontana	Planned	Oleander Ave	Arrow Blvd	Valencia Ave	II	0.12	\$6,000
Fontana	Planned	Orange Way	Juniper Ave	Mango Ave	II	0.50	\$25,000
Fontana	Planned	Philadelphia St	San Sevaline Tr	Dedez Channel Tr	II	0.88	\$44,000
Fontana	Planned	Poplar Ave	Fontana Ave	Beech Ave	II	2.99	\$149,500
Fontana	Planned	San Bernardino Ave	Fontana Ave	Alder Ave	II	2.78	\$139,000
Fontana	Planned	San Sevaline Rd	SCE Utility North	SR-10 Drainage	II	0.21	\$10,500
Fontana	Planned	San Sevaline Tr	Foothill Blvd	S City Limit	I	5.02	\$5,020,000
Fontana	Planned	Santa Ana Ave	San Sevaline Tr	Mulberry Ave	II	0.48	\$24,000
Fontana	Planned	Santa Ana Ave	Almond St	Tamarind Ave	II	4.05	\$202,500
Fontana	Planned	SCE Utility North	Sierra Ave	East Ave	I	6.48	\$6,480,000
Fontana	Planned	SCE Utility North Spur I	W City Limit	SCE Utility North	I	1.66	\$1,660,000
Fontana	Planned	SCE Utility North Spur II	Lytle Creek Rd	SCE Utility North	I	0.62	\$620,000
Fontana	Planned	SCE Utility South	Citrus Ave	Locust Ave	I	2.63	\$2,630,000
Fontana	Planned	SCE Utility South	Live Oak Ave	Citrus Ave	I	1.56	\$1,560,000
Fontana	Planned	SCE Utility South	San Sevaline Tr	Rancherias Dr	I	0.80	\$800,000
Fontana	Planned	Sierra Ave	Lytle Creek Rd	Sierra Lakes Pkwy	II	3.21	\$160,500
Fontana	Planned	Sierra Ave	Baseline Ave	S City Limit	II	6.05	\$302,500
Fontana	Planned	Sierra Ave	Sierra Lakes Pkwy	Highland Ave	II	0.42	\$21,000
Fontana	Planned	Sierra Lakes Pkwy	Lytle Creek Rd	Catawba Ave	II	0.49	\$24,500
Fontana	Planned	Sierra Lakes Pkwy	Sierra Ave	Mango Ave	II	0.30	\$15,000
Fontana	Planned	Sierra Lakes Pkwy	Cherry Ave	Lytle Creek Rd	II	1.29	\$37,000
Fontana	Planned	Slover Ave	San Sevaline Tr	Mulberry Ave	II	0.49	\$24,500
Fontana	Planned	Slover Ave	Almond Ave	Cherry Ave	II	0.25	\$12,500
Fontana	Planned	Slover Ave	Sierra Ave	Tamarind Ave	II	0.75	\$37,500
Fontana	Planned	SR-210 Drainage	San Sevaline Rd	Knox Ave	I	0.99	\$990,000
Fontana	Planned	Summit Ave	Sierra Ave	Mango Ave	II	0.25	\$12,500
Fontana	Planned	Tamarind Ave	Jurupa Ave	SCE Utility South	I	0.10	\$100,000
Fontana	Planned	Valencia Ave	Oleander Ave	Mango Ave	III	0.99	\$14,850
Fontana	Planned	Valley Blvd	Almond Ave	Cherry Ave	II	0.25	\$12,500
Fontana	Planned	Victoria St	SCE Utility North	Cherry Ave	II	0.28	\$14,000
Fontana	Planned	Walnut Ave	Hemlock Ave	Beech Ave	II	0.25	\$12,500
Fontana	Planned	Walnut Ave	Cherry Ave	San Sevaline Rd	II	0.50	\$78,500
Fontana	Planned	Walnut Village Pkwy	Sierra Ave	Mango Ave	II	0.25	\$12,500
City	Status	Path	From	To	Class	Length (Miles)	Cost Estimates
Grand Terrace	Existing	Barton Rd	Michigan St	Mt Vernon Ave	III	0.50	\$7,500
Grand Terrace	Existing	Barton Rd	Mt Vernon Ave	Washinton St	II	1.70	\$85,000
Grand Terrace	Existing	City Hall Staging Area	Barton Rd, e/o Palm Ave	Barton Rd, w/o Preston St	NA	0.00	\$150,000
Grand Terrace	Existing	E City Limits Staging Area	Barton Rd	E City Limits	NA	0.00	\$150,000
Grand Terrace	Existing	Main St	Taylor St	Mt Vernon Ave	II	0.50	\$25,000
Grand Terrace	Existing	Mt Vernon Ave	Barton Rd	Main St	II	1.01	\$15,150
Grand Terrace	Existing	Staging Area	Mt Vernon Ave	Main St	NA	0.00	\$150,000
Grand Terrace	Existing	Staging Area	Barton Rd	Grand Terrace Rd	NA	0.00	\$150,000
Grand Terrace	Existing	Terrace Hills Middle School Staging Area	DeBerry St	Mt Vernon Ave	NA	0.00	\$150,000
Grand Terrace	Planned	Barton Rd	La Cadena Dr	Vivienda St	II	0.70	\$35,000
Grand Terrace	Planned	Cage Park Stage Area	Main St	Taylor St	NA	0.00	\$150,000
Grand Terrace	Planned	Commerce Way	Barton Rd	Main St	II	0.80	\$40,000
Grand Terrace	Planned	Gage Canal	Mt Vernon Ave	Main St	I	1.84	\$1,840,000
Grand Terrace	Planned	Grand Terrace Rd	Mt Vernon	Barton Rd	II	0.77	\$38,500
Grand Terrace	Planned	La Cadena Dr	Litton Ave	Palm Ave	II	0.31	\$15,910
Grand Terrace	Planned	Michigan St	Commerce Way	Main St	II	0.93	\$46,500
Grand Terrace	Planned	Mt Vernon Ave	N City Limits	Barton Rd	II	0.62	\$31,000
Grand Terrace	Planned	Terrace Ave	Barton Rd	Santa Ana River Tr	II	0.72	\$36,000
City	Status	Path	From	To	Class	Length (Miles)	Cost Estimates
Hesperia	Existing	11th Ave	Bear Valley Rd	Sycamore St	II	0.49	\$24,500
Hesperia	Existing	7th Ave	Willow St	Main St	II	0.67	\$33,500
Hesperia	Existing	7th Ave	Bear Valley Rd	Mesa St	II	1.50	\$75,340

Hesperia	Existing	Arrowhead Lake Rd	Main St	Hesperia Lake Park	II	2.11	\$105,800
Hesperia	Existing	Cottonwood Ave	Sequoia St	Main St	II	2.87	\$143,500
Hesperia	Existing	Danbury Ave	Ranchero St	Peach Ave	II	2.53	\$126,500
Hesperia	Existing	E Ave	Peach Ave	Olive St	II	3.12	\$156,000
Hesperia	Existing	Eucalyptus St	7th Ave	Hesperia Rd	II	0.99	\$49,500
Hesperia	Existing	G Ave	Sultana St	Lime St	II	0.54	\$27,000
Hesperia	Existing	Hesperia Rd	Bear Valley Rd	Eucalyptus St	II	1.05	\$52,500
Hesperia	Existing	Lime St	E Ave	G Ave	II	0.27	\$13,500
Hesperia	Existing	Main St	I Ave	Rock Springs Rd	II	1.69	\$84,500
Hesperia	Existing	Muscatal St	Vincent Dr	Escondido Ave	II	0.62	\$31,000
Hesperia	Existing	Peach Ave	E Ave	Main St	II	2.64	\$132,000
Hesperia	Existing	Ranchero Rd	Maple Ave	Via Antiqua St	II	1.12	\$55,800
Hesperia	Existing	Ranchero Rd	Jenkins Ave.	Arrowhead Lake Rd	II	2.20	\$110,000
Hesperia	Existing	Rock Springs Rd	Main St	E City Limits	II	1.04	\$52,000
Hesperia	Existing	Santa Fe Ave	Walnut St	Ranchero Rd	II	2.63	\$131,500
Hesperia	Existing	Sequoia St	Cottonwood Ave	Hesperia Rd	II	2.64	\$132,300
Hesperia	Existing	Sultana St	E Ave	I Ave	II	0.54	\$27,000
Hesperia	Existing	Timberlane Ave	Lemon St	Main St	II	1.89	\$94,500
Hesperia	Existing	Willow St	Maple Ave	3rd Ave	I	2.52	\$2,520,000
Hesperia	Planned	11th Ave	Sycamore St	Mesquite St	II	4.56	\$228,000
Hesperia	Planned	3rd Ave	Mesa St	Lime St	II	2.91	\$145,500
Hesperia	Planned	7th Ave	Main St	Ranchero Rd	II	2.79	\$219,125
Hesperia	Planned	7th Ave	Mesa St	Willow St	II	1.08	\$84,500
Hesperia	Planned	8th Ave	Willow St	Live Oak St	I	0.67	\$670,000
Hesperia	Planned	Apatite Ave	Bear Valley Rd (Outer Hwy)	Sequoia St	II	0.13	\$8,125
Hesperia	Planned	Arrowhead Lake Rd	Mojave Riverwalk Extension	S City Limit	II	1.02	\$51,400
Hesperia	Planned	Bangor Ave	Joshua St	Hinton St	III	1.80	\$27,000
Hesperia	Planned	Bear Valley Rd	Mariposa Rd	Bornite Ave	II	2.61	\$130,500
Hesperia	Planned	Bear Valley Rd	Apatite Ave	City Limits	II	1.80	\$90,000
Hesperia	Planned	Bear Valley Rd OH	Apatite Ave	Industrial Ave	II	0.18	\$14,130
Hesperia	Planned	Bornite Ave	Bear Valley Rd	Sequoia St	II	0.12	\$6,000
Hesperia	Planned	Buckthorn St	Joshua St	Main St	III	1.95	\$29,250
Hesperia	Planned	California Aqueduct	Main St	Ranchero Rd	I	3.86	\$3,860,000
Hesperia	Planned	Centennial St	Peach Ave	Arrowhead Lake Rd	III	0.43	\$6,450
Hesperia	Planned	Choiceana Ave	Lemon St	Main St	II	2.01	\$100,500
Hesperia	Planned	Cottonwood Ave	Muscatal St	Mesquite St	II	1.00	\$50,000
Hesperia	Planned	Cottonwood Ave	Bear Valley Rd	Sequoia St	II	0.13	\$6,500
Hesperia	Planned	Danbury Ave	Peach Ave	Arrowhead Lake Rd	II	0.83	\$65,000
Hesperia	Planned	Datura Ave	Live Oak St	Courtney St	III	0.11	\$1,650
Hesperia	Planned	Datura Ave	Mojave St	Courtney St	III	0.38	\$5,700
Hesperia	Planned	Drainage Channel	Mojave River	Ranchero Rd	I	4.63	\$4,630,000
Hesperia	Planned	E Ave	Olive St	Sultana St	II	0.27	\$13,500
Hesperia	Planned	E Ave	Sultana St	Joshua St	III	0.81	\$12,150
Hesperia	Planned	Escondido Ave	Main St	Ranchero Rd	II	3.00	\$150,000
Hesperia	Planned	Eucalyptus St	11th Ave	7th Ave	II	0.49	\$24,500
Hesperia	Planned	Fuente Ave	Muscatal Rd	Cedar St	II	0.50	\$25,000
Hesperia	Planned	Fuente Ave	Cedar St	Mesquite St	III	0.49	\$7,350
Hesperia	Planned	G Ave	Olive St	Sultana St	II	0.27	\$13,500
Hesperia	Planned	H Ave	Main St	Olive St	II	0.24	\$12,000
Hesperia	Planned	I Ave	Bear Valley Rd	Ranchero Rd	II	6.34	\$317,000
Hesperia	Planned	Jacaranda Ave	Bear Valley Rd	Peach Ave	II	1.51	\$119,000
Hesperia	Planned	Joshua St	Santa Fe Ave	Danbury	III	1.30	\$19,500
Hesperia	Planned	Juniper St	Eleventh Ave	Seventh Ave	III	0.54	\$8,100
Hesperia	Planned	Lemon St	Santa Fe Ave	City Limits	II	2.73	\$136,500
Hesperia	Planned	Lemon St	Third Ave	First Ave	III	0.20	\$3,000
Hesperia	Planned	Lemon St	First Ave	Hesperia Rd	III	0.12	\$1,800
Hesperia	Planned	Lemon St	Riverview Ave	Mojave Riverwalk	I	0.44	\$440,000
Hesperia	Planned	Lime St	Cottonwood Ave	Santa Fe Ave	II	1.90	\$95,000
Hesperia	Planned	Live Oak St	Mariposa Rd	Maple Ave	II	1.58	\$79,000
Hesperia	Planned	Live Oak St	Live Oak Park	I Ave	III	0.12	\$1,800
Hesperia	Planned	Live Oak St	I Ave	Choiceana Ave	II	1.82	\$91,000
Hesperia	Planned	Live Oak St	E Ave	Live Oak Park	III	0.42	\$6,300
Hesperia	Planned	Main St	Mariposa Rd	I Ave	I	5.46	\$5,460,000
Hesperia	Planned	Maple Ave	Mesa St	Ranchero Rd	II	4.51	\$225,500
Hesperia	Planned	Mariposa Rd	Bear Valley Rd	Cajon Pass Trail	II	9.48	\$474,100
Hesperia	Planned	Mesa St	Topaz Ave	Hesperia Rd	II	3.36	\$168,000
Hesperia	Planned	Mesa St	Muscatal Rd	Palm Ave	III	0.25	\$3,750
Hesperia	Planned	Mesquite St	Escondido Ave	7th Ave	II	3.00	\$235,625
Hesperia	Planned	Mojave Riverwalk	Bear Valley Rd	Heritage Lake Park	I	6.35	\$6,350,000
Hesperia	Planned	Mojave Riverwalk Extension	Arrowhead Lake Rd	Heritage Lake Park	II	0.40	\$20,000
Hesperia	Planned	Mojave St	Mariposa Rd	Topaz Ave	II	0.74	\$37,000
Hesperia	Planned	Mojave St	Topaz Ave	Maple Ave	III	0.51	\$7,650
Hesperia	Planned	Muscatal St	Mariposa Rd	Vincent Dr	II	0.42	\$21,000
Hesperia	Planned	Muscatal St	Escondido Ave	Cottonwood Ave	II	1.97	\$98,500
Hesperia	Planned	Olive St	E Ave	I Ave	II	0.54	\$27,000
Hesperia	Planned	Orange St	Buckthorn Ave	Peach Ave	III	0.59	\$8,850
Hesperia	Planned	Palm St	Escondido Ave	Fuente Ave	III	0.49	\$7,350
Hesperia	Planned	Peach Ave	Main St	Ranchero Rd	II	2.11	\$105,500
Hesperia	Planned	Ranchero Rd	Danbury Ave	Jenkins Ave	II	0.75	\$58,750
Hesperia	Planned	Ranchero Rd	Mariposa Rd	Danbury Ave	I	6.78	\$6,780,000
Hesperia	Planned	Santa Fe Ave	Darwin Ave	Lemon St	II	0.38	\$19,000
Hesperia	Planned	Sequoia St + Signal	Hesperia Rd	Apatite Ave	II	0.40	\$400,000
Hesperia	Planned	Smoke Tree St	11th Ave	7th Ave	III	0.54	\$8,100
Hesperia	Planned	Smoke Tree St	E Ave	Timberlane	II	1.09	\$54,500
Hesperia	Planned	Sultana St	Santa Fe Ave	E Ave	II	0.50	\$39,270
Hesperia	Planned	Summit Valley Rd	Ranchero Rd	past Telephone Cyn	III	3.22	\$48,300
Hesperia	Planned	Topaz Ave	Mesa St	Main St	II	1.50	\$75,000
Hesperia	Planned	Walnut St	Santa Fe Ave	E Ave	III	0.51	\$7,650
Hesperia	Planned	Willow St	8th Ave	3rd Ave	II	0.65	\$32,500
Hesperia	Planned	Willow St/Glendale Ave	Peach Ave	Benicia St	II	1.19	\$59,500
City		Path	From	To	Class	Length (Miles)	Cost Estimates
Highland	Existing	5th St	Palm Ave	SR-210	II	0.56	\$28,000
Highland	Existing	5th St	Tippecanoe Ave	Victoria Ave	II	1.99	\$100,000
Highland	Existing	Baseline St	Cole Ave	Alta Vista Dr	II	3.52	\$176,000

Highland	Existing	Boulder Ave	Highland Ave	Greenspot Rd	II	2.08	\$104,000
Highland	Existing	Church St	Highland Ave	Greenspot Rd	II	1.29	\$64,500
Highland	Existing	Greenspot Rd	SR-210	Santa Paula St	II	3.90	\$195,000
Highland	Existing	Highland Ave	Church St	Weaver St	II	1.00	\$50,000
Highland	Existing	Palm Ave	Baseline St	3rd St	II	1.04	\$51,500
Highland	Existing	Weaver St	Highland Ave	Greenspot Rd	II	0.82	\$41,000
Highland	Planned	3rd St	Tippecanoe Ave	5th St	II	3.22	\$161,000
Highland	Planned	5th St	Victoria Ave	Palm Ave	II	0.50	\$25,000
Highland	Planned	9th St	Tippecanoe Ave	Palm Ave	II	2.99	\$150,000
Highland	Planned	Alta Vista Dr	Santa Ana Canyon Rd	Greenspot Rd	II	0.13	\$6,500
Highland	Planned	Baseline St	Del Rosa Dr	Cole Ave	II	2.29	\$114,500
Highland	Planned	Baseline St	Alta Vista Dr	Greenspot Rd	I	1.33	\$66,500
Highland	Planned	Boulder Ave/Orange St	Greenspot Rd	S City Limit	II	0.68	\$33,500
Highland	Planned	City Creek Trail	3rd St	Highland Ave	I	3.30	\$165,000
Highland	Planned	Greenspot Rd	Santa Paula St	S City Limit	II	2.51	\$120,000
Highland	Planned	Greenspot Rd (Old)	Greenspot Rd (New)	Greenspot Rd (New)	I	0.44	\$22,000
Highland	Planned	Highland Ave	Rockford Ave	Church St	II	3.33	\$166,500
Highland	Planned	Pacific St	Del Rosa Dr	Palm Ave	II	2.49	\$125,000
Highland	Planned	Palm Ave	3rd St	S City Limit	II	0.23	\$11,500
Highland	Planned	Palm Ave	Atlantic Ave	Baseline St	II	0.75	\$37,500
Highland	Planned	Santa Ana Canyon Rd	Weaver St	Alta Vista Dr	II	0.67	\$33,500
Highland	Planned	Santa Ana River	Greenspot Rd (New)	Greenspot Rd (New)	I	0.12	\$6,000
Highland	Planned	Sterling St	Pacific St	5th St	III	1.39	\$21,000
Highland	Planned	Tippecanoe Ave	9th St	3rd St	II	0.38	\$19,000
Highland	Planned	Victoria Ave	Highland Ave	5th St	III	1.00	\$28,350
City	Status	Path	From	To	Class	Length (Miles)	Cost Estimates
Loma Linda	Existing	Anderson St	Court St	University Ave	II	0.66	\$33,000
Loma Linda	Existing	Barton Rd	Waterman Ave	San Timoteo Crnyn Rd	II	7.15	\$357,500
Loma Linda	Existing	Beaumont Ave	Mt View Ave	Bryn Mawr Ave	II	0.53	\$26,500
Loma Linda	Existing	Beaumont Ave	Bryn Mawr Ave	Power Line Easement	I	0.92	\$920,000
Loma Linda	Existing	Benton St	Shepardson St	Barton Rd	III	0.28	\$14,000
Loma Linda	Existing	Mountain View Ave	Barton Rd	Beaumont Ave	II	0.61	\$30,500
Loma Linda	Existing	Power Line Easement	Mission Rd	San Timoteo Crk Trail	I	0.31	\$310,000
Loma Linda	Existing	Power Line Easement	Newport Ave	Beaumont Ave	I	0.68	\$680,000
Loma Linda	Existing	San Timoteo Creek Trail	Redlands Blvd	Beaumont Ave	I	3.74	\$3,740,000
Loma Linda	Existing	Shepardson Dr	Stewart St	Benton St	II	0.29	\$14,500
Loma Linda	Existing	Stewart St	Anderson St	Shepardson Dr	II	0.38	\$19,000
Loma Linda	Existing	University Ave	Barton Rd	Campus St	II	0.51	\$25,500
Loma Linda	Planned	Anderson St	University Ct	Barton Rd	II	0.31	\$15,500
Loma Linda	Planned	Campus Ave	Stewart St	Barton Rd	II	0.38	\$19,000
Loma Linda	Planned	Mission Rd	Mountain View Ave	California St	II	1.22	\$61,000
Loma Linda	Planned	Mountain View Ave	I-10	Barton Rd	II	1.29	\$64,800
Loma Linda	Planned	Stewart St	Campus Ave	Anderson St	II	0.16	\$8,000
Loma Linda	Planned	Tippecanoe Ave	San Timoteo Creek Trail	I-10/N City Limit	II	0.23	\$11,500
City	Status	Path	From	To	Class	Length (Miles)	Cost Estimates
Montclair	Existing	Mills Ave	Pacific Electric Trail	Hold Blvd	II	2.37	\$119,000
Montclair	Existing	Pacific Electric Trail	Mills Ave	Central Ave	I	0.76	\$850,000
Montclair	Planned	Benson Ave	I-10 Freeway	Holt Blvd	II	2.10	\$105,400
Montclair	Planned	Mission Blvd	Silicon Ave	Ada Ave	II	1.36	\$68,000
Montclair	Planned	Orchard St	Mills Ave	Benson Ave	II	1.95	\$98,000
Montclair	Planned	Phillips Blvd	0.13mi west of Central Ave	Central Ave	II	0.12	\$6,000
Montclair	Planned	Richton St	Monte Vista Ave	Metrolink Station	II	0.18	\$9,000
Montclair	Planned	San Bernardino Ave	Mills Ave	Benson Ave	II	1.77	\$89,000
City	Status	Path	From	To	Class	Length (Miles)	Cost Estimates
Needles	Planned	3rd St	J St	C St	II	0.48	\$24,000
Needles	Planned	A St	Acoma St	W Broadway Ave	II	0.01	\$500
Needles	Planned	Acoma St	C St	A St	II	0.13	\$6,500
Needles	Planned	C St	3rd St	Acoma St	II	0.03	\$1,500
Needles	Planned	E Broadway Ave	Cibola St	Smith Rd	II	0.22	\$11,000
Needles	Planned	E Broadway Ave	Smith Rd	Ice Plant Rd	II	0.42	\$21,000
Needles	Planned	Ice Plant Rd	E Broadway Ave	Needles Towne Center	II	0.10	\$5,000
Needles	Planned	Park Dr	Smith Rd	S Santa Fe Rd	II	0.10	\$5,000
Needles	Planned	S Santa Fe Rd	Park Dr	Jack Smith Trail	II	0.25	\$12,500
Needles	Planned	Smith Rd	E Broadway Ave	Park Dr	II	0.19	\$9,500
Needles	Planned	Trellis - Downtown Walk & Bike Trail	Golf Course Trail	W Broadway Ave	I	0.65	\$650,000
Needles	Planned	W Broadway Ave	Trellis - Downtown Walk & Bike Trail	Cibola St	I	0.69	\$34,500
City	Status	Path	From	To	Class	Length (Miles)	Cost Estimates
Ontario	Existing	Deer Creek Loop	Creekside Dr	Creekside Dr	II	1.22	\$61,000
Ontario	Existing	Haven Ave	Creekside Dr	Riverside Dr	I	0.24	\$240,000
Ontario	Existing	Lytle Creek Loop	Creekside Dr	Creekside Dr	II	1.17	\$58,500
Ontario	Existing	Riverside Dr	Turner Ave	Ediston Right of Way	I	1.31	\$1,310,000
Ontario	Existing	W Cuc Crk Channel	Mission Blvd	Locust St	I	0.73	\$36,850
Ontario	Planned	6th St	Benson Ave	Cuc Crk Channel	II	4.44	\$222,400
Ontario	Planned	Archibald Ave	Riverside Dr	Merrill Ave	I	2.78	\$2,780,000
Ontario	Planned	Benson Ave	.18m N Howard St	.06m N Howard St	II	0.12	\$6,000
Ontario	Planned	Benson Ave	I-10 Freeway	G St	III	1.15	\$17,250
Ontario	Planned	Benson Ave	G St	s/o Brooks St	III	0.49	\$7,400
Ontario	Planned	Campus Ave	Riverside Dr	Merrill Ave	II	2.49	\$124,500
Ontario	Planned	Carpenter St	N Remington Ave	S Remington Ave	II	0.04	\$2,000
Ontario	Planned	Chino Ave	Hellman Ave	SCE ROW	I	2.31	\$2,310,000
Ontario	Planned	Cuc Crk Channel	Mission Blvd	S City Limit	I	4.92	\$4,920,000
Ontario	Planned	Cuc Crk Channel	4th St	Inland Empire Blvd	I	0.47	\$470,000
Ontario	Planned	Edison Ave	Euclid Ave	Milliken Ave	I	5.29	\$5,290,000
Ontario	Planned	Eucalyptus Ave	Walker Ave	Milliken Ave	II	3.54	\$177,000
Ontario	Planned	Euclid Ave	I-10 Freeway	Merrill Ave	III	11.75	\$176,250
Ontario	Planned	G Street	Benson Ave	Vineyard Ave	II	4.07	\$203,500
Ontario	Planned	Great Park	Walker Ave	Mill Creek	I	3.03	\$3,030,000
Ontario	Planned	Grove Ave	Riverside Dr	Merrill Ave	I	2.50	\$2,500,000
Ontario	Planned	Grove Ave	Eighth St	Mission Blvd	III	3.16	\$47,400
Ontario	Planned	Haven Ave	Riverside Dr	Merrill Ave	I	2.50	\$2,500,000
Ontario	Planned	Haven Ave	Fourth St	Creekside Dr	III	6.70	\$100,500

City	Status	Path	From	To	Class	Length (Miles)	Cost Estimate
Ontario	Planned	Inland Empire Blvd & Ontario Mills Parkway	Haven Ave	Etiwanda Ave	III	4.93	\$73,950
Ontario	Planned	Inland Empire Blvd	Vineyard Ave	Haven Ave	II	2.63	\$131,500
Ontario	Planned	Lower Deer Crk Channel	Riverside Dr	Archibald Ave	I	0.81	\$810,000
Ontario	Planned	Merrill Ave	Euclid Ave	Sumner Ave	II	4.30	\$215,000
Ontario	Planned	Mill Creek Ave	Chino Ave	Edison Ave	I	1.00	\$1,000,000
Ontario	Planned	Milliken Ave	Mission Blvd	Bellevue Ave	I	2.09	\$2,100,000
Ontario	Planned	Mission Blvd	Benson Ave	Milliken Ave	III	14.65	\$219,750
Ontario	Planned	Philadelphia St	W Cuc Crk Channel	Cuc Crk Channel	I	1.22	\$1,220,000
Ontario	Planned	Remington Ave	Carpenter St	Cuc Crk Channel	II	0.35	\$17,500
Ontario	Planned	Riverside Dr	West City Limit	Turner Ave	II	4.01	\$200,500
Ontario	Planned	Riverside Dr	Edison Right of Way	Milliken Ave	I	0.24	\$240,000
Ontario	Planned	San Antonio Ave	G Street	Mission Blvd	III	1.05	\$15,750
Ontario	Planned	SCE ROW	Cuc Crk Channel	Euclid Ave	I	3.20	\$3,200,000
Ontario	Planned	SCE ROW	Grove Ave	Cuc Crk Channel	I	1.65	\$1,650,000
Ontario	Planned	SCE ROW	Riverside Dr	Chino Ave	I	0.49	\$490,000
Ontario	Planned	Schaefer Ave	Walker Ave	Cuc Crk Channel	II	1.15	\$57,500
Ontario	Planned	Schaefer Ave	Cuc Crk Channel	Haven Ave	I	1.35	\$1,350,000
Ontario	Planned	Schaefer Ave	Euclid Ave	Walker Ave	II	1.78	\$89,000
Ontario	Planned	Vineyard Ave	Riverside Dr	Merrill Ave	I	2.50	\$2,500,000
Ontario	Planned	Vineyard Ave	Inland Empire Blvd	G Street	III	0.25	\$3,750
Ontario	Planned	W Cuc Crk Channel	Mission Blvd	Philadelphia St	I	0.74	\$740,000
Ontario	Planned	Walker Ave	Riverside Dr	Merrill Ave	I	1.74	\$1,740,000
Ontario	Planned	Walnut St	Fern Ave	Euclid Ave	II	0.20	\$10,000
Rancho Cucamonga	Existing	19th St	W City Limit	San Benito Ave	III	3.50	\$52,350
Rancho Cucamonga	Existing	4th St (North side only)	Buffalo Ave	I-15 off ramps	III	0.22	\$3,150
Rancho Cucamonga	Existing	4th St (North side only)	I-15 off ramps	Etiwanda Ave	II	1.09	\$54,000
Rancho Cucamonga	Existing	Alberta Pl	Loyola Ct	Menlo St	I	0.04	\$30,000
Rancho Cucamonga	Existing	Arbor Ln	Vinter Dr	Cultural Center Dr	II	0.37	\$18,500
Rancho Cucamonga	Existing	Archibald Ave	N City Limit	Hillside Rd	III	0.75	\$11,100
Rancho Cucamonga	Existing	Archibald Ave	Lemon Ave	Base Line Rd	II	1.25	\$62,500
Rancho Cucamonga	Existing	Archibald Ave	Base Line Rd	4th St	III	3.03	\$45,450
Rancho Cucamonga	Existing	Archibald Ave	Hillside Rd	Banyan Ave	II	0.75	\$37,000
Rancho Cucamonga	Existing	Archibald Ave	Banyan Ave	Lemon Ave	III	0.25	\$3,600
Rancho Cucamonga	Existing	Arrow Route	Grove Ave	Hellman Ave	III	1.51	\$22,500
Rancho Cucamonga	Existing	Arrow Route	Hellman Ave	Etiwanda Ave	II	4.50	\$225,000
Rancho Cucamonga	Existing	Banyan St	Haven Ave	Fredericksburg Ave	II	0.70	\$35,000
Rancho Cucamonga	Existing	Banyan St	Bluegrass Ave	East Ave	III	1.00	\$49,500
Rancho Cucamonga	Existing	Banyan St	Fredericksburg Ave	Milliken Ave	III	0.30	\$4,500
Rancho Cucamonga	Existing	Banyan St	Milliken Ave	Bluegrass Ave	II	1.52	\$75,500
Rancho Cucamonga	Existing	Banyan St	East Ave	Young's Cnyn Rd	III	0.97	\$14,400
Rancho Cucamonga	Existing	Base Line Rd	W City Limit	Rochester Ave	II	6.21	\$310,000
Rancho Cucamonga	Existing	Base Line Rd	Rochester Ave	Day Creek Blvd	III	0.97	\$14,400
Rancho Cucamonga	Existing	Base Line Rd	Day Creek Blvd	I-15	II	2.64	\$131,500
Rancho Cucamonga	Existing	Carnelian St	Almond St	19th St	III	2.03	\$30,300
Rancho Cucamonga	Existing	Charleston St	Melno St	Fairmont Way	I	0.24	\$230,000
Rancho Cucamonga	Existing	Church St	Archibald Ave	Center St	III	0.75	\$11,100
Rancho Cucamonga	Existing	Church St	Rochester Ave	Victoria Gardens Ln	II	1.01	\$50,000
Rancho Cucamonga	Existing	Church St	Center St	Haven Ave	II	0.27	\$13,000
Rancho Cucamonga	Existing	Church St	Haven Ave	Rochester Ave	III	1.98	\$29,550
Rancho Cucamonga	Existing	Coyote Dr	Day Creek Blvd	Duncaster Pl	II	0.19	\$9,000
Rancho Cucamonga	Existing	Cucamonga Creek Channel	Foothill Blvd	4th St	I	2.21	\$2,210,000
Rancho Cucamonga	Existing	Cucamonga Creek Channel	Base Line Rd	Foothill Blvd	I	1.15	\$1,140,000
Rancho Cucamonga	Existing	Cucamonga Creek Channel	Demens Channel	19th St	I	0.38	\$380,000
Rancho Cucamonga	Existing	Day Creek Blvd	2000' s/o Foothill Blvd	Rochester Ave	III	0.35	\$5,250
Rancho Cucamonga	Existing	Day Creek Blvd	Coyote Dr	2000' s/o Foothill Blvd	II	5.68	\$284,000
Rancho Cucamonga	Existing	Day Creek Blvd	Etiwanda Ave	Coyote Dr	II	0.94	\$47,100
Rancho Cucamonga	Existing	Deer Creek Channel	Highland Ave	4th St	I	4.29	\$4,290,000
Rancho Cucamonga	Existing	Demens Channel	Cucamonga Creek Channel	N of Hillside Rd	I	2.01	\$2,010,000
Rancho Cucamonga	Existing	East Ave	Wilson Ave	Banyan St	III	0.49	\$7,350
Rancho Cucamonga	Existing	East Ave	Banyan Ave	SR-210	III	0.47	\$23,000
Rancho Cucamonga	Existing	East Ave	SR-210	Victoria St	III	0.56	\$8,400
Rancho Cucamonga	Existing	East Ave	Victoria St	I-15	II	0.47	\$23,000
Rancho Cucamonga	Existing	East Ave	I-15	Foothill Blvd	III	1.00	\$15,000
Rancho Cucamonga	Existing	Elm Ave Bike Path	Town Center Dr	Rochester Ave	I	1.78	\$1,770,000
Rancho Cucamonga	Existing	Etiwanda Ave	Wilson Ave	Base Line Rd	III	2.02	\$30,300
Rancho Cucamonga	Existing	Etiwanda Ave	Base Line Rd	250' s/o Church St	II	0.54	\$26,500
Rancho Cucamonga	Existing	Etiwanda Ave	250' s/o Church St	Foothill Blvd	III	0.44	\$6,600
Rancho Cucamonga	Existing	Fairmont Way	Charleston St	Victoria Park Ln	II	0.07	\$3,000
Rancho Cucamonga	Existing	Fairmont Wy	Highland Ave	Kenyon Wy	III	0.10	\$1,350
Rancho Cucamonga	Existing	Foothill Blvd	Vineyard Ave	Rochester Ave	III	7.51	\$112,500
Rancho Cucamonga	Existing	Foothill Blvd	Rochester Ave	I-15	II	1.51	\$75,000
Rancho Cucamonga	Existing	Foothill Blvd	I-15	Etiwanda Ave	III	1.00	\$15,000
Rancho Cucamonga	Existing	Foothill Blvd	Etiwanda Ave	East Ave	II	1.04	\$52,000
Rancho Cucamonga	Existing	Haven Ave	SR-210	4th St	II	8.05	\$402,000
Rancho Cucamonga	Existing	Haven Ave	N City Limit	SR-210	III	2.40	\$35,850
Rancho Cucamonga	Existing	Highland Ave	San Benito Ave	Fairmont Wy	I	0.35	\$340,000
Rancho Cucamonga	Existing	Highland Ave	Woodruff Pl	350' w/o Rufino Pl	III	0.32	\$4,650
Rancho Cucamonga	Existing	Highland Ave	350' w/o Rufino Pl	Day Creek Blvd	II	0.74	\$37,000
Rancho Cucamonga	Existing	Highland Ave	Day Creek Blvd	680' e/o Etiwanda Ave	III	0.91	\$13,500
Rancho Cucamonga	Existing	Highland Ave	680' e/o Etiwanda Ave	225' e/o DiCarlo Pl	II	0.34	\$16,500
Rancho Cucamonga	Existing	Highland Ave	225' e/o DiCarlo Pl	East Ave	III	0.13	\$1,950
Rancho Cucamonga	Existing	Kenyon Wy	Fairmont Wy	Woodruff Pl	III	0.34	\$5,100
Rancho Cucamonga	Existing	Loyola Ct	Deer Creek Channel	Alberta Pl	I	0.06	\$50,000
Rancho Cucamonga	Existing	Malaga Dr	Church St	Rochester Ave	II	0.33	\$16,000
Rancho Cucamonga	Existing	Miller Ave	Victoria Gardens Ln	I-15	II	0.28	\$13,500
Rancho Cucamonga	Existing	Milliken Ave	Wilson Ave	SR-210	II	1.40	\$69,500
Rancho Cucamonga	Existing	Milliken Ave	SR-210	Fairmont Wy	III	1.27	\$19,050
Rancho Cucamonga	Existing	Milliken Ave	Fairmont Wy	Base Line Rd	II	0.76	\$38,000
Rancho Cucamonga	Existing	Milliken Ave	Base Line Rd	Arrow Route	III	3.15	\$47,100
Rancho Cucamonga	Existing	Milliken Ave	Arrow Route	6th St	II	2.05	\$102,000
Rancho Cucamonga	Existing	Milliken Ave	6th St	450' s/o 5th St	III	0.68	\$10,200
Rancho Cucamonga	Existing	Milliken Ave	450' s/o 5th St	4th St	II	0.33	\$16,000
Rancho Cucamonga	Existing	Pacific Electric Trail	Grove Ave	I-15	I	7.44	\$7,440,000

Rancho Cucamonga	Existing	Rochester Ave	Victoria Park Ln	Base Line Rd	III	0.48	\$7,050
Rancho Cucamonga	Existing	Rochester Ave	Base Line Rd	Foothill Blvd	III	1.04	\$51,500
Rancho Cucamonga	Existing	Rochester Ave	Foothill Blvd	Arrow Route	III	0.51	\$7,500
Rancho Cucamonga	Existing	Terra Vista Pkwy	Church St	Spruce Ave	III	0.41	\$6,150
Rancho Cucamonga	Existing	Terra Vista Pkwy	Spruce Ave	Milliken Ave	II	0.53	\$26,500
Rancho Cucamonga	Existing	Terra Vista Pkwy	Milliken Ave	Church St	III	0.74	\$10,950
Rancho Cucamonga	Existing	Victoria Gardens I	Church St	Day Creek Blvd	II	0.81	\$40,500
Rancho Cucamonga	Existing	Victoria Park Ln	Fairmont Way	Church St	II	4.90	\$245,000
Rancho Cucamonga	Existing	Wardmand Bullock Rd/Youngs Canyon Rd	Wilson Ave	Cherry Ave	II	1.12	\$56,100
Rancho Cucamonga	Existing	Wilson Ave	Carnelian St	Archibald Ave	III	1.33	\$19,950
Rancho Cucamonga	Existing	Wilson Ave	High Meadow Pl	Milliken Ave	II	0.14	\$6,500
Rancho Cucamonga	Existing	Wilson Ave	Day Creek Blvd	Etiwanda Ave	III	0.76	\$11,400
Rancho Cucamonga	Existing	Wilson Ave	Archibald Ave	Haven Ave.	II	1.00	\$50,000
Rancho Cucamonga	Existing	Wilson Ave	Haven Ave	High Meadow Pl	III	0.84	\$12,600
Rancho Cucamonga	Existing	Woodruff Pl	Highland Ave	Kenyon Wy	III	0.16	\$2,250
Rancho Cucamonga	Planned	19th St	W City Limit	San Benito Ave	II	3.59	\$179,500
Rancho Cucamonga	Planned	4th St	Cucamonga Creek Trail	I-15 off ramps	II	6.19	\$309,500
Rancho Cucamonga	Planned	6th St	Cucamonga Creek Trail	Hellman Ave	II	0.06	\$3,350
Rancho Cucamonga	Planned	6th St	Hellman Ave	Etiwanda Ave	II	4.69	\$234,500
Rancho Cucamonga	Planned	Archibald Ave	Banyan Ave	Lemon Ave	II	0.24	\$12,000
Rancho Cucamonga	Planned	Archibald Ave	Base Line Rd	4th St	II	3.03	\$151,500
Rancho Cucamonga	Planned	Arrow Route	Grove Ave	Hellman Ave	II	1.50	\$75,000
Rancho Cucamonga	Planned	Arrow Route	Etiwanda Ave	Hickory Ave	II	0.50	\$25,000
Rancho Cucamonga	Planned	Banyan St	Fredericksburg Ave.	Milliken Ave.	II	0.30	\$15,000
Rancho Cucamonga	Planned	Banyan St	Bluegrass Ave	East Ave	II	0.99	\$49,500
Rancho Cucamonga	Planned	Banyan St	East Ave	Young's Cryn Rd	II	0.96	\$48,000
Rancho Cucamonga	Planned	Banyan St	Sapphire St	Haven Ave	III	2.89	\$43,350
Rancho Cucamonga	Planned	Base Line Rd	Rochester Ave	Day Creek Blvd	II	0.96	\$48,000
Rancho Cucamonga	Planned	Carnelian St	Almond St	19th St	II	2.02	\$101,000
Rancho Cucamonga	Planned	Cherry Ave	Wilson Ave/Beech Ave	I-15	II	0.56	\$28,000
Rancho Cucamonga	Planned	Church St	Archibald Ave	Center St.	II	0.74	\$37,000
Rancho Cucamonga	Planned	Church St	Haven Ave	Rochester Ave.	II	1.97	\$98,500
Rancho Cucamonga	Planned	Church St	Hellman Ave	Archibald Ave.	III	0.50	\$7,500
Rancho Cucamonga	Planned	Cuc Crk Channel	4th St	Foothill Blvd	I	2.21	\$2,210,000
Rancho Cucamonga	Planned	Cucamonga Creek Channel	Almond St	Damens Channel	I	1.76	\$1,760,000
Rancho Cucamonga	Planned	Cultural Center Dr	Arbor Ln	Day Creek Blvd	II	0.26	\$13,000
Rancho Cucamonga	Planned	Day Creek Blvd	2000' s/o Foothill Blvd	Rochester Ave	III	0.35	\$17,500
Rancho Cucamonga	Planned	Day Creek Channel	Banyan St	Jack Benny Dr	I	2.90	\$2,900,000
Rancho Cucamonga	Planned	Deer Creek Channel	Base Line Rd	4th St	I	3.18	\$3,180,000
Rancho Cucamonga	Planned	East Ave	Wilson Ave	Banyan St	II	0.49	\$24,500
Rancho Cucamonga	Planned	East Ave	I-15	Foothill Blvd	II	0.94	\$47,000
Rancho Cucamonga	Planned	East Ave	Baseline Rd	Southmost I-15 Ramp	II	0.10	\$5,000
Rancho Cucamonga	Planned	East Ave	SR-210	Victoria St	II	0.53	\$26,500
Rancho Cucamonga	Planned	Etiwanda Ave	Wilson Ave	Base Line Rd	I	2.02	\$2,020,000
Rancho Cucamonga	Planned	Etiwanda Ave	250' s/o Church St	4th St	II	2.45	\$122,500
Rancho Cucamonga	Planned	Foothill Blvd	Grove Ave	Rochester Ave	II	9.61	\$480,500
Rancho Cucamonga	Planned	Foothill Blvd	I-15	Etiwanda Ave.	II	0.80	\$40,000
Rancho Cucamonga	Planned	Grove Ave	Foothill Blvd	8th St	II	1.01	\$50,500
Rancho Cucamonga	Planned	Haven Ave	N City Limit	SR-210	II	2.35	\$117,500
Rancho Cucamonga	Planned	Hellman Ave	Hillside Rd	6th St	III	4.83	\$72,450
Rancho Cucamonga	Planned	Hermosa Ave	Hillside Rd	Foothill Blvd	III	3.27	\$49,050
Rancho Cucamonga	Planned	Hermosa Ave	Foothill Blvd	4th St	II	2.00	\$100,000
Rancho Cucamonga	Planned	Highland Ave	Woodruff Pl	350' w/o Ruffino Pl	II	0.44	\$22,000
Rancho Cucamonga	Planned	Highland Ave	Day Creek Blvd	680' e/o Etiwanda Ave	II	0.77	\$38,500
Rancho Cucamonga	Planned	Highland Ave	225' e/o DiCarlo Pl	East Ave	II	0.13	\$6,500
Rancho Cucamonga	Planned	Highland Ave	Beryl St	Hermosa Ave	III	1.33	\$19,950
Rancho Cucamonga	Planned	Highland Ave	Etiwanda Ave	680' e/o Etiwanda Ave	II	0.13	\$6,500
Rancho Cucamonga	Planned	Hillside Rd	Sapphire St	Hermosa Ave	III	2.39	\$35,850
Rancho Cucamonga	Planned	Milliken Ave	SR-210	Fairmont Wy	II	1.72	\$61,000
Rancho Cucamonga	Planned	Milliken Ave	Baseline Rd	Arrow Route	II	3.12	\$156,000
Rancho Cucamonga	Planned	Milliken Ave	6th St	450' s/o 5th St	II	0.66	\$33,000
Rancho Cucamonga	Planned	Pacific Electric Connector	Pacific Electric Trail	Day Creek Channel Trail	I	0.25	\$250,000
Rancho Cucamonga	Planned	Pacific Electric Trailhead	Etiwanda Ave	1,000 ft. east	I	0.23	\$230,000
Rancho Cucamonga	Planned	Rochester Ave	Highland Ave	Baseline Rd	II	1.00	\$50,000
Rancho Cucamonga	Planned	Rochester Ave	Foothill Blvd	6th St	II	1.30	\$65,000
Rancho Cucamonga	Planned	Sapphire St	Hillside Rd	19th St	II	1.53	\$76,500
Rancho Cucamonga	Planned	Terra Vista Pkwy	Church St	Spruce Ave	II	0.41	\$20,500
Rancho Cucamonga	Planned	Terra Vista Pkwy	Milliken Ave	Church St	II	0.72	\$36,000
Rancho Cucamonga	Planned	Wilson Ave	Carnelian St	Archibald Ave	II	1.33	\$66,500
Rancho Cucamonga	Planned	Wilson Ave	Haven Ave	High Meadow Pl.	II	0.84	\$42,000
Rancho Cucamonga	Planned	Wilson Ave	Day Creek Blvd	Cherry Ave	I	2.87	\$2,870,000
Rancho Cucamonga	Planned	Wilson Ave	Milliken Ave	Day Creek Blvd	II	1.25	\$62,500
City	Status	Path	From	To	Class	Length (Miles)	Cost Estimates
Redlands	Existing	Orange Blossom Trail	Nevada St	Iowa St	I	0.24	\$240,000
Redlands	Existing	Orange Blossom Trail	Alabama St	0.12m e/o Alabama St	I	0.11	\$110,000
Redlands	Existing	Orange Blossom Trail	Tennessee St	Center St	I	0.54	\$540,000
Redlands	Planned	5th Ave	Ford St	Wabash Ave	III	1.01	\$15,150
Redlands	Planned	6th St	Stuart Ave	Orange Blossom Trail	II	0.04	\$2,000
Redlands	Planned	Alabama St	N City Limit	Santa Ana River Trail	II	0.69	\$34,500
Redlands	Planned	Alabama St	Santa Ana River Trail	.28m N Palmetto Ave	II	0.24	\$12,000
Redlands	Planned	Alabama St	Lugonia Ave	Barton Rd	II	1.58	\$79,000
Redlands	Planned	Alessandro Rd	Crescent Ave	San Timoteo Canyon Rd	III	1.61	\$24,150
Redlands	Planned	Alta Vista Dr	Outer Highway 10	Sunset Dr	III	0.84	\$12,600
Redlands	Planned	Barton Rd	San Timoteo Cnyn Rd	Brookside Ave	II	0.99	\$49,500
Redlands	Planned	Brockton Ave/Nice Ave	New York St	Opal Ave	II	3.50	\$175,000
Redlands	Planned	Brookside Ave	Terracina Blvd	Eureka St	II	1.76	\$88,000
Redlands	Planned	Cajon St	Citrus Ave	South Ave	III	1.75	\$26,250
Redlands	Planned	California St	Mill St	Barton Rd	II	2.72	\$136,000
Redlands	Planned	Center St	State St	Crescent Ave	II	1.79	\$89,500
Redlands	Planned	Church St	Santa Ana River Trail	Redlands Blvd	III	2.14	\$32,100
Redlands	Planned	Citrus Ave	Eureka St	Wabash Ave	II	2.66	\$133,000
Redlands	Planned	Colton Ave	Dearborn St	Orange Blossom Trail/Wabash Ave	II	0.49	\$24,500
Redlands	Planned	Colton Ave	California St	Dearborn St	II	4.50	\$225,000
Redlands	Planned	Crescent Ave	San Jacinto St	Elizabeth St	III	0.40	\$6,000

Redlands	Planned	Cypress Ave	Terrancia Blvd	Citrus Ave	II	2.75	\$137,500
Redlands	Planned	Dearborn St	Pioneer Ave	5th Ave	II	1.00	\$50,000
Redlands	Planned	East Valley Corridor Multi-Purpose Trail	San Bernardino Ave	California St	I	1.23	\$1,230,000
Redlands	Planned	Elizabeth St	Cressent Ave	Mariposa Dr	III	1.46	\$21,900
Redlands	Planned	Eureka St	State St	Brookside Ave	II	0.06	\$3,000
Redlands	Planned	Fern Ave	San Mateo Rd	Redlands Blvd	II	2.43	\$121,500
Redlands	Planned	Ford St	Santa Ana River Trail	Highland Ave	II	2.37	\$118,500
Redlands	Planned	Ford St	Highland Ave	Elizabeth St	III	1.72	\$25,800
Redlands	Planned	Garden St	Cajone St	Elizabeth St	III	0.75	\$11,250
Redlands	Planned	Garnet Ave	N City Limit	S City Limit	II	0.26	\$13,500
Redlands	Planned	Greenspot Rd	Highland City Limit	Florida Ave	II	0.42	\$21,300
Redlands	Planned	Grove	Brockton Ave	Citrus Ave	II	0.74	\$37,000
Redlands	Planned	Henrietta St	South Ave	Elizabeth St	III	0.21	\$3,150
Redlands	Planned	Highland Ave	Ford St	Dearborn St	III	0.53	\$7,950
Redlands	Planned	Highland Ave	Serpentine Dr	Ford St	III	2.36	\$35,400
Redlands	Planned	Hilton Ave/Sunset Dr	Garden St	Alta Vista Dr	III	2.97	\$44,550
Redlands	Planned	Lincoln St	Lugonia Ave	Highland Ave	II	1.24	\$62,000
Redlands	Planned	Live Oak Rd	San Timoteo Canyon Rd	W City Limits	II	3.71	\$185,500
Redlands	Planned	Lugonia Ave	California St	Wabash Ave	II	5.00	\$250,000
Redlands	Planned	Mariposa Dr	Sunset Dr	Wabash Ave	III	1.73	\$25,950
Redlands	Planned	Mountain View Ave	Orange Blossom Trail	I-10 Ramp	II	0.27	\$13,500
Redlands	Planned	Nevada St	Santa Ana River Trail	Palmetto Ave	I	0.46	\$460,000
Redlands	Planned	Nevada St	Lugonia Ave	Barton Rd	II	1.51	\$75,500
Redlands	Planned	New York St	Lugonia Ave	Stuart Ave	II	0.72	\$36,000
Redlands	Planned	New York St	Orange Blossom Trail	S End of New York St	II	0.23	\$11,500
Redlands	Planned	Olive Ave	Terracina Blvd	Citrus Ave	II	2.05	\$102,500
Redlands	Planned	Opal Ave	Santa Ana River Trail	San Bernardino Ave	III	1.04	\$15,600
Redlands	Planned	Orange Grove Trail	Bryn Mawr Ave	San Bernardino Ave	II	0.66	\$33,000
Redlands	Planned	Orange Blossom Connector	Stuart Ave	Redlands Blvd	I	0.04	\$40,000
Redlands	Planned	Orange Blossom Trail	Mountain View Ave	Nevada St	I	2.83	\$2,830,000
Redlands	Planned	Orange Blossom Trail	Iowa St	Alabama St	I	0.25	\$250,000
Redlands	Planned	Orange Blossom Trail	0.12m e/o Alabama St	Tennessee St	I	0.39	\$390,000
Redlands	Planned	Orange Blossom Trail	New York St	Naples Ave	I	3.74	\$3,740,000
Redlands	Planned	Orange St	N City Limit	Colton Ave	II	2.49	\$124,500
Redlands	Planned	Orange St	Colton Ave	Citrus Ave	III	0.50	\$7,500
Redlands	Planned	Palmetto Ave	California St	Nevada St	I	0.50	\$500,000
Redlands	Planned	Palo Alto Dr	Wasbath Ave	Sunset Dr	III	0.47	\$7,050
Redlands	Planned	Park Ave	Orange Blossom Trail	Kansas St	II	1.16	\$58,000
Redlands	Planned	Pennsylvania Ave	Karon St	Ford St	II	2.18	\$109,000
Redlands	Planned	Pioneer Ave	Buckeye St	Wabash Ave	II	3.75	\$187,500
Redlands	Planned	Redlands Blvd	Fern Ave	Ford St	III	1.37	\$20,550
Redlands	Planned	Redlands Blvd	Colton Ave	Fern Ave	II	2.19	\$109,500
Redlands	Planned	Reservoir Rd	Ford St	Wabash Ave	III	1.11	\$16,650
Redlands	Planned	San Bernardino Ave	Orange Blossom Trail	California St	II	1.00	\$50,000
Redlands	Planned	San Bernardino Ave	E Doughnut Hole	Wabash Ave	II	3.66	\$183,000
Redlands	Planned	San Jacinto St	Highland Ave	Crescent Ave	III	0.16	\$2,400
Redlands	Planned	San Mateo St	Brookside Ave	Highland Ave	III	1.25	\$18,750
Redlands	Planned	San Mateo St	Tennessee St	Brookside Ave	II	0.21	\$10,500
Redlands	Planned	San Timoteo Canyon Rd	Barton Rd	Live Oak Rd	III	4.17	\$62,550
Redlands	Planned	San Timoteo Creek Trail	Beaumont Ave	S City Limit	I	3.87	\$3,870,000
Redlands	Planned	Santa Ana River Trail	Mountain View	Greenspot Rd	I	11.36	\$11,360,000
Redlands	Planned	Serpentine Dr/Sunset Dr	Highland Ave	Alessandro Rd	III	1.28	\$19,200
Redlands	Planned	South Ave	Cajon St	Henrietta St	III	0.22	\$3,300
Redlands	Planned	State St	Alabama St	Eureka St	II	1.37	\$68,500
Redlands	Planned	Stuart Ave	New York St	6th St	II	0.84	\$42,000
Redlands	Planned	Sunset Dr S	Alessandro Rd	Alta Vista Dr	III	3.41	\$51,150
Redlands	Planned	Tennessee St	San Bernardino Ave	San Mateo St	II	1.84	\$92,000
Redlands	Planned	Terracina Blvd	Barton Rd	Smiley Heights Dr	II	1.26	\$63,000
Redlands	Planned	Texas St	Santa Ana River Trail	State St	II	2.21	\$110,500
Redlands	Planned	University St	San Bernardino Ave	Cypress Ave	II	1.68	\$84,000
Redlands	Planned	Wabash Ave	Reservoir Rd	Palo Alto Dr	III	0.43	\$6,450
Redlands	Planned	Wabash Ave	Sesums Dr	Reservoir Rd	II	3.65	\$182,500
Redlands	Planned	Zanja Creek Trail	Orange Blossom Trail	Grove St	I	0.69	\$689,999
Redlands	Planned	Zanja/Orange Connect	Zanja Creek Trail	Orange Blossom Trail	II	0.10	\$5,000
City	Status	Path	From	To	Class	Length (Miles)	Cost Estimates
Rialto	Existing	Alder Ave	SR-210	Casa Grande Dr	II	2.06	\$102,500
Rialto	Existing	Ayala Dr	Riverside Ave	SR-210	II	1.06	\$52,500
Rialto	Existing	Cactus Ave	Baseline Ave	Bonhart Ave	II	1.50	\$75,000
Rialto	Existing	Cactus Ave	Baseline Rd	Rialto Ave	I	1.50	\$1,500,000
Rialto	Existing	Casa Grande Dr	Ponderosa Ave	Locust Ave	II	1.06	\$52,500
Rialto	Existing	Cedar Ave	Baseline Rd	Randall Ave	II	2.51	\$125,000
Rialto	Existing	Country Club Dr	Riverside Ave	Bohnert Ave	II	0.19	\$9,500
Rialto	Existing	Live Oak Ave	Riverside Ave	Terra Vista Dr	II	0.64	\$32,000
Rialto	Existing	Locust Ave	Riverside Ave	Buena Vista Dr	II	0.08	\$3,500
Rialto	Existing	Palmetto Ave	Terra Vista Dr	Casa Grande Dr	II	0.59	\$29,500
Rialto	Existing	Terra Vista Dr	Dove Tree Ave	Alder Ave	II	0.77	\$38,000
Rialto	Planned	Agua Mansa Rd	.07m N El Rivino Dr	Riverside Ave	II	0.33	\$16,500
Rialto	Planned	Ayala Dr	I 210	Baseline Rd	II	1.09	\$54,500
Rialto	Planned	Baseline Rd	Maple Ave	E City Limit	II	3.25	\$162,500
Rialto	Planned	Bloomington Ave	Larch St	Riverside Ave	II	1.76	\$88,000
Rialto	Planned	Bohnert Ave	Cedar Ave	Ayala Dr	II	0.25	\$12,500
Rialto	Planned	Cactus Ave	Rialto Ave	Manila St	II	3.16	\$158,000
Rialto	Planned	Casa Grande Dr	Mango Ave	Ponderosa Ave	II	0.19	\$9,500
Rialto	Planned	Casmalia St	Mango Ave	Cedar Ave	II	2.03	\$101,500
Rialto	Planned	Casmalia St	Cedar Ave	Cactus Ave	II	0.75	\$37,500
Rialto	Planned	Cedar Ave	Sequola Ave	S of Miramont St	II	0.31	\$15,500
Rialto	Planned	Cedar Ave	.06m s/o Bohnert Ave	Casmalia Ave	II	0.31	\$15,500
Rialto	Planned	Etiwanda Ave	W City Limit	E City Limit	III	3.00	\$45,000
Rialto	Planned	Jurupa Ave	.09m W Willow Ave	Riverside Ave	II	0.37	\$18,500
Rialto	Planned	Locust Ave	Casmalia Ave	Baseline Rd	II	1.12	\$56,000
Rialto	Planned	Locust Ave	Riverside Ave	Casmalia St	II	1.63	\$81,500
Rialto	Planned	Maple Ave	Bonnie View Dr	Randall Ave	II	0.72	\$36,000
Rialto	Planned	Merrill Ave	Maple Ave	Eucalyptus Ave	II	2.75	\$137,500
Rialto	Planned	Pacific Electric Trail	Maple Ave	Pepper Ave	I	3.00	\$3,000,000

City	Status	Path	From	To	Class	Length (Miles)	Cost Estimates
Rialto	Planned	Palm Ave	Rialto Ave	MetroLink Station	II	0.12	\$6,000
Rialto	Planned	Pepper Ave	Spruce St	Pacific Electric Trail	II	0.53	\$25,800
Rialto	Planned	Pepper Ave	Baseline Rd	9th St	II	0.34	\$17,400
Rialto	Planned	Rialto Ave	Cactus Ave	Willow Ave	II	0.50	\$25,000
Rialto	Planned	Rialto Ave	Maple Ave	Cactus Ave	II	1.25	\$62,500
Rialto	Planned	Rialto Ave	Sycamore Ave	Acacia Ave	II	0.25	\$12,500
Rialto	Planned	Rialto Ave	Willow Ave	Sycamore Ave	II	0.50	\$25,000
Rialto	Planned	Rialto Ave	Acacia Ave	Eucalyptus	II	0.25	\$12,500
Rialto	Planned	Riverside Ave	I-10	Agua Mansa	II	2.08	\$104,000
Rialto	Planned	Riverside Ave	Sierra Ave	Cactus Ave	II	3.85	\$192,500
Rialto	Planned	Riverside Ave	Cactus Ave	I-10	III	6.33	\$93,600
Rialto	Planned	San Bernardino Ave	W City Limit	E City Limit	II	1.44	\$72,000
Rialto	Planned	Santa Ana Ave	Cactus Ave	Riverside Ave	II	0.75	\$37,500
Rialto	Planned	Slover Ave	Cactus Ave	Sycamore Ave	II	1.00	\$50,000
Rialto	Planned	Summit Ave	Mango Ave	Alder Ave	II	0.75	\$37,500
Rialto	Planned	Sycamore Ave	Pacific Electric Trail	Rialto Ave SE	II	0.18	\$9,000
Rialto	Planned	Terra Vista Dr	Mango Ave	Dove Tree Ave	II	0.11	\$5,500
Rialto	Planned	Valley Blvd	Spruce Ave	E. City Boundary	II	1.17	\$58,500
Rialto	Planned	Willow Ave	Rialto Ave NW	Rialto Ave SE	II	0.05	\$2,500
San Bernardino	Existing	Campus Pkwy	Kendall Dr	Northpark Blvd	II	0.72	\$36,000
San Bernardino	Existing	Chestnut Ave Bike Path	Ohio Ave	Irrington Ave	I	0.53	\$53,000
San Bernardino	Existing	Electric Ave	Northpark Blvd	Mountain View Ave/38th St	II	1.08	\$53,500
San Bernardino	Existing	Inland Center Dr Bike Path	S City Limits	Mill St	I	1.07	\$1,070,000
San Bernardino	Existing	Kendall Dr	Palm Ave	Shandin Hills Cr	II	3.90	\$194,500
San Bernardino	Existing	Mountain View Ave	Electric Ave/38th St	23rd St	II	3.06	\$153,000
San Bernardino	Existing	Northpark Blvd	Campus Pkwy	Electric Ave	II	3.00	\$149,500
San Bernardino	Existing	Parkdale St	Sierra Wy	Valencia Ave	II	0.72	\$35,500
San Bernardino	Existing	Santa Ana River Trail	W City Limit	Waterman Ave	I	0.95	\$950,000
San Bernardino	Existing	University Pkwy	Northpark Blvd	Varsity Ave	II	1.01	\$50,000
San Bernardino	Existing	Valencia Ave	40th St	30th St	II	1.34	\$67,000
San Bernardino	Planned	39th St	Mountain Ave	Del Rosa Ave	II	0.25	\$12,500
San Bernardino	Planned	3rd St	Mt Vernon Ave	K St	II	0.34	\$17,000
San Bernardino	Planned	40th St	.02m W Conejo Dr	Sonora St	II	0.17	\$8,500
San Bernardino	Planned	40th St	Kendall Dr	.03m E 3rd Ave	II	0.09	\$4,500
San Bernardino	Planned	40th St	.06m W Johnson St	Electric Ave	II	0.34	\$17,000
San Bernardino	Planned	40th St	Valencia Ave	.08m W Golden Ave	II	0.57	\$28,500
San Bernardino	Planned	5th St	H St	Tippecanoe Ave	II	2.28	\$114,000
San Bernardino	Planned	5th St	Cajon/Lytle Creek Trail	H St	II	1.83	\$91,500
San Bernardino	Planned	Arrowhead Ave	5th St	Orange Show Rd	II	1.97	\$98,500
San Bernardino	Planned	Baseline Rd	W City Limit	E City Limit	II	4.88	\$244,000
San Bernardino	Planned	Baseline Rd	Glasgow Ave	Yates St	II	0.05	\$2,500
San Bernardino	Planned	Baseline Rd	Tippecanoe Ave	.02m E Conejo Dr	II	0.18	\$9,000
San Bernardino	Planned	Cajon Blvd	N City Limit	Institution Rd/Palm Ave	II	0.21	\$10,500
San Bernardino	Planned	Cajon Blvd	California St	Mt Vernon Ave	II	1.67	\$83,500
San Bernardino	Planned	Cajon Blvd	Institution Rd/Palm Ave	June St	II	1.55	\$77,500
San Bernardino	Planned	Cajon/Lytle Creek Trail			I	9.24	\$9,240,000
San Bernardino	Planned	City Creek Trail	Mid City Connector	Palm Ave	I	19.81	\$19,810,000
San Bernardino	Planned	City Creek Trail Extension	Chestnut Ave Bike Trail	Palm Ave	I	0.27	\$270,000
San Bernardino	Planned	Del Rosa Ave	Eureka St	Marshall Blvd	II	0.18	\$9,000
San Bernardino	Planned	Del Rosa Ave	Date St	Del Rosa Dr	II	0.69	\$34,500
San Bernardino	Planned	Del Rosa Ave	39th St	Foothill Dr	II	0.25	\$12,500
San Bernardino	Planned	Del Rosa Dr	Baseline St	San Canyon Trail	II	0.08	\$4,000
San Bernardino	Planned	Devils Canyon Rd	Ben Canyon Rd	City Creek Trail	II	0.45	\$22,500
San Bernardino	Planned	E St	Mill St	Orange Show Rd	II	0.86	\$43,000
San Bernardino	Planned	E St	Orange Show Rd	Hunts Ln	II	1.33	\$66,500
San Bernardino	Planned	Fairway Dr	Auto Plas Dr	E St	II	0.39	\$19,500
San Bernardino	Planned	G St	Rialto Ave	Inland Center Dr	II	0.83	\$41,500
San Bernardino	Planned	H St	Northpark Blvd	Hill Dr/52nd St	II	0.17	\$8,500
San Bernardino	Planned	H St/G St	5th St	Rialto Ave	II	0.56	\$28,000
San Bernardino	Planned	Harriman Pl	Hospitality Ln	Tippecanoe Ave	II	0.51	\$25,500
San Bernardino	Planned	Highland Ave	State St	Rockford Ave	II	6.11	\$305,500
San Bernardino	Planned	Hospitality Ln	E St	Hunts Ln	II	0.34	\$17,000
San Bernardino	Planned	Hospitality Ln	Hunts Ln	Tippecanoe Ave	II	1.63	\$81,500
San Bernardino	Planned	Hunts Ln	Hospitality Ln	E St	II	0.08	\$4,000
San Bernardino	Planned	Institution Rd	N end fo Cajon/Lytle Creek Trail	Cajon Blvd	I	0.91	\$910,000
San Bernardino	Planned	Irrington Ave	Chestnut Ave	Palm Ave	II	0.26	\$13,000
San Bernardino	Planned	K St	3rd St	Rialto Ave	II	0.22	\$11,000
San Bernardino	Planned	Meridian Ave	Mill St	Randall Ave	II	0.50	\$25,000
San Bernardino	Planned	Mid City Connector	40th St	Santa Ana River Trail	I	7.46	\$7,460,000
San Bernardino	Planned	Mill St	Eucalyptus	Tippecanoe Ave	II	6.00	\$300,000
San Bernardino	Planned	Mountain Ave	Sonora St	39th St	II	0.18	\$9,000
San Bernardino	Planned	Mountain View Ave	23rd St	5th St	II	2.04	\$102,000
San Bernardino	Planned	Mt Vernon Ave	Highland Ave	Grant St	II	3.59	\$179,500
San Bernardino	Planned	Orange Show Rd	E St	Tippecanoe Ave	II	1.75	\$87,500
San Bernardino	Planned	Pacific St	Perris Hill Park Rd	Dwight Way	II	0.55	\$27,500
San Bernardino	Planned	Palm Ave	Little League Dr	Irrington Ave	II	0.28	\$14,000
San Bernardino	Planned	Palm Ave	Highland Ave	Atlantic Ave	II	0.25	\$12,500
San Bernardino	Planned	Palm Ave	Kendall Dr	Cajon Blvd	II	0.39	\$20,000
San Bernardino	Planned	Parkdale St	Mountain View Ave	Sierra Way	II	0.11	\$5,500
San Bernardino	Planned	Pepper Ave	Pacific Electric Trail	Rialto Ave	II	0.13	\$6,500
San Bernardino	Planned	Pepper Ave	Pepper Ave	Spruce St	II	0.50	\$25,450
San Bernardino	Planned	Perris Hill Park Rd	21st St	Gilbert St	II	0.55	\$27,500
San Bernardino	Planned	Rialto Ave	G St	E St	II	0.25	\$12,500
San Bernardino	Planned	Rialto Ave	E St	Arrowhead Ave	II	0.26	\$13,000
San Bernardino	Planned	Rialto Ave	Mt Vernon Ave	G St	II	0.87	\$43,500
San Bernardino	Planned	Rialto Ave	Eucalyptus Ave	Pepper Ave	II	0.25	\$12,500
San Bernardino	Planned	Rialto Ave	Pepper Ave	Mt Vernon Ave	II	2.25	\$112,500
San Bernardino	Planned	San Bernardino Ave	Tippecanoe Ave	Mt. View Ave	III	0.91	\$13,650
San Bernardino	Planned	San Timoteo Creek Trail	Redlands Blvd	Santa Ana River Trail	I	0.66	\$660,000
San Bernardino	Planned	Sand Canyon Trail	Piedmont Dr	Mid City Connector	I	4.28	\$4,280,000
San Bernardino	Planned	Santa Ana River Trail	Waterman Ave	Mountain View Ave	I	2.28	\$2,280,000
San Bernardino	Planned	Sterling Ave	Marshall Blvd	Lynwood Dr	II	0.18	\$9,000
San Bernardino	Planned	Sterling Ave	Citrus St	9m N Date St	II	0.10	\$5,000

San Bernardino	Planned	Sterling Ave	SR-210	Highland Ave	II	0.18	\$9,000
San Bernardino	Planned	Tippecanoe Ave	Mill St	I-10/S City Limit	II	1.89	\$94,500
San Bernardino	Planned	Tippecanoe Ave	Baseline Rd	Mill St	II	2.03	\$101,500
San Bernardino	Planned	University Ave	Varsity Ave	Cajon Blvd	II	0.71	\$35,500
San Bernardino	Planned	Valencia Ave	30th St	Highland Ave	II	0.65	\$32,500
San Bernardino	Planned	Waterman Ave	Ward St	5th St	II	0.06	\$3,000
San Bernardino	Planned	Waterman Ave	Monterey Ave	4th St	II	0.06	\$3,000
City	Status	Path	From	To	Class	Length (Miles)	Cost Estimates
SANBAG	Planned	Cajon Pass	Cajon Blvd	Oak Hill Rd	I	10.13	\$10,130,000
City	Status	Path	From	To	Class	Length (Miles)	Cost Estimates
Twentynine Palms	Existing	Adobe Rd	MCAGCC	Two Mile Rd	I	4.05	\$4,050,000
Twentynine Palms	Existing	Aztec Ave	Luckie Ave	Utah Trail	II	0.13	\$6,700
Twentynine Palms	Existing	Bagley Ave	El Paseo Rd	Two Mile Rd	II	0.54	\$27,200
Twentynine Palms	Existing	Baseline Ave	Utah Trail	1000ft w/o Utah Trail	II	0.16	\$8,000
Twentynine Palms	Existing	El Paseo Dr	Bagley Ave	Mesquite Springs Rd	II	0.80	\$40,000
Twentynine Palms	Existing	Joe Davis Dr	Luckie Ave	Utah Trail	II	0.12	\$6,000
Twentynine Palms	Existing	Luckie Ave	Two Mile Rd	Joe Davis Dr	II	0.24	\$12,000
Twentynine Palms	Existing	Mesquite Springs Rd	Two Mile Rd	Wildcat Wy	I	0.57	\$570,000
Twentynine Palms	Existing	Split Rock Ave	Buena Vista Rd	El Paseo Rd	I	0.41	\$410,000
Twentynine Palms	Existing	Two Mile Rd	Mesquite Springs Rd	Howard Wy	I	0.94	\$930,000
Twentynine Palms	Existing	Two Mile Rd	Adobe Rd	Aztec Ave	I	0.25	\$250,000
Twentynine Palms	Existing	Two Mile Rd	Aztec Ave	Desert Knoll Dr	III	0.25	\$3,750
Twentynine Palms	Existing	Two Mile Rd	Desert Knoll Dr	Utah Tr	I	0.50	\$500,000
Twentynine Palms	Existing	Utah Tr	SR-62	Joshua Tree Guard Shack	II	3.96	\$198,000
Twentynine Palms	Existing	Utah Tr	Aztec Ave	Joe Davis Dr	I	0.63	\$620,000
Twentynine Palms	Planned	Adobe Rd	SR-62	Baseline	II	1.00	\$50,000
Twentynine Palms	Planned	Amboy Rd	Utah Tr	Adobe Rd	II	1.00	\$50,000
Twentynine Palms	Planned	Baseline	Adobe Rd	1000ft w/o Utah Tr	II	0.83	\$41,500
Twentynine Palms	Planned	Cactus Dr	Adobe Rd	National Park Dr	II	0.17	\$8,500
Twentynine Palms	Planned	Hatch Rd	Manzanita Ave	Stardune Ave	II	0.87	\$43,500
Twentynine Palms	Planned	Indian Cove Rd	Two Mile Rd	S City Limit	II	2.00	\$100,000
Twentynine Palms	Planned	Larrea Ave	Two Mile Rd	SR-62	II	1.36	\$68,000
Twentynine Palms	Planned	Lupine Ave	Two Mile Rd	Sunnyslope Dr	II	0.25	\$12,500
Twentynine Palms	Planned	Mesquite Springs Rd	Amboy Rd	Two Mile Rd	I	1.01	\$1,010,000
Twentynine Palms	Planned	Mesquite Springs Rd	Wild Cat Wy	SR-62	I	0.42	\$420,000
Twentynine Palms	Planned	National Park Dr	Cactus Dr	Utah Tr	II	1.48	\$74,000
Twentynine Palms	Planned	Old Dale Rd	Split Rock Rd	Adobe Rd	II	0.33	\$16,500
Twentynine Palms	Planned	Split Rock Ave	SR-62	El Paseo Rd	II	0.19	\$9,500
Twentynine Palms	Planned	Sullivan Rd	Stardune Ave	Adobe Rd	II	1.18	\$59,000
Twentynine Palms	Planned	Two Mile Rd	Indian Cove Rd	Mesquite Springs Rd	I	4.89	\$4,890,000
Twentynine Palms	Planned	Two Mile Rd	Mesquite Springs Rd	Lupine Ave	II	1.50	\$75,000
Twentynine Palms	Planned	Utah Tr	Valle Vista Rd	Aztec Dr	II	2.63	\$119,000
Twentynine Palms	Planned	Utah Tr	Aztec Ave	Amboy Rd	II	0.25	\$12,500
Twentynine Palms	Planned	Utah Tr	Joe Davis Rd	SR-62	II	0.50	\$25,000
Twentynine Palms	Planned	Valle Vista Rd	Adobe Rd	Utah Tr	II	1.00	\$50,000
City	Status	Path	From	To	Class	Length (Miles)	Cost Estimates
Unincorporated	Existing	Aeroplane Blvd	Division Dr	Mt Doble Dr	III	1.28	\$19,200
Unincorporated	Existing	Alpine Pedal Path	SR-38	Woodland Tr	I	1.52	\$1,520,000
Unincorporated	Existing	Barranca Blvd	Country Club Blvd	Shay Rd	III	0.07	\$1,050
Unincorporated	Existing	Big Bear Blvd	Greenspot Blvd	Bramble Bush Tr	III	1.11	\$16,650
Unincorporated	Existing	Bluebill Dr	Mountain View Blvd	Elysian Blvd	III	0.23	\$3,450
Unincorporated	Existing	Country Club Blvd	Shore Dr	Barranca Blvd	III	0.07	\$1,050
Unincorporated	Existing	Elysian Blvd	Bluebill Dr	Shore Dr	III	0.13	\$1,950
Unincorporated	Existing	Greenspot Blvd	Shay Blvd	Country Club Blvd	III	0.05	\$750
Unincorporated	Existing	Mountain View Blvd	Mt Doble Dr	Bluebill Dr	III	0.57	\$8,550
Unincorporated	Existing	Mt Doble Dr	Aeroplane Blvd	Mountain View Blvd	III	0.19	\$2,850
Unincorporated	Existing	Shay Rd	Barranca Blvd	Greenspot Blvd	III	0.24	\$3,600
Unincorporated	Existing	Shore Dr	Elysian Blvd	Country Club Blvd	III	0.23	\$3,450
Unincorporated	Existing	Sunburst St	SR-62	Oleander Dr	I	3.26	\$3,260,000
Unincorporated	Existing	Trona Rd	Center St	Adams St	I	3.76	\$3,760,000
Unincorporated	Existing	Trona Rd	Marshall St	Athol St	I	0.79	\$790,000
Unincorporated	Planned	1st St	Old State 58	.46m NE Irwin Rd	II	0.33	\$16,500
Unincorporated	Planned	23rd St	Mountain Ave	San Antonio Ave	II	0.54	\$27,000
Unincorporated	Planned	24th St	San Antonio Ave	Euclid Ave	II	0.56	\$28,000
Unincorporated	Planned	3rd St	Waterman Ave	Tippecanoe Ave	II	1.09	\$55,000
Unincorporated	Planned	40th St	.03m E 3rd Ave	.06m W Johnson St	II	0.54	\$27,500
Unincorporated	Planned	40th St	.08m W Golden Ave	E .19m	II	0.18	\$9,000
Unincorporated	Planned	5th Ave	Wabash Ave	Crafton Ave	II	2.26	\$113,000
Unincorporated	Planned	5th St	Waterman Ave	Tippecanoe Ave	II	0.81	\$40,500
Unincorporated	Planned	6th St	Waterman Ave	Mid City Connector	II	0.33	\$16,500
Unincorporated	Planned	7th St	Locust Ave	Cedar Ave	II	0.75	\$38,000
Unincorporated	Planned	Agua Mansa Rd	.80m W Rancho Ave	E .73m	II	0.67	\$34,000
Unincorporated	Planned	Agua Mansa Rd	.16m S Holly	.07m N El Rivino Rd	II	0.37	\$18,500
Unincorporated	Planned	Alabama St	Lugonia Ave	.28m N Palmetto Ave	II	1.26	\$63,000
Unincorporated	Planned	Alder Ave	Jurupa Ave	San Bernardino Ave	II	1.91	\$96,000
Unincorporated	Planned	Armory Rd	J St	H St	II	0.24	\$12,500
Unincorporated	Planned	Arosa Dr	Dart Canyon Rd	North Rd	II	1.16	\$58,500
Unincorporated	Planned	Arrow Rte	Hickory Ave	Almeria Ave	II	3.13	\$157,000
Unincorporated	Planned	Aster Rd	Mojave Dr	Cactus Rd	II	0.50	\$25,000
Unincorporated	Planned	Baseline Rd	Perris Hill Rd	Tippecanoe Ave	II	0.08	\$4,000
Unincorporated	Planned	Baseline Rd	.02m E Conejo Dr	Glasgow Ave	II	0.24	\$12,000
Unincorporated	Planned	Baseline St	Yates St	Del Rosa Dr	II	0.05	\$3,000
Unincorporated	Planned	Bear Springs Rd	SR-18	SR-189	II	1.22	\$61,000
Unincorporated	Planned	Beaumont Ave	Bryn Mawr Ave	Whittier Ave	II	0.25	\$12,500
Unincorporated	Planned	Bellflower St	Mojave Dr	Cactus Rd	II	0.50	\$25,000
Unincorporated	Planned	Benson Ave	Phillips Blvd	.06m N Howard St	II	0.32	\$16,500
Unincorporated	Planned	Benson Ave	.18m N Howard St	State St	II	0.34	\$17,000
Unincorporated	Planned	Bloomington Ave	Cedar Ave	Larch Ave	II	0.30	\$20,000
Unincorporated	Planned	C St	.07m W Jackson	.07m E Tejon Ave	II	0.47	\$24,000
Unincorporated	Planned	Cactus Ave	.24m N Cricket Dr	Slover Ave	II	1.34	\$67,500
Unincorporated	Planned	Cajon Blvd	Planned path NW of I-15	Planned path SE of I-15	I	0.90	\$900,000
Unincorporated	Planned	Cajon Blvd	I-15	N of Palm Ave	II	3.26	\$163,500

Unincorporated	Planned	Cajon Blvd	Santa Fe Fire	I-15	II	7.45	\$373,000
Unincorporated	Planned	Cajon Blvd	June St	California St	II	1.74	\$87,000
Unincorporated	Planned	California St	.02m S Redlands NB Shldr Only	Orange Ave	II	0.76	\$38,000
Unincorporated	Planned	California St	Almond Ave	Palmetto Ave	II	0.75	\$37,500
Unincorporated	Planned	Cedar Ave	Bohnert Ave	.06m s/o Bohnert Ave	II	0.06	\$3,000
Unincorporated	Planned	Cedar Ave	Randall Ave	El Rivino Rd	II	3.60	\$180,000
Unincorporated	Planned	Central Ave	State St	Phillips Blvd	II	0.83	\$41,500
Unincorporated	Planned	Central Rd	Las Tunas Dr	Tussing Ranch Rd	II	1.49	\$75,000
Unincorporated	Planned	Central Rd	Ocotillo Way	Mojave St	II	0.37	\$18,500
Unincorporated	Planned	Cherokee St	.9m W Harvard Rd	Harvard Rd	II	0.89	\$44,500
Unincorporated	Planned	Cherry Ave	Valley Blvd	.13m S Foothill Bifd	II	2.38	\$119,000
Unincorporated	Planned	Chino Ave	SR-71	.13m E Pipeline Ave	II	1.09	\$55,000
Unincorporated	Planned	Colton Ave	Orange Blossom Trall/Wabash Ave	Opal Ave	II	0.25	\$12,500
Unincorporated	Planned	Country Club Blvd	Barranca Blvd	Greenspot Rd	III	0.07	\$1,130
Unincorporated	Planned	Country Club Dr	Spring Valley Pkwy	Fortuna Ln	II	1.25	\$62,500
Unincorporated	Planned	Crafton Ave	Anzlo Ave	5th Ave	II	1.93	\$96,500
Unincorporated	Planned	Crafton Ave	San Bernardino Ave	Anzlo Ave	II	0.05	\$2,500
Unincorporated	Planned	Crest Forest Dr	Crestline Rd	SR-18	II	3.34	\$167,500
Unincorporated	Planned	Daley Canyon Rd	SR-189	SR-18	II	0.53	\$27,000
Unincorporated	Planned	Del Rosa Ave	Marshall Blvd	Date St	II	0.39	\$20,000
Unincorporated	Planned	Del Rosa Ave	Del Roas Dr	Pacific St	II	0.37	\$19,000
Unincorporated	Planned	Del Rosa Ave	Foothill Dr	Eureka St	II	0.37	\$19,000
Unincorporated	Planned	Del Rosa Dr	N of Del Rosa Ave	Baseline Rd	II	0.84	\$42,500
Unincorporated	Planned	Division Dr	Robinhood Blvd	North Shore Dr	II	0.42	\$21,060
Unincorporated	Planned	Division Dr/McAlister Rd	Robinhood Blvd	Juniper Dr	II	0.65	\$32,900
Unincorporated	Planned	E St	S of 49th St	Hill Dr	II	0.17	\$9,000
Unincorporated	Planned	East End Ave	Grand Ave	Maxon Ln	II	1.20	\$60,000
Unincorporated	Planned	East End Ave	Chino Ave	Walnut Ave	II	0.93	\$46,500
Unincorporated	Planned	El Centro Rd	Columbine Rd	Oak Hill Rd	II	0.12	\$6,000
Unincorporated	Planned	El Evado Rd	La Brisa Rd	Anacapa Rd	II	1.29	\$64,500
Unincorporated	Planned	Electric Ave	N of 40th St	S of 44th St	II	0.10	\$5,000
Unincorporated	Planned	Etiwanda Ave	Napa St	I-10	II	1.51	\$76,000
Unincorporated	Planned	Euclid Ave	24th St	Mountain Ave	II	0.70	\$35,500
Unincorporated	Planned	Fern Dr	Crest Forest Dr	Lake Dr	II	0.41	\$20,500
Unincorporated	Planned	Florida Ave	Greenspot Rd	Garnet Ave	II	0.74	\$37,000
Unincorporated	Planned	Fontana Ave	Valley Blvd	Lime Ave	II	0.89	\$44,500
Unincorporated	Planned	Foothill Dr	Del Rosa Ave	Sterling Ave	II	0.50	\$25,000
Unincorporated	Planned	Fortuna Ln	Country Club Dr	Yates Rd	II	0.10	\$5,000
Unincorporated	Planned	Fox Farm Rd	.11m W McAlister	McAlister Rd	II	0.10	\$5,000
Unincorporated	Planned	Francis Ave	.11m W East End Ave	.13m E Telephone	II	1.98	\$99,500
Unincorporated	Planned	Garnet Ave	Florida Ave	Redlands City Limit	II	0.59	\$29,500
Unincorporated	Planned	Garnet Ave	Redlands City Limit	SR-38	II	0.12	\$6,000
Unincorporated	Planned	Ghost Town Rd	I-15 Underpass	Yermo Rd	II	0.14	\$7,500
Unincorporated	Planned	Grand Ave	East End Ave	Ramona Ave	II	0.96	\$48,000
Unincorporated	Planned	Grass Valley Rd	SR-189	SR-173	II	4.39	\$235,000
Unincorporated	Planned	H St	Rimrock Rd	Linda Vista Ave	II	1.00	\$50,000
Unincorporated	Planned	H St	49th St	40th St	II	0.57	\$28,500
Unincorporated	Planned	Highland Ave	Osburn Rd	Sterling Ave	II	0.24	\$12,500
Unincorporated	Planned	Holcomb Valley Rd	SR-38	N End	II	0.22	\$11,500
Unincorporated	Planned	Irwin Rd	Old State 58	Radio Rd	II	0.38	\$19,500
Unincorporated	Planned	Joshua Rd	Waalew Rd	Yucca Loma Rd	II	3.87	\$193,500
Unincorporated	Planned	Joshua Rd	Yucca Loma Rd	Bear Valley Rd	II	1.98	\$99,000
Unincorporated	Planned	Jurupa Ave	Tamarind Ave	Alder Ave	II	0.25	\$12,500
Unincorporated	Planned	Jurupa Ave	Locust Ave	.09m W Willow Ave	II	1.90	\$95,000
Unincorporated	Planned	Kuffel Canyon Rd	SR-173	SR-18	II	1.18	\$61,500
Unincorporated	Planned	Lake Dr	SR-138	Dart Canyon Rd	II	2.39	\$119,500
Unincorporated	Planned	Lake Gregory Dr	Lake Dr	SR-189	II	2.20	\$110,500
Unincorporated	Planned	Leona Rd	Poplar St	Old State 58	II	0.34	\$17,500
Unincorporated	Planned	Live Oak Dr	SR-330	SR-18	II	1.63	\$82,000
Unincorporated	Planned	Loch Leven Rd	SR-173	Cottage Grove Rd	II	0.10	\$5,500
Unincorporated	Planned	Locust Ave	Jurupa Ave	Randall Ave	II	2.38	\$119,500
Unincorporated	Planned	Locust Ave	7th St	11th St	II	0.27	\$14,000
Unincorporated	Planned	Lower Calico Acrd	Calico Rd	Cemetery Access	III	0.19	\$3,000
Unincorporated	Planned	Main St	Hinkley Rd	Delaney Rd	II	3.19	\$160,000
Unincorporated	Planned	Main St	.19m NE Sweeten Ln	.07m E Western Dr	II	1.16	\$58,000
Unincorporated	Planned	Marshall Blvd	Del Rosa Ave	Sterling Ave	II	0.50	\$25,000
Unincorporated	Planned	Mentone Blvd	Crafton Ave	Bryant St	II	4.31	\$215,500
Unincorporated	Planned	Merrill Ave	Cherry Ave	Catawba Ave	II	1.76	\$88,000
Unincorporated	Planned	Mesquite Springs Rd	Old Chisholm Trl	N of Rainier Rd	II	0.49	\$24,500
Unincorporated	Planned	Mesquite St	Escondido Ave	Topaz Ave	II	0.99	\$50,000
Unincorporated	Planned	Mill St	W limit	National Trails Hwy	II	0.29	\$15,000
Unincorporated	Planned	Mission Blvd	.07m W Central Ave	Benson Ave	II	0.56	\$28,000
Unincorporated	Planned	Mission Blvd	LA County	.06m E Pipeline Ave	II	0.36	\$18,500
Unincorporated	Planned	Mojave Dr	Aster Rd	Mesquite Rd-WB Only	II	1.51	\$37,750
Unincorporated	Planned	Monte Vista Ave	Francis Ave	Howard Ave	II	0.78	\$39,000
Unincorporated	Planned	Mountain Ave	23rd St	Euclid Ave	II	1.35	\$68,000
Unincorporated	Planned	Naples Ave	Wabash Ave	Orange Blossom Trail	II	0.31	\$15,500
Unincorporated	Planned	National Trails Hwy	A St	Goffs Rd	III	106.10	\$1,800,000
Unincorporated	Planned	National Trails Hwy	Mill St	Walton Rd	II	0.64	\$32,000
Unincorporated	Planned	Needles Hwy	N City Limits	N County Limits	II	11.91	\$596,000
Unincorporated	Planned	Nevada St	Palmeto Ave	Lugonia Ave	II	0.99	\$49,500
Unincorporated	Planned	North Bay Rd	SR-173	Golden Rule Ln	II	0.35	\$17,500
Unincorporated	Planned	North Rd	Lake Gregory Dr	SR-189	II	2.04	\$107,000
Unincorporated	Planned	Oak Hill Rd	.02m N Caliente Rd	Mesquite St	II	2.27	\$114,000
Unincorporated	Planned	Ocotillo Way	Navajo Rd	Central Rd	II	0.99	\$49,500
Unincorporated	Planned	Old State 58	.06m W First St	.08m E Fern St	II	2.03	\$102,000
Unincorporated	Planned	Old State 58	Irwin Rd	.02m W Camarillo Ave	II	0.32	\$16,500
Unincorporated	Planned	Old State 58	.13m E Dixie Rd	Irwin Rd	II	6.76	\$338,500
Unincorporated	Planned	Olive St	W Colton Hole	E Colton Hole	II	0.49	\$24,500
Unincorporated	Planned	Opal Ave	San Bernardino Ave	Colton Ave	II	1.04	\$52,500
Unincorporated	Planned	Osdick Rd	Randsburg CTF	US 395	II	0.59	\$30,000
Unincorporated	Planned	Pacific St	Dwight Way	Sterling Ave	II	0.70	\$35,500
Unincorporated	Planned	Palmetto Ave	Nevada St	Alabama St	II	0.49	\$24,844
Unincorporated	Planned	Park Blvd	Twenty-nine Palms Hwy	Hill Top Dr	II	0.49	\$25,000
Unincorporated	Planned	Pelican Lake Trail	Park Entrance Rd	Yates Rd	I	0.50	\$50,000

Unincorporated	Planned	Pepper Ave	Valley Blvd	Slover Ave	II	0.48	\$24,500
Unincorporated	Planned	Philadelphia St	W County Limit	Norton Ave	II	0.96	\$48,500
Unincorporated	Planned	Philadelphia St	E of Ramona Ave	W of Carlisle Ave	II	0.33	\$16,500
Unincorporated	Planned	Phillips Blvd	LA County	.11m E Fremont Ave	II	1.91	\$96,000
Unincorporated	Planned	Phillips Blvd	Central Ave	Benson Ave	II	0.49	\$25,000
Unincorporated	Planned	Pioneer Ave	Alabama St	Buckeye St	I	1.33	\$1,340,000
Unincorporated	Planned	Ramona Ave	.03m N Philadelphia Ave	Grand Ave	II	1.00	\$50,500
Unincorporated	Planned	Ranchero Rd	W Oak Hill Rd	E Oak Hill Rd	II	0.25	\$12,500
Unincorporated	Planned	Randall Ave	Alder Ave	Cedar Ave	II	1.24	\$62,500
Unincorporated	Planned	Reche Canyon Rd	Utility Access Rd	Pepper Tree Ln	II	0.71	\$36,000
Unincorporated	Planned	Reche Canyon Rd	Fern Ln	Reche Canyon Rd	II	0.28	\$14,500
Unincorporated	Planned	River Rd	Soto Ranch Rd	Needles Hwy	II	3.65	\$182,500
Unincorporated	Planned	Riverside Ave	N Ayala Dr	SE of Pecan Ave	II	1.34	\$67,500
Unincorporated	Planned	Riverside Dr	Co E of Riverside Way	Co E of Pipeline Ave	II	1.73	\$86,500
Unincorporated	Planned	Riverside OH	SE of Peach St	SE of Kauri Ave	II	1.24	\$62,500
Unincorporated	Planned	Rock Springs Rd	E Hesperia City Limit	Mojave Riverwalk	II	0.22	\$11,000
Unincorporated	Planned	San Antonio Ave	San Antonio Cres W & E	23rd St	II	0.28	\$14,000
Unincorporated	Planned	San Antonio Crescent W	Mountain Ave	San Antonio Cres E	II	0.20	\$10,500
Unincorporated	Planned	San Bernardino Ave	Etiwanda Ave	Fontana Ave	II	3.28	\$164,000
Unincorporated	Planned	San Bernardino Ave	Alder Ave	.07m E Larch Ave	II	1.56	\$78,000
Unincorporated	Planned	San Bernardino Ave	California St	Redlands City Limit	II	1.33	\$67,000
Unincorporated	Planned	San Bernardino Ave	Wabash Ave	.05m W Suffel St	II	0.37	\$26,500
Unincorporated	Planned	San Bernardino Ave	.05m W Suffel St	Crafton Ave	II	0.62	\$31,000
Unincorporated	Planned	San Moritz Dr	Lake Gregory Dr	Arosa Dr	II	1.60	\$80,000
Unincorporated	Planned	San Timoteo Canyon Rd	Barton Rd	Nevada St	II	0.43	\$22,000
Unincorporated	Planned	Santa Ana Ave	Mulberry Ave	Almond Ave	II	0.77	\$38,500
Unincorporated	Planned	Santa Ana Ave	Tamarind Ave	Cedar Ave	II	1.49	\$75,000
Unincorporated	Planned	Santa Ana Ave	Cedar Ave	Cactus Ave	II	0.75	\$37,500
Unincorporated	Planned	Seneca Rd	.07m W Emerald Rd	Amethyst Rd	II	0.99	\$49,500
Unincorporated	Planned	Shay Rd	SR-38	.07m E Barranca Blvd	II	0.30	\$15,000
Unincorporated	Planned	Slover Ave	Mulberry Ave	Almond Ave	II	0.77	\$38,500
Unincorporated	Planned	Slover Ave	Tamarind Ave	Cedar Ave	II	1.49	\$75,000
Unincorporated	Planned	Slover Ave	Cedar Ave	Cactus Ave	II	0.74	\$37,000
Unincorporated	Planned	Spring Valley Pkwy	Vista Point Dr	Huerta Rd	II	1.39	\$69,500
Unincorporated	Planned	SR-138	Waters Dr	Lake Dr	II	0.96	\$48,000
Unincorporated	Planned	SR-173	Loch Leven Rd	Kuffel Canyon Rd	II	0.63	\$31,500
Unincorporated	Planned	SR-18	Bear Springs Rd	Daley Canyon Rd	II	0.43	\$21,500
Unincorporated	Planned	SR-18	Crest Forest Dr	Lake Gregory Dr	II	0.15	\$7,500
Unincorporated	Planned	SR-189	North Rd	Bear Springs Rd	II	0.21	\$10,500
Unincorporated	Planned	SR-189/Blue Jay CTF circle	Blue Jay Ctf	Loch Leven Rd	II	0.90	\$45,000
Unincorporated	Planned	SR-189/Lakes Edge Rd	N of SR-18	SR-38	II	1.78	\$89,000
Unincorporated	Planned	Stanfield CTF	Highland Ave	Cajon Blvd	II	0.43	\$22,000
Unincorporated	Planned	State St	Along Unincorp Portions N	Along Unincorp Portions S	II	1.18	\$59,000
Unincorporated	Planned	Sterling Ave	Johnson Rd	Dale Evans Pkwy	I	2.19	\$2,190,000
Unincorporated	Planned	Stoddard Wells Rd	Joshua Tree Elem	2m N to Elementary School	I	2.67	\$2,670,000
Unincorporated	Planned	Sunburst St	Twentynine Palms Hwy	Mt View Tr	II	1.89	\$95,000
Unincorporated	Planned	Sunny Vista Rd	Vine St	3rd St	II	0.93	\$46,500
Unincorporated	Planned	Tippecanoe Ave	Seneca Rd	Palmdale Rd	II	0.50	\$25,000
Unincorporated	Planned	Topaz Rd	Inyo County Limit	Marshall St	II	0.87	\$43,500
Unincorporated	Planned	Trona Rd	US 395	SR-178	II	21.14	\$1,057,000
Unincorporated	Planned	Trona Rd	High School	Rest Stop	II	1.19	\$59,500
Unincorporated	Planned	Trona Rd	Community of Argus	Pennacle Rd	II	5.23	\$261,500
Unincorporated	Planned	Trona Rd	Marshall St	High School	I	0.97	\$970,000
Unincorporated	Planned	Trona Rd	Rest Sto	Community of Argus	I	1.27	\$1,290,000
Unincorporated	Planned	Trona Rd OH N	Center St	E. 16m	II	0.16	\$8,000
Unincorporated	Planned	Tussing Ranch Rd	Deep Creek Rd	Kiowa Rd	II	1.00	\$50,000
Unincorporated	Planned	Valley Blvd	Etiwanda Ave	Commerce Dr	II	0.49	\$24,500
Unincorporated	Planned	Valley Blvd	Cherry Ave	Hemlock Ave	II	0.75	\$38,000
Unincorporated	Planned	Valley Blvd	Alder Ave	Spruce Ave	II	1.74	\$87,500
Unincorporated	Planned	Valley Blvd	W Colton Hole	E Colton Hole	II	0.42	\$21,500
Unincorporated	Planned	Valley Blvd	Mulberry Ave	Almond Ave	II	0.76	\$41,500
Unincorporated	Planned	Valley Blvd	Commerce Dr	Mulberry Ave	II	0.52	\$26,000
Unincorporated	Planned	Vista Point Dr	Ridgecrest Rd	Spring Valley Pkwy	II	0.46	\$23,000
Unincorporated	Planned	Vista Rd	Lakeview Dr	Jordan Rd	II	1.32	\$66,000
Unincorporated	Planned	Waalew Rd	Meridian Ave	E Limit	II	0.46	\$23,500
Unincorporated	Planned	Waalew Rd	Joshua Rd	.03m E Tiama	II	0.44	\$22,000
Unincorporated	Planned	Walnut Ave	.1m W Roswell Ave	Roswell Ave	II	0.10	\$5,000
Unincorporated	Planned	Waterman Ave	6th St	3rd St	II	0.25	\$13,000
Unincorporated	Planned	Waters Dr	Crest Forest Dr	SR-138	II	1.60	\$80,000
Unincorporated	Planned	Yates Rd	.24m N Chinguapin Dr	.025 Fortuna Ln	II	1.35	\$67,500
City	Status	Path	From	To	Class	Length (Miles)	Cost Estimates
Upland	Existing	16th St	SR-210	E City Limit	II	4.03	\$201,500
Upland	Existing	19th St	Campus Ave	Cucamonga Creek	II	0.65	\$32,500
Upland	Existing	19th St	850' w/o Campus Ave	Campus Ave	II	0.32	\$8,000
Upland	Existing	20th St	Campus Ave	Campus Ave	III	0.42	\$6,300
Upland	Existing	8th St	Euclid Ave	Campus Ave	III	0.54	\$8,100
Upland	Existing	Arrow Highway	Monte Vista Ave	Grove Ave	III	4.00	\$60,000
Upland	Existing	Benson Ave	13th St	Foothill Blvd	II	0.25	\$12,500
Upland	Existing	Benson Ave	Birkdale Ave	13th St	III	1.68	\$25,200
Upland	Existing	Benson Ave	Foothill Blvd	I-10	III	1.35	\$20,250
Upland	Existing	Campus Ave	SR-210	Birkdale Ave	I	0.71	\$710,000
Upland	Existing	Campus Ave	18th St	18th St	II	0.60	\$30,000
Upland	Existing	Campus Ave	18th St	I-10	III	2.88	\$43,200
Upland	Existing	Campus Ave	20th St	SR-210	III	0.07	\$1,050
Upland	Existing	Campus Ave	24th St	20th St	III	1.00	\$15,000
Upland	Existing	Colonies Pkwy	Campus Ave	19th St	II	1.28	\$64,000
Upland	Existing	Cucamonga Creek	19th St	Baseline Rd	I	0.85	\$850,000
Upland	Existing	Deakin Ave	24th St	Mildura Ave	I	0.29	\$290,000
Upland	Existing	Euclid Ave	24th St	I-10	II	8.61	\$430,500
Upland	Existing	Foothill Blvd	W City Limit	Grove Ave	II	4.08	\$204,000
Upland	Existing	Hospital Pkwy	Foothill Blvd	11th St	III	0.25	\$3,750
Upland	Existing	Mildura Ave	Mountain Ave	Benson Ave	I	0.92	\$920,000
Upland	Existing	Monte Vista Ave	N City Limit	Richton St	II	1.01	\$50,500

City	Status	Path	From	To	Class	Length (Miles)	Cost Estimates
Upland	Existing	Mountain Ave	20th St	19th St	II	0.42	\$21,000
Upland	Existing	Pacific Electric Trail	W City Limit	E City Limit	I	3.56	\$3,560,000
Upland	Existing	Tanglewood Ave	Colonies Pkwy	Golf Club Dr	II	0.34	\$17,000
Upland	Planned	11th St	Campus Ave	Hospitality Pkwy	II	0.26	\$13,000
Upland	Planned	19th St	3rd St	820' e/of Francis Ave	III	0.22	\$3,446
Upland	Planned	20th St	Campus Ave	Campus Ave	II	0.42	\$21,000
Upland	Planned	24th St	Euclid Ave	Campus Ave	II	0.45	\$22,500
Upland	Planned	8th St	Euclid Ave	Campus Ave	II	0.54	\$27,000
Upland	Planned	A St	Euclid Ave	Campus Ave	II	0.56	\$28,000
Upland	Planned	Arrow Highway	Monte Vista Ave	Grove Ave	II	4.00	\$200,000
Upland	Planned	Benson Ave	Birkdale Ave	13th St	II	1.68	\$84,000
Upland	Planned	Benson Ave	Foothill Blvd	I-10	II	1.34	\$67,500
Upland	Planned	Campus Ave	18th St	I-10	II	2.87	\$143,500
Upland	Planned	Campus Ave	24th St	20th St	II	1.00	\$50,000
Upland	Planned	Campus Ave	20th St	SR-210	II	0.11	\$3,500
Upland	Planned	Cucamonga Creek Safety Enhancements	9th St	Baseline Rd	I	0.84	\$840,000
Upland	Planned	Hospital Pkwy	Foothill Blvd	11th St	II	0.24	\$12,500
Upland	Planned	Hospitality Pkwy Trail	11th St	Pacific Electric Trail	I	0.39	\$400,000
Upland	Planned	Hummingbird Ln	Tanglewood Ave	Cucamonga Creek Trail	II	0.18	\$9,000
Upland	Planned	Mountain Ave	21st St	20th St	II	0.75	\$37,500
Upland	Planned	Mountain Ave	19th St	16th St	II	0.74	\$37,000
Upland	Planned	Mountain Ave	16th St	Pacific Electric Trail	II	1.63	\$81,750
Upland	Planned	Station 4 Trail	19th/3rd St	19th St	I	0.36	\$360,000
Upland	Planned	Tanglewood Ave	Golf Club Dr/Hummingbird Ln	16th St	II	0.19	\$9,500
City	Status	Path	From	To	Class	Length (Miles)	Cost Estimates
Victorville	Existing	Mojave Riverwalk	I-15	6th St	I	0.83	\$830,000
Victorville	Planned	6th St	6th St Trailhead	D St	III	0.08	\$1,350
Victorville	Planned	7th St	D St	Palmdale Rd	II	2.45	\$123,000
Victorville	Planned	Air Expressway	Adelanto Rd	National Trails Hwy	II	4.81	\$241,000
Victorville	Planned	Amargosa Rd	Mojave Dr	Mesa St	II	6.11	\$306,000
Victorville	Planned	Amethyst Rd	Mojave Dr	Palmdale Rd	II	1.49	\$74,500
Victorville	Planned	Amethyst Rd	Palmdale Rd	La Mesa Rd	II	1.52	\$76,400
Victorville	Planned	Bear Valley Rd	Highway 395	Mojave River	II	8.28	\$414,000
Victorville	Planned	Center St	7th St	Verde St	II	0.36	\$18,300
Victorville	Planned	Coad Rd	Hesperia Rd	BNSF Rail Line	III	0.63	\$9,600
Victorville	Planned	Coad Rd	BNSF Rail Line	Ridgecrest Rd	I	0.29	\$290,000
Victorville	Planned	El Evado Rd	Palmdale Rd	Anacapa Rd	II	0.12	\$6,000
Victorville	Planned	El Evado Rd	La Brisa Rd	La Mesa Rd	II	0.08	\$4,000
Victorville	Planned	George Blvd	Air Expressway	Nevada Ave	II	0.59	\$29,500
Victorville	Planned	Green Tree Blvd	7th St	Hesperia Rd	II	1.83	\$92,000
Victorville	Planned	Hesperia Rd	D St	Bear Valley Rd	II	4.90	\$245,000
Victorville	Planned	Highway 18	6th St	E City Limit	II	0.63	\$31,500
Victorville	Planned	Highway 395	Holly Rd/Hopland St	Mesa St	II	6.51	\$326,000
Victorville	Planned	La Mesa Rd	Hwy 395	Amargosa Rd	II	3.62	\$181,400
Victorville	Planned	Mariposa Rd	Bear Valley Rd	Palmdale Rd	II	2.90	\$145,500
Victorville	Planned	Mesa St	Highway 395	Amargosa Rd	III	2.05	\$30,750
Victorville	Planned	Mojave Dr	Highway 395	7th St	II	5.66	\$84,900
Victorville	Planned	Mojave Dr	7th St	Victor St	II	0.44	\$22,400
Victorville	Planned	Mojave Riverwalk	6th St	Bear Valley Rd	I	5.45	\$5,450,000
Victorville	Planned	National Trails Hwy	Walton Rd	6th St	II	4.71	\$236,000
Victorville	Planned	Palmdale Rd	Highway 395	7th St	II	4.56	\$68,550
Victorville	Planned	Power Line Easement	California Aqueduct	Air Expressway	I	9.60	\$9,600,000
Victorville	Planned	Ridgecrest Rd	Yates Rd	Bear Valley Rd	II	2.25	\$33,900
Victorville	Planned	Seneca Rd	Hesperia Rd	BNSF Rail Line	III	1.01	\$15,300
Victorville	Planned	Spring Valley Pkwy	Bear Valley Rd	Huerta Rd	II	0.36	\$5,400
Victorville	Planned	Stoddard Wells Rd	Highway 18	Dante St	I	2.13	\$2,140,000
Victorville	Planned	Stoddard Wells Rd	Outer I-15 S	Dante St	I	2.61	\$2,610,000
Victorville	Planned	Verde St	Mojave Dr	Center St	II	0.12	\$6,300
Victorville	Planned	Victor St	7th St	Mojave Dr	II	0.43	\$21,800
Victorville	Planned	Village Dr	Air Expressway	Mojave Dr	II	3.38	\$50,850
City	Status	Path	From	To	Class	Length (Miles)	Cost Estimates
Yucaipa	Existing	5th St	Oak Glen Rd	Yucaipa Blvd	II	0.82	\$41,000
Yucaipa	Existing	Bella Vista Dr	Fremont St	Holmes St	II	0.28	\$14,000
Yucaipa	Existing	Bryant St	SR-38	Avenue E	II	3.91	\$195,500
Yucaipa	Existing	California St	Yucaipa Blvd	Avenue D	II	0.28	\$62,500
Yucaipa	Existing	Chapman Heights Rd	Sand Canyon Rd	Oak Glen Rd	II	1.86	\$93,000
Yucaipa	Existing	Fremont St	Yucaipa Blvd	Grandview Dr	II	0.05	\$2,500
Yucaipa	Existing	Fremont St	Avenue E	Bella Vista Dr	II	0.52	\$26,000
Yucaipa	Existing	Holmes St	Bella Vista Dr	Wildwood Canyon Rd	II	0.24	\$12,000
Yucaipa	Existing	Oak Glen Rd	Bryant St	2nd St	II	0.50	\$25,000
Yucaipa	Existing	Oak Glen Rd	Cherry Croft Dr	Bryant St	II	0.87	\$43,500
Yucaipa	Existing	Oak Glen Rd	2nd St	Yucaipa Blvd	I	2.06	\$2,060,000
Yucaipa	Existing	Oak Glen Rd	Yucaipa Blvd	Calimesa Blvd	II	1.70	\$85,000
Yucaipa	Existing	Sand Canyon Rd	N City Limit	Yucaipa Blvd	II	0.92	\$46,000
Yucaipa	Existing	Wildwood Canyon Rd	Holmes St	Mesa Grande Dr	II	0.80	\$40,000
Yucaipa	Existing	Yucaipa Blvd	15th St	5th St	II	4.19	\$209,500
Yucaipa	Existing	Yucaipa Blvd	Bryant St	Fremont St	II	0.49	\$24,500
Yucaipa	Planned	12th St	Yucaipa Blvd	Ave E	II	0.50	\$25,000
Yucaipa	Planned	14th St	Yucaipa Blvd	Oak Glen Rd	II	1.11	\$55,500
Yucaipa	Planned	3rd St	Yucaipa Blvd	Wildwood Canyon Rd	II	1.24	\$62,500
Yucaipa	Planned	6th St	Yucaipa Blvd	Wildwood Canyon Rd	II	1.25	\$63,000
Yucaipa	Planned	7th St	Yucaipa Blvd	Washington Dr	II	0.09	\$4,500
Yucaipa	Planned	8th St	Washington Dr	Ave E	II	0.53	\$26,500
Yucaipa	Planned	Ave E	12th St	Bryant St	II	3.10	\$155,000
Yucaipa	Planned	Avenue E	14th St	12th St	II	0.50	\$25,000
Yucaipa	Planned	Bryant St	Ave E	County Line Rd	II	1.68	\$84,000
Yucaipa	Planned	California St	Avenue D	Wildwood Canyon Rd	II	0.96	\$62,500
Yucaipa	Planned	Calimesa Blvd	Oak Glen Rd	S City Limit	II	2.26	\$113,000
Yucaipa	Planned	Campus Dr	Sand Canyon Rd	Sand Canyon Rd	II	1.10	\$55,000
Yucaipa	Planned	Colorado St	Oak Glen Rd	Wildwood Canyon Rd	II	1.63	\$82,000
Yucaipa	Planned	Fremont St	Grandview Dr	Avenue E	II	0.53	\$27,000
Yucaipa	Planned	Live Oak Rd	W City Limit	I-10	II	0.62	\$31,000
Yucaipa	Planned	Mesa Grande Dr	Wildwood Canyon Rd	County Line Rd	II	1.04	\$52,500

City	Status	Path	From	To	Class	Length (Miles)	Cost Estimate
Yucaipa	Planned	Oak Glen Rd	Cherry Croft Dr	e/o Martell Ave	II	1.37	\$69,000
Yucaipa	Planned	Oak Glen Rd	Oak Glen Rd	Scenic Crest Dr	II	0.50	\$25,500
Yucaipa	Planned	Oak Glen Rd	I-10	Calimesa Blvd	II	0.13	\$6,500
Yucaipa	Planned	Outer Highway 10	Yucaipa Blvd	Alta Vista Dr	III	0.29	\$4,350
Yucaipa	Planned	Washington Dr	8th St	7th St	II	0.24	\$12,500
Yucaipa	Planned	Wildwood Canyon Rd	Calimesa Blvd	Holmes St	II	3.23	\$162,000
Yucaipa	Planned	Wildwood Canyon Rd	Mesa Grande Dr	Oak Glen Rd	II	2.62	\$131,000
Yucaipa	Planned	Yucaipa Blvd	5th St	Bryant St	II	1.24	\$62,500
Yucaipa	Planned	Yucaipa Blvd	I-10	Outer Highway 10	II	0.04	\$2,000
Yucaipa	Planned	Yucaipa Blvd	I-10	15th St	II	1.27	\$64,000
Yucca Valley	Existing	Acoma Tr	Onaga Tr	SR-62	III	0.60	\$9,000
Yucca Valley	Existing	Avalon Ave	Paxton Rd	Barron Dr	III	0.16	\$2,400
Yucca Valley	Existing	Barron Dr	Avalon Ave	Yucca Mesa Rd	III	1.04	\$15,600
Yucca Valley	Existing	Blackrock Canyon Rd	San Marino Dr	End	III	1.08	\$16,200
Yucca Valley	Existing	Carmelita Circle	Santa Barbara Dr	Santa Barbara Dr	III	1.15	\$17,250
Yucca Valley	Existing	Joshua Ln	Onaga Tr	San Marino Dr	III	3.76	\$56,400
Yucca Valley	Existing	La Contenta Rd	SR-62	Yucca Trail	III	0.99	\$14,850
Yucca Valley	Existing	Mohawk Tr	SR-62	Sunnyslope Dr	III	0.53	\$7,950
Yucca Valley	Existing	Onaga Tr	Hopl Tr	Palomar Ave	III	3.50	\$52,500
Yucca Valley	Existing	Palomar Ave	Yucca Trail	Joshua Ln	III	1.99	\$29,850
Yucca Valley	Existing	Paxton Rd	SR-247	Avalon Ave	III	1.47	\$22,050
Yucca Valley	Existing	Pioneertown Rd	Sunnyslope Dr	N Town Limits	III	0.82	\$12,300
Yucca Valley	Existing	San Marino Dr	Joshua Ln	Black Rock Canyon Rd	III	0.06	\$900
Yucca Valley	Existing	Santa Barbara Dr	Joshua Ln	Carmelita Circle	III	0.56	\$8,400
Yucca Valley	Existing	SR-247	Sunnyslope Dr	Paxton Rd	III	0.47	\$7,050
Yucca Valley	Existing	Sunnyslope Dr	Pioneertown Rd	SR-247	III	1.97	\$29,550
Yucca Valley	Existing	Yucca Mesa Rd	SR-62	N Town Limits	III	2.14	\$32,100
Yucca Valley	Existing	Yucca Tr	La Contenta Rd	Palomar Ave	III	1.12	\$16,800
Yucca Valley	Planned	Acoma Tr	San Andreas Rd	SR-62	II	2.10	\$105,000
Yucca Valley	Planned	Avalon Ave	Yucca Tr	SR-62	II	0.89	\$44,500
Yucca Valley	Planned	Balsa Ave	Paxton Rd	Yucca Tr	II	1.08	\$54,000
Yucca Valley	Planned	Black Rock Cyn Rd	Miramar Dr	Yucca Tr	II	0.25	\$12,500
Yucca Valley	Planned	Buena Vista Dr	Yucca Mesa Rd	SR-247	II	2.77	\$138,500
Yucca Valley	Planned	Camino del Cielo Tr	Onaga Tr	Sunnyslope Dr	II	2.08	\$44,500
Yucca Valley	Planned	Emerson Ave	Onaga Tr	Joshua Ln	II	1.06	\$53,350
Yucca Valley	Planned	Joshua Ln	Onaga Tr	San Marino Dr	II	3.80	\$190,000
Yucca Valley	Planned	Kickapoo Tr	Onaga Tr	Yucca Tr	II	0.59	\$29,500
Yucca Valley	Planned	Onaga Tr	Palomar Ave	Camino del Cielo Tr	II	4.38	\$94,500
Yucca Valley	Planned	Palomar Ave	Yucca Tr	Joshua Ln	II	2.01	\$100,500
Yucca Valley	Planned	Paxton Rd	SR-247	Avalon Ave	II	4.73	\$73,000
Yucca Valley	Planned	Pioneertown Rd	Onaga Tr	Town Boundary	II	1.89	\$94,500
Yucca Valley	Planned	Sage Ave	Sunnyslope Dr	Onaga Tr	II	1.04	\$52,000
Yucca Valley	Planned	San Andreas Tr	Joshua Ln	Acoma Tr	I	3.07	\$3,070,000
Yucca Valley	Planned	San Marino Dr	Joshua Ln	Black Rock Cyn Rd	II	0.08	\$4,000
Yucca Valley	Planned	SR-247	Sunnyslope Dr	Paxton Rd	II	0.49	\$24,500
Yucca Valley	Planned	SR-247	Sunnyslope Dr	Yucca Tr	II	0.57	\$28,860
Yucca Valley	Planned	Sunnyslope Dr	Camino del Cielo Tr	SR-247	II	3.11	\$155,500
Yucca Valley	Planned	Warren Vista Ave	Yucca Tr	SR-62	II	0.42	\$21,000
Yucca Valley	Planned	Yucca Mesa Rd	Yucca Tr	Buena Vista Dr	II	2.99	\$149,500
Yucca Valley	Planned	Yucca Tr	Kickapoo Tr	Pioneertown Rd	III	0.64	\$9,600
Yucca Valley	Planned	Yucca Tr	Sage Ave	La Contenta Rd	II	3.01	\$150,500
Yucca Valley	Planned	Yucca Wash Tr	SR-62	Avalon Ave	I	3.20	\$3,200,000



- San Bernardino County Transportation Commission
- San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency
- Service Authority for Freeway Emergencies

*Minute Action*

AGENDA ITEM: 10

**Date:** October 9, 2013

**Subject:** 2013 Update to the Development Mitigation Nexus Study

**Recommendation:**\* That the Committee Recommend the Board approve the 2013 Update to the Development Mitigation Nexus Study Project Lists and Cost Estimates.

**Background:** State law requires updating of the SANBAG Congestion Management Program (CMP) every two years. The Development Mitigation Nexus Study (Appendix K of the CMP) is also updated every two years as part of the CMP update. The Nexus Study is being updated prior to the full CMP update so that jurisdictions have this information available for their transportation fee program updates according to the normal update cycles identified in the Nexus Study. The full update to the CMP will follow in the November/December timeframe. Appendix J was first adopted by the SANBAG Board and incorporated into the CMP in 2005.

The Development Mitigation Program update has been underway since June 2013. Staff discussed the update with the Transportation Technical Advisory Committee (TTAC) and distributed a formal request for information to City Managers on June 13, 2013. In the correspondence to the City Managers, jurisdictions were asked to update arterial and interchange project lists, including the addition or deletion of projects, modifications to project limits and changes to project costs. SANBAG staff updated the interchange and arterial project tables in the Development Mitigation Nexus Study. A draft 2013 update of Table 3

\*

*Approved*  
*General Policy Committee*

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

Moved: \_\_\_\_\_ Second: \_\_\_\_\_

In Favor: \_\_\_\_\_ Opposed: \_\_\_\_\_ Abstained: \_\_\_\_\_

Witnessed: \_\_\_\_\_

COG		CTC		CTA	X	SAFE		CMA	
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Check all that apply.

GPC1310a-tb

<http://portal.sanbag.ca.gov/mgmt/committee/gpc/gpc2013/gpc1310/AgendaItems/GPC1310a1-tb.pdf>

(Interchange Improvements and 2013 Costs, Including a Comparison to 2011 Nexus Study Costs) and Attachment 1 (Arterial Projects by jurisdiction) were provided to Valley and Victor Valley TTAC representatives at the September 9, 2013 TTAC meeting and subsequently at the September 30, 2013 TTAC meeting.

Minor refinements were made to Table 3 of the Development Mitigation Nexus Study which defines interchange improvements and associated cost estimates. The I-15/High Desert Corridor interchange (termed the E-W corridor interchange in the Nexus Study) has been removed as this interchange, if implemented, would be a system interchange rather than a local interchange. In addition, Table 6, Railroad Grade Separation Projects on the Nexus Study Network, was updated to incorporate current project cost information.

Development Mitigation Nexus Study Attachment 1 contains the recommended arterial project 2013 updates to the SANBAG Nexus Study. Modifications included adding or deleting projects, modifying project scope (including project limits), adjusting project costs, and updating the associated tables for each local jurisdiction.

The most important tables in the Nexus Study update are Tables 7 and 8, which document the development share of total costs that need to be met or exceeded with the development impact fee (DIF) programs that are updated by the cities and the County. The costs in Table 7 are for the cities, and the costs in Table 8 are for the County spheres of influence. The overall mitigation cost reduction is approximately four percent, compared to the 2011 Nexus Study. However, the change varies from one jurisdiction to another.

Following approval of the updated Nexus Study, a request will be sent to Valley and Victor Valley jurisdictions to update their fee programs according to the schedule in Table 9 of the Nexus Study. An option will be provided for those in the January update cycle to update their fee programs by either January 2014 or January 2015. Thus, jurisdictions in this cycle may defer any changes for one year following adoption of the 2013 Nexus Study update. The recommended updated Tables 3, 6, 7 and 8 of the Development Mitigation Nexus Study have been attached to this item.

**Financial Impact:** This item has no impact on the adopted Fiscal Year 2013/2014 SANBAG Budget.

**Reviewed By:** This item is not scheduled for review by any other policy committee. The material in this item was presented to the Transportation Technical Advisory Committee on September 9, 2013 and September 30, 2013.

**Responsible Staff:** Tim Byrne, Chief of Planning

**Table 3  
Interchange Improvements and 2013 Costs,  
Including a Comparison to 2011 Nexus Study Costs**

Interchange	2011 Nexus Study Cost (\$Millions)	Lead Agency	2013 Nexus Study Cost Update (\$Millions)	Federal Earmark/ State Buy-Down (\$Millions)	Source of Cost Estimate*	Year Estimate Prepared
SR-60 at:						
Ramona	\$30	Chino	\$30		SANBAG	2011
Central	\$30	Chino	\$15.7		SANBAG	2013
Mountain	\$15	Ontario/Chino	\$15		Ontario DIF & SANBAG	9/2012
Euclid - Phase 1 (Widen W/B exit) - Phase 2 (Widen E/B exit) - Phase 3 (Widen E/B & W/B on-ramps)	\$6	Caltrans Ontario Ontario	\$6 \$2 \$4		Ontario DIF & SANBAG	9/2012
Grove	\$51	Ontario	\$51		Ontario DIF & SANBAG	9/2012
Vineyard	\$51	Ontario	\$51		Ontario DIF & SANBAG	9/2012
Archibald	\$8	Ontario	\$8		Ontario DIF & SANBAG	9/2012
I-10 at:						
Monte Vista	\$50	Montclair	\$21.9		SANBAG	2013
Euclid	\$9	Upland	\$9		SANBAG	2011
Grove/4 <sup>th</sup>	\$128	Ontario	\$128	\$2.4 (Demo) \$1.425 (IMD)	Ontario	2011
Vineyard	\$84	Ontario	\$84		SANBAG	2011
Cherry	\$77	SANBAG	\$80.7	\$1.225 (IMD)	SANBAG	2013
Beech	\$114	Fontana	\$114		Fontana	2011
Citrus	\$59	SANBAG	\$58.5		SANBAG	2013
Alder	\$99	Fontana	\$99		Fontana	2011
Cedar	\$52	County	\$60.4		SANBAG	2013
Riverside (Ph 1 Complete) - Phase 1 (Ramps) - Phase 2 (Bridge)	\$27 \$10	SANBAG Rialto	\$27 \$10	\$2.25 (Demo) \$2.85 (IMD)	PPR Rialto	2011 2009
Pepper - Pepper/Valley - Ramps/Bridge	\$55 \$10 \$45	Colton/ County	\$8.34 \$7.7	Ramps/Bridge: \$6.192 (Demo) \$0.904 (IMD)	PAA SANBAG	2011 2013
Mt. Vernon	\$32	Colton	\$32		SANBAG	2011
Tippecanoe	\$78	SANBAG	\$78	\$33.9	PPR	2011
Mountain View	\$51	Loma Linda	\$51		SANBAG	2011
California	\$45	Loma Linda	\$45		SANBAG	2011
Alabama	\$31	County	\$41.6		County/10 Yr. Delivery Plan	2013
University	\$7	Redlands	\$5.2		SANBAG	2013
Wabash	\$40	County	\$40		County	2013
Live Oak (Complete)	\$19	SANBAG	\$19		PAA	2011
Wildwood	\$35	Yucaipa	\$35		Yucaipa	2011

**Table 3, Continued**  
**Interchange Improvements and 2013 Costs,**  
**Including a Comparison to 2011 Nexus Study Costs**

<b>Interchange</b>	<b>2011 Nexus Study Cost (\$Millions)</b>	<b>Lead Agency</b>	<b>2013 Nexus Study Cost Update (\$Millions)</b>	<b>Federal Earmark/ State Buy-Down (\$Millions)</b>	<b>Source of Cost Estimate</b>	<b>Year Estimate Prepared</b>
<b>I-15 at:</b>						
6 <sup>th</sup> /Arrow	\$70	Rancho	\$91.3		FTIP	2013
Baseline	\$40	Rancho	\$58.4	\$3.6 (Demo) \$3.754 (IMD) \$0.428 (Bridge) \$1.0 (SLPP- C)	SANBAG/ Rancho	2013
Duncan Canyon	\$41	Fontana	\$35.8	\$1.972 (SLPP-C)	Fontana	2013
Sierra - Phase 1 (Widen S/B exit) - Phase 2	\$13	Rialto	\$13 \$2.3 \$10.7		Phase 1 – CT/County Phase 2 - Rialto	2011
Ranchero	\$78	Hesperia	\$60	\$3.008 (IMD)	Hesperia	2013
Muscatel	\$71	Hesperia	\$71		Project DB	2011
Mojave	\$50	Hesperia	\$50	\$1.0 (Demo)	Hesperia	2011
Eucalyptus	\$50	Hesperia	\$61		FTIP	2013
Bear Valley	\$25	Victorville	\$25		Victorville	2009
La Mesa/Nisqualli	\$78	Victorville	\$44		Victorville	2013
<b>I-215 at:</b>						
University	\$28	SB City	\$28	\$0.735 (Demo) \$5 (STP buydown)	PSR	2011
Pepper/Linden	\$57	SB City	\$57		SB City	2009
Palm	\$11	SB City	\$11		SB City	2009
<b>SR-210 at:</b>						
Waterman	\$51	SB City	\$51		SB City	2009
Del Rosa	\$36	SB City	\$36		SB City	2009
Baseline	\$9	Highland	\$15.6		SANBAG	2013
5 <sup>th</sup>	\$8	Highland	\$8		Highland	2009

Notes: \* Cost estimates are from various sources.

PSR – Project Study Report

PPR – Project Programming Request provided by local jurisdiction or SANBAG

PAA – Project Advancement Agreement

FTIP – Federal Transportation Improvement Program

DIF – Development Impact Fee Program

Ecosys – Estimate incorporated into Ecosys project management tool from SANBAG and local input

No change means no additional information available since 2011 Nexus Study.

Table 6. Railroad Grade Separation Projects on Nexus Study Network

Description	2013 Cost Estimate (\$1000s)	Buy Down	Location	Ratio Train Growth to 2030	Ratio Trip Growth to 2030	2013 Cost Allocation To Development (\$1000s)
Olive Street in Colton on the San Bernardino Line	\$0		Colton	55%	43.6%	\$0
Valley Boulevard in Colton on the San Bernardino Line	\$0		Colton	55%	43.6%	\$0
Laurel Street in Colton (Replaces Valley)	\$58,384	(\$10,334)	Colton	55%	43.6%	\$9,418
Fogg Street in Colton (Replaces Olive)	\$24,222		Colton	55%	43.6%	\$4,748
Widen Mount Vernon Avenue grade separation in Colton on the Alhambra Line	\$9,320	(\$1,600)	Colton	55%	43.6%	\$1,513
In Fontana on Citrus Avenue At Santa Fe Railroad, Construct Undercrossing For Existing 4 Lanes	\$0		Fontana	55%	32.1%	\$0
Main Street in Grand Terrace on the San Bernardino Line	\$28,520		Grand Terrace	55%	39.9%	\$5,125
In Hesperia on Rancho Road 7th Avenue To Danbury, Realign Road, Construct Railroad Undercrossing	\$31,484	(\$4,000)	Hesperia	55%	58.9%	\$7,288
Mauna Loa/Lemon and BNSF Grade Separation (costs from feasibility study)	\$58,163		Hesperia	55%	58.9%	\$15,424
Eucalyptus Road in Hesperia on the BNSF Line	\$0		Hesperia	55%	58.9%	\$0
Beaumont Avenue in Loma Linda on the Yuma Line	\$24,147		Loma Linda	55%	38.8%	\$4,220
Monte Vista Avenue in Montclair at the UPRR Crossing	\$30,776	(\$3,780)	Montclair	55%	18.9%	\$2,300
Widen Central Avenue grade separation in Montclair on the Alhambra and Los Angeles Lines	\$0		Montclair	55%	18.9%	\$0
Archibald Avenue in Ontario on the Los Angeles Line	\$60,231		Ontario	55%	44.4%	\$12,030
North Milliken Avenue in Ontario on the Alhambra Line	\$56,727	(\$7,161)	Ontario	55%	44.4%	\$9,900
South Milliken Avenue in Ontario on the Los Angeles Line	\$83,601	(\$2,482)	Ontario	55%	44.4%	\$16,202
Vineyard Avenue in Ontario on the Alhambra Line	\$56,085	(\$2,074)	Ontario	55%	44.4%	\$10,787
Haven Avenue in Rancho Cucamonga at Metrolink Crossing	\$24,131		Rancho Cucamonga	55%	28.7%	\$3,116
Railroad crossing safety improvements at San Timoteo Road in Redlands on the Yuma Line	\$1,925		Redlands	55%	23.1%	\$200
Palm Avenue in San Bernardino on the Cajon Line	\$26,388	(\$7,130)	San Bernardino	55%	32.4%	\$2,808
Rialto Avenue in San Bernardino on the San Bernardino Line	\$25,332		San Bernardino	55%	32.4%	\$3,681
Hunts Lane in San Bernardino/Colton on the Yuma Line	\$38,338	(\$9,499)	S. Bern./Colton	55%	38.0%	\$4,927
Glen Helen Parkway in San Bernardino County on Cajon Line	\$27,027	(\$2,320)	County	55%	62.2%	\$6,915

**Table 7. Summary of Fair Share Costs for Arterial, Interchange, and Railroad  
Grade Crossing Project Costs for Cities (through year 2030)  
Costs in \$Millions**

Jurisdiction	Ratio of Trip Growth to 2030 Trips (Fair Share %)	2013					
		Total Arterial Cost	Development Share of Total Arterial Cost	Public Share of Total Arterial Cost	Development Share Of Interchange Cost	Development Share Of Railroad Grade Separation Cost	Development Share of Total Cost
Adelanto	63.5%	\$139.67	\$88.69	\$50.98	\$0.00	\$0.00	\$88.69
Apple Valley	55.0%	\$219.76	\$120.96	\$98.81	\$9.84	\$0.00	\$130.80
Chino	35.2%	\$131.43	\$46.21	\$85.23	\$20.47	\$0.00	\$66.68
Chino Hills	13.7%	\$22.60	\$3.10	\$19.50	\$0.00	\$0.00	\$3.10
Colton	43.6%	\$46.79	\$20.38	\$26.41	\$6.93	\$18.14	\$45.45
Fontana	32.1%	\$363.68	\$116.80	\$246.88	\$148.54	\$0.00	\$265.35
Grand Terrace	39.9%	\$29.22	\$11.67	\$17.55	\$0.00	\$5.13	\$16.80
Hesperia	58.9%	\$238.82	\$140.73	\$98.08	\$112.99	\$22.71	\$276.43
Highland	46.4%	\$129.77	\$60.23	\$69.54	\$13.10	\$0.00	\$73.33
Loma Linda	38.8%	\$80.37	\$31.21	\$49.16	\$29.16	\$4.22	\$64.59
Montclair	18.9%	\$10.00	\$1.89	\$8.11	\$4.66	\$2.30	\$8.86
Ontario	44.4%	\$178.91	\$79.41	\$99.50	\$131.47	\$48.92	\$259.79
Rancho Cucamonga	28.7%	\$86.10	\$24.71	\$61.40	\$62.55	\$3.12	\$90.38
Redlands	23.1%	\$68.32	\$15.79	\$52.53	\$14.03	\$0.20	\$30.02
Rialto	40.9%	\$87.22	\$35.64	\$51.59	\$16.44	\$0.00	\$52.08
San Bernardino	32.4%	\$156.44	\$50.66	\$105.78	\$61.04	\$8.96	\$120.67
Upland	48.3%	\$47.40	\$22.89	\$24.51	\$4.06	\$0.00	\$26.95
Victorville	49.0%	\$57.54	\$28.21	\$29.32	\$40.06	\$0.00	\$68.27
Yucaipa	30.9%	\$128.60	\$39.73	\$88.87	\$24.53	\$0.00	\$64.26
<b>Total</b>		<b>\$2,222.65</b>	<b>\$938.90</b>	<b>\$1,283.75</b>	<b>\$699.89</b>	<b>\$113.70</b>	<b>\$1,752.49</b>

**Table 8. Summary of Fair Share Costs for Arterial, Interchange, and Railroad Grade Crossing Project Costs for Sphere Areas (through 2030)  
Costs in \$Millions**

2013							
Jurisdiction	Ratio of Trip Growth to 2030 Trips (Fair Share %)	Total Arterial Cost	Development Share of Total Arterial Cost	Public Share of Total Arterial Cost	Development Share Of Interchange Cost	Development Share Of Railroad Grade Separation Cost	Development Share of Total Cost
Adelanto Sphere	63.0%	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Apple Valley Sphere	57.2%	\$10.95	\$6.26	\$4.69	\$10.82	\$0.00	\$17.08
Chino Sphere	36.7%	\$28.84	\$10.57	\$18.26	\$1.66	\$0.00	\$12.24
Colton Sphere	37.2%	\$6.95	\$2.59	\$4.37	\$0.12	\$0.00	\$2.71
Devore/Glen Helen	62.2%	\$17.69	\$11.00	\$6.69	\$0.00	\$6.92	\$17.92
Fontana Sphere	41.7%	\$57.31	\$23.93	\$33.39	\$40.52	\$0.00	\$64.45
Hesperia Sphere	41.5%	\$28.36	\$11.78	\$16.58	\$4.74	\$0.00	\$16.52
Loma Linda Sphere	72.3%	\$0.00	\$0.00	\$0.00	\$5.94	\$0.00	\$5.94
Montclair Sphere	36.6%	\$11.76	\$4.30	\$7.45	\$2.70	\$0.00	\$7.00
Redlands Sphere	35.5%	\$21.59	\$7.67	\$13.92	\$12.53	\$0.00	\$20.20
Redlands Donut Hole	62.0%	\$1.50	\$0.93	\$0.57	\$19.04	\$0.00	\$19.97
Rialto Sphere	37.6%	\$40.82	\$15.37	\$25.45	\$28.33	\$0.00	\$43.70
San Bernardino Sphere	23.1%	\$13.43	\$3.11	\$10.32	\$5.44	\$0.00	\$8.54
Upland Sphere	38.7%	\$7.15	\$2.77	\$4.39	\$1.28	\$0.00	\$4.05
Victorville Sphere	17.8%	\$21.31	\$3.78	\$17.53	\$0.35	\$0.00	\$4.14
Yucaipa Sphere	39.5%	\$0.88	\$0.35	\$0.53	\$0.00	\$0.00	\$0.35
<b>Total</b>		<b>\$268.54</b>	<b>\$104.40</b>	<b>\$164.14</b>	<b>\$133.47</b>	<b>\$6.92</b>	<b>\$244.79</b>



- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

*Minute Action*

AGENDA ITEM: 11

**Date:** October 9, 2013

**Subject:** Memorandum of Understanding (MOU) Authorizing Collaboration between San Bernardino Associated Governments (SANBAG) and the Southern California Association of Governments (SCAG) to Implement the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

**Recommendation:**\* That the Committee recommend the Board approve the attached MOU authorizing collaboration between SANBAG and SCAG to implement the 2012-2035 RTP/SCS.

**Background:** The SCAG Regional Council unanimously adopted the 2012-2035 RTP and the region's first SCS on April 4, 2012. The adopted RTP/SCS includes land use and transportation strategies that will support the region in meeting the established Greenhouse Gas (GHG) reduction targets of 8% per capita by 2020 and 13% per capita by 2035.

While SCAG develops the RTP/SCS, the land use and transportation changes within it are largely driven by the respective actions of local governments and County Transportation Commissions, like SANBAG, that program the majority of transportation funds flowing into the region. It is therefore critical that the Transportation Commissions be engaged in the implementation of the Plan in order for its benefits to be realized. In addition, the RTP/SCS is updated every four years, and progress toward

\*

*Approved*  
*General Policy Committee*

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

Moved: \_\_\_\_\_ Second: \_\_\_\_\_

In Favor: \_\_\_\_\_ Opposed: \_\_\_\_\_ Abstained: \_\_\_\_\_

Witnessed: \_\_\_\_\_

COG	X	CTC	X	CTA		SAFE		CMA	
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Check all that apply.

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the implementation of the RTP/SCS needs to be reflected in the 2016 RTP/SCS.

The attached Memorandum of Understanding affirms SANBAG's intent to collaborate with SCAG to implement the RTP/SCS and identifies specific activities that reflect that intent. A number of these activities have already been initiated, and progress has been reported to the SANBAG Board in prior agenda items. Several of the initiatives in the MOU could be viewed as part of SANBAG's Council of Governments (COG) function, more so than our Commission function, but have been included because they clearly play a role in the implementation of the RTP/SCS. Examples include implementation of the San Bernardino Countywide Vision and the San Bernardino County Regional Greenhouse Gas Reduction Plan by SANBAG and local jurisdictions.

SANBAG currently collaborates with SCAG on a broad range of transportation and sustainability initiatives. As part of these collaborative efforts, SANBAG was directly involved in the development of the 2012-2035 RTP/SCS and is currently involved in development of the 2016-2040 RTP/SCS. SANBAG submitted a letter to SCAG in February 2012 supporting adoption of the 2012-2035 RTP/SCS. The SANBAG Board has also demonstrated leadership and support for advancing sustainable transportation options in its countywide planning capacity.

Progress on implementation of various aspects of the RTP/SCS and related sustainability initiatives will be reported to the SANBAG Board on a periodic basis. SCAG staff will also report progress to SCAG's Energy and Environment Committee, beginning in January 2014. The Los Angeles County Metropolitan Transportation Authority (LA Metro) has had a similar sustainability resolution/MOU in place for almost one year, and progress is being reported to Metro's Ad Hoc Sustainability Committee and the SCAG Energy and Environment Committee. SCAG is in discussions with the other County Transportation Commissions as well, regarding execution of similar sustainability MOUs with SCAG.

Funding for specific studies to be conducted under the umbrella of this MOU is either already in place or has been secured through the SCAG Sustainability Grant program or through Caltrans planning grants. However, the exact timing of the availability of the SCAG grant funds remains to be worked out. Funding opportunities for additional

sustainability initiatives will be identified and reviewed with the SANBAG Board as appropriate.

***Financial Impact:*** This item has no impact on the current Fiscal Year 2013/2014 budget. All staff activity associated with this item is consistent with Task No. 0404 Subregional Planning.

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

***Responsible Staff:*** Steve Smith, Director of Planning

MEMORANDUM OF UNDERSTANDING NO. 13-\_\_

**BETWEEN THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)  
AND THE  
SAN BERNARDINO ASSOCIATED GOVERNMENTS (SANBAG)  
CONCERNING COLLABORATION BETWEEN SANBAG AND SCAG TO IMPLEMENT  
THE 2012-2035 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES  
STRATEGY (RTP/SCS)**

Whereas, the development of a regional Sustainable Communities Strategy is required by state law under California's Sustainable Communities Strategy and Climate Protection Act, commonly referred to as Senate Bill 375, and is a critical element of achieving statewide greenhouse gas (GHG) reduction goals established in the Global Warming Solutions Act of 2006 (Nunez, Chapter 488, Statutes of 2006), commonly referred to as AB 32;

Whereas, a regional Sustainable Communities Strategy is a component of the Regional Transportation Plan that specifies how the GHG reduction targets established for a region by the California Air Resources Board (CARB) will be achieved;

Whereas, on April 4, 2012, the Southern California Association of Governments Regional Council unanimously approved the region's first RTP/SCS;

Whereas, the adopted RTP/SCS includes land use and transportation strategies that will support the region in meeting the established GHG reduction targets of 8% per capita by 2020 and 13% per capita by 2035;

Whereas the Air Resources Board on June 4, 2012, accepted the SCAG Sustainable Communities Strategy as having met the GHG target;

Whereas, by virtue of having met the state established GHG target, local governments in the SCAG region may choose to access a streamlined process under the California Environmental Quality Act (CEQA) for certain types of qualifying development projects;

Whereas, the RTP/SCS provides additional co-benefits including reducing land consumption, infrastructure costs, household costs, health incidences as well as improving mobility and creating jobs;

Whereas, SCAG developed the RTP/SCS in collaboration with SANBAG, other County Transportation Commissions, and local governments from the six-county Southern California region through a bottom-up, collaborative process that engaged a wide range of stakeholder groups, elected officials, special interest groups, and the general public through a series of workshops and public meetings;

Whereas, the RTP/SCS addresses many challenges including projected growth, changing demographics, climate change adaptation, housing needs, and transportation demands;

Whereas, the RTP/SCS includes a land-use strategy and growth forecast that focuses growth in High-Quality Transit Areas and along main streets, downtowns and other appropriate infill locations; recognizes a shift in development from single-family toward multi-family residential development to reflect recent market trends; and promotes the implementation of Compass Blueprint Demonstration projects and other supportive land use implementation;

Whereas, the RTP/SCS includes transportation policies and investments that: reflect the investments being made by the County Transportation Commissions through 2035; triple the amount of funding available in the previous RTP to support Active Transportation; emphasize and provide additional resources for transportation demand management strategies and transportation systems management; maintain a focus on efficient goods movement; and establish a financial plan that addresses deferred maintenance and includes new revenue sources and innovative financing techniques to transition our fuel tax-based system to a more direct, user fee approach;

Whereas, while SCAG develops the RTP/SCS, the land-use and transportation changes within it are largely driven by the actions of local governments and County Transportation Commissions, like SANBAG, that program the majority of transportation funds flowing into the region;

Whereas, it is therefore critical that SANBAG be engaged in the implementation of the RTP/SCS in order for the RTP/SCS's benefits to be realized, as well as to ensure the region continues to make progress that can be reflected in the 2016 RTP/SCS;

Whereas, CARB through the AB 32 Cap-and-Trade Program may be providing funding for programs and projects throughout the state that reduce GHG emissions and help implement local climate action plans;

Whereas, SANBAG submitted a letter to SCAG dated February 14, 2012, supporting approval of the RTP/SCS by the April 2012 deadline and has committed staff support in the implementation of the RTP/SCS;

Whereas, SANBAG has demonstrated leadership and strong support for advancing sustainable transportation options in the region through a broad range of actions including: adopting the San Bernardino Countywide Vision (Countywide Vision), which includes multiple elements related to sustainability; investing in transit; preparation of the countywide Non-Motorized Transportation Plan; coordinating with local jurisdictions on land use strategies for transit corridors; participating in 14 local Compass Blueprint Projects since 2006; collaborating with the San Bernardino County Active Transportation Network; leading the effort to develop the San Bernardino County Regional Greenhouse Gas Inventory and Reduction Plan; programming federal funding for clean fuel buses; programming federal and State funding for bicycle infrastructure; advancing bicycle policies; supporting applications for sustainability grant programs; implementing the San Bernardino County HERO (Home Energy and Renovation Opportunity) program and joint Solar Power Purchase Agreement program; developing countywide public health framework; applying state and federal grants in partnership with a private fleet to deploy a clean fuel truck fleet; and adopting policies that reduce the agency's environmental footprint as well as promote

cleaner air, GHG reduction, healthier communities, and a stronger economy through transportation planning and programming, among others;

Whereas, to continue to demonstrate countywide leadership on sustainability issues, SANBAG will continue to implement the Countywide Vision in partnership with local jurisdictions and stakeholder groups. Five Vision Elements are pertinent to sustainability in varying degrees: the Environment, Housing, Infrastructure, Quality of Life and Wellness Elements. Although the Vision will not contain a stand-alone sustainability policy, sustainability principles will be integrated within the elements listed above. In addition, individual jurisdictions incorporate sustainability planning policies into their General Plans. The further development and sharing of this information will continue to occur through regular meetings of the SANBAG Planning/Community Development Directors and SANBAG policy committees;

Whereas, implementation of the Countywide Vision, in conjunction with the implementation of the RTP/SCS, will advance SANBAG's mission of creating a more efficient and effective transportation system in concert with a broad set of sustainability priorities that are increasingly important to SANBAG's member agencies and constituents; and

Whereas, SANBAG and SCAG currently collaborate on a broad range of initiatives to advance common transportation objectives, and it is in the interest of both agencies to continue to leverage resources toward achieving the common goals expressed in the RTP/SCS and the Countywide Vision and toward creating a more sustainable transportation system.

Now, therefore, be it resolved by the Board of Directors of the San Bernardino Associated Governments that the Executive Director is authorized to initiate and/or continue the following RTP/SCS implementation activities, to be referred to collectively as the **RTP/SCS Joint-Work Program**.

#### **PLANNING WORK/PRODUCTS**

(1) Continue SANBAG's leadership role in the development and implementation of the San Bernardino Countywide Vision. The SANBAG role is to facilitate several of the Vision Elements and to serve as a convener of leadership and ideas for moving the county forward with Countywide Vision implementation. The Vision effort includes groups working in the following subject areas: education, environment, housing, jobs/economy, public safety, water, and wellness. SANBAG will be involved in all elements to link these subject specific groups to the elected leadership and policy makers from every city. SANBAG will also be the lead on the environment and jobs/economy groups.

(2) Initiate implementation of the recommendations in the Final Report entitled "Improvement to Transit Access for Cyclists and Pedestrians" to "extend" the station areas and expand the reach of transit in transit catchment areas and at transit stops in the Metrolink and E Street sbX corridors. The report documents processes, guidelines, and specific improvements that serve as a resource for local governments seeking to partner with the SANBAG, Omnitrans, and SCAG on bicycle/pedestrian improvements in

high-capacity transit station catchment areas. Additional funding will be sought to advance implementation of these improvements. Opportunities to optimize access through programmatic, technology and/or marketing solutions in the transit catchment areas will also be explored.

(3) Develop a Countywide Safe Routes to School Inventory to help local communities identify SRTS needs and to prioritize the most cost-effective and competitive projects. The Inventory will: document current SRTS efforts and needs; coordinate with agencies, organizations, and stakeholders for exchange of information and ideas; and identify options for pursuing additional funding sources to increase SRTS investment in San Bernardino County.

(4) Support SCAG in developing a Conservation Planning Policy, as recommended in the 2012-2035 RTP/SCS. This policy is intended to build upon already established programs that assist with more efficient transportation project delivery, including but not limited to, OCTA's Measure M Environmental Mitigation Program and Riverside County's Multiple Species Habitat Conservation Plans (MSHCP). The policy will explore opportunities to optimize the use of transportation mitigation funds to support natural land restoration, conservation, protection and acquisition, and will offer GHG emissions reduction benefits. The deliverables will likely include identification of priority conservation areas and the development of regional mitigation policies or approaches for the 2016 RTP/SCS. SANBAG will coordinate with SCAG on the development of policies appropriate for San Bernardino County in conjunction with proposals for more comprehensive habitat preservation/conservation approaches undertaken within the Environment Element of the Countywide Vision.

(5) Explore opportunities, together with SCAG, to expedite Active Transportation funding planned in the RTP/SCS for local infrastructure to support the operation and expansion of the rail and Express Bus/Bus Rapid Transit systems and for improved bicycle/pedestrian connectivity county-wide. SANBAG will complete a bicycle system "Gap-closure Analysis" in conjunction with local jurisdictions, and will amend the San Bernardino County Non-Motorized Transportation Plan (NMTP) accordingly. SANBAG will develop a funding strategy for specific Active Transportation priority projects in the NMTP and identify specific funding opportunities for each project, such as grant applications, calls for projects, and allocation of Federal, State, and local formula funds, as appropriate. This will include pursuing funding for improvements identified in the study "Improvement to Transit Access for Cyclists and Pedestrians". A mobile bicycle map application will also be developed under the SCAG Sustainability Grant program, as funding becomes available.

(6) Support SCAG in conducting a High Quality Transit Area Study to review possible incentive programs that could be offered by SANBAG and SCAG to help realize the RTP/SCS vision for reducing GHG emissions and capturing growth in High Quality Transit Areas (as defined in the RTP/SCS). The study should document existing rules and practices, consider best practices, and provide recommendations for program modifications. The study will be initiated when additional SCAG funding or staff resources become available.

(7) Conduct the study “**Creating a Vision and Implementation Strategy for Sustainability in the San Bernardino Metrolink Corridor**” under the Caltrans Statewide or Urban Transportation Planning Grant program. The purpose of the effort is to provide focus on the corridor in San Bernardino County with the greatest near-term opportunities for transit-oriented development. The study will identify ways to overcome barriers to further TOD implementation in Metrolink station areas and will identify investment needs for additional transit infrastructure to stimulate the additional TOD planned for in the RTP/SCS.

(8) Continue collaborative efforts to improve **Performance Measurement and Monitoring** of the benefits and co-benefits (health, greenhouse gas reduction, etc.) of transportation projects and plans through efforts such as: monitoring of travel time on major highways through upgrades to the Congestion Management Program (CMP); monitoring of transit performance; collection of bicycle use data through the bicycle data clearinghouse; monitoring of milestones for the Countywide Vision; continuation of the San Bernardino County Community Indicators Reports, and preparation of the San Bernardino County Community Vital Signs Report.

(9) Support the SCAG RTP/SCS through the coordinated development of complete streets policies and implementable strategies by identifying the following: achievable opportunities for deployment of complete streets strategies in a way that recognizes the diversity of urban and rural contexts in San Bernardino County; principles for integration of “complete streets thinking” into arterial network and land use planning within the County; specific locations that could serve as opportunities for low cost “early action” complete streets projects; possible incentives for the planning and development of complete streets projects in the County.

#### **ADVOCACY**

(10) Seek funding and support legislative initiatives to assist local agencies with planning, programming, and/or capital funds to implement Compass Blueprint projects or other innovative, multimodal approaches that exemplify the direction of the Countywide Vision and transit-oriented development (TOD).

(11) Pursue grant funding to incentivize additional freight vehicle conversion to clean energy sources and to support the installation of associated fueling stations, similar to the Ryder fleet conversion previously sponsored by SANBAG. SANBAG will track advancements in technology in the clean fuels arena and will work with public and private sector partners to marry funding opportunities with cost-effective fleet conversion opportunities.

(12) Work with state and federal representatives to **Develop Legislation** in support of the above activities and the broader goals of the RTP/SCS. Progress on these items shall be reported to the SANBAG General Policy Committee, or other appropriate ad hoc committee, and SCAG's Energy and Environment Committee on a quarterly basis starting January 2014. An interim report on the RTP/SCS Joint-Work Program shall be prepared by January 2015 and include recommendations to the SANBAG Board and SCAG Regional Council for inclusion in the 2016 RTP/SCS.

## COORDINATION

(13) Appoint a representative to the **Regional Sustainability Working Group**, an effort initiated by the CEOs of County Transportation Commissions and led by SCAG, to actively work on the implementation of the RTP/SCS, document and monitor progress, and develop recommendations for opportunities in the upcoming 2016-2040 RTP/SCS.

(14) Continue SANBAG's involvement in the San Bernardino Active Transportation Network (Network). The Network is a convening of county agencies, community organizations, residents and cities interested in improving the experience of and increasing facilities for walking and bicycling in San Bernardino County. In addition to SANBAG, some of the stakeholders include Omnitrans, San Bernardino County Public Health Department, Safe Routes to School (SRTS) National Partnership, American Lung Association and Inland Empire Bicycle Alliance. The Network aims to: expand on the region's multi-modal planning efforts, especially for bicyclists and pedestrians; improve safety and accessibility for bicyclists and pedestrians; assist in the county implementation of the RTP/SCS; and further improve the quality of life in the county, including economic development, air quality, public health and connectivity. It is also intended to create a space for cities, agencies, organizations and communities to collaborate, educate and impact local and regional policies as partners.

(15) Continue to support SCAG and collaborate with regional stakeholders on the Regional Plug-In Electric Vehicle (PEV) Readiness Plan, to identify the best locations for charging infrastructure based on market demand and travel patterns. The Regional PEV Readiness Plan will become part of a larger effort to support regional sustainability while promoting economic development within the green technology sector. SCAG will continue to work with a diverse group of stakeholders to serve as a clearinghouse for zero and near-zero emission vehicle resources and implementation strategies. The key deliverables include a Regional PEV Readiness Plan and two model Subregional PEV Readiness Plans (South Bay and Western Riverside COGs). This effort is funded with grants obtained from the California Energy Commission and the U.S. Department of Energy.

(16) Support local jurisdictions in developing Climate Action Plans (CAPs) that would serve as the local implementation and monitoring documents for the reduction of greenhouse gases in response to Assembly Bill 32, the Global Warming Solutions Act of 2006. SANBAG will collaborate with local jurisdictions to develop templates jurisdictions may use as starting points for incorporation of specific schedule, funding, and implementation action items into their CAPs. SANBAG is nearing completion on a 21-city partnership effort to develop a Regional Greenhouse Gas Emissions Inventory and Reduction Plan and its associated Environmental Impact Report. The Plan and EIR will be used as the foundation for the local jurisdictions' CAPs.



- San Bernardino County Transportation Commission
- San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency
- Service Authority for Freeway Emergencies

*Minute Action*

AGENDA ITEM: 12

**Date:** October 9, 2013

**Subject:** Proposed Final State and Federal Legislative Platforms

**Recommendation:\*** Adopt Final State and Federal Legislative Platforms

**Background:** SANBAG's Legislative Platforms serve as the foundation for understanding the perspective of the Board of Directors on key issues that are anticipated to be considered during the course of each legislative session. The proposed updates to the legislative platforms will guide staff's analysis and recommendations on pending legislative and regulatory items in the upcoming session.

Staff reached out to Local, State and Federal Elected Officials; the City Managers Technical Advisory Committee; and the Public and Specialized Transportation Advisory and Coordination Council (PASTACC) for feedback on the revised platforms. The feedback process was positive and supportive of the changes included in the revised documents.

At the August 14, 2013 General Policy Committee meeting, the Committee recommended that a provision be added to the platforms related to the Buy America challenges that have been faced by SANBAG. That item is now included in Section I (n) of the State Legislative Platform, stating SANBAG will, "Support the resolution of outstanding Buy America implementation issues to ensure that projects are able to move forward without unreasonable delays and

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*Approved*  
*General Policy Committee*

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

*Moved:* \_\_\_\_\_ *Second:* \_\_\_\_\_

*In Favor:* \_\_\_\_\_ *Opposed:* \_\_\_\_\_ *Abstained:* \_\_\_\_\_

*Witnessed:* \_\_\_\_\_

COG	X	CTC	X	CTA	X	SAFE	X	CMA	X
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Check all that apply.

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<http://portal.sanbag.ca.gov/mgmt/committee/gpc/gpc2013/gpc1310/AgendaItems/2014%20Federal%20Platform.doc>

cost increases.” This is also reflected in the Federal Legislative Platform in Section IV (h).

The Committee also requested that Section II (d) of the State Legislative Platform, as well as the same section in the Federal document, be revised to include regulatory actions that impact business development in San Bernardino County as well. That change is incorporated in the attachments.

Lastly, the Committee requested that Section IV (i) be revised to include job attraction and retention as part of partnership efforts with the South Coast and Mojave Desert Air Quality Management Districts and that change has been incorporated.

One additional change is included clarifying that not only does SANBAG support the implementation of MAP-21 in a manner that is consistent with traditional funding and project selection roles in the Southern California Associated Government region, but also that any extension or new reauthorization also align these programs with the traditional roles and responsibilities in our region. This edit was included in Section I (h) of the Federal Legislative Platform.

A summary of the major changes previously incorporated into each document is also provided below.

#### State Legislative Platform Updates

The “key issues” section was added to the platform to highlight the major initiatives that are anticipated to be considered in the legislative session. This section highlights California Environmental Quality Act (CEQA) modernization, Cap and Trade funding distributions, and innovative project delivery mechanisms. The Board of Directors has previously acted on CEQA reform principles proposed by the CEQA Working Group on April 11, 2013 and those principles have been summarized and are now included in the proposed state legislative platform. Also at the April Board of Directors Meeting, the Cap and Trade principles were adopted as part of SANBAG’s participation with the Transportation Coalition for Livable Communities. Those principles are also now included in the proposed platform. One additional item was added to address proposals to utilize cap and trade funding for a single or limited set of projects. This will guide SANBAG’s advocacy to keep the funding available for a broader set of projects and funding recipients. Lastly, the key issues section uses existing innovative project delivery principles and proposes a few updates including advocacy for additional flexibility, simplification of approval and reporting processes, and references to additional delivery mechanisms and project types.

In the “State/Local Fiscal Issues” section, clarifications were included related to advocacy for the protection of existing funding sources, opposition to diversions or additional mandates or requirements for existing funds, implementation of the Moving Ahead for Progress in the 21st Century (MAP-21) funding and policy structures, and updated language related to maintaining funding and policy structures present the Southern California region. The platform now includes a separate “Council of Governments” (COG) section to capture advocacy positions that related to SANBAG’s COG function including affordable housing, transit-oriented development, and economic development.

In the “Goods Movement” section, language was added to reflect the development of the state freight plan and its relationship to the national freight plan as well as other minor updates. Staff also proposed consolidating previously separate sections into the “Energy, Air Quality, & the Environment” section with minor modifications related to streamlining and ensuring public transit fleet requirements are both technologically and economically feasible.

In the “Highways & Roads” section, the current language related to the delegation of National Environmental Protection Act (NEPA) authority to the California Department of Transportation (Caltrans) was revised to further monitor the use of the authority to ensure that the benefits are achieved on both state and local projects. In addition, with the formation of the new State Transportation Agency in July 2013 and the recent efforts by Caltrans to require local funding for state service, language was added to increase transparency and accountability.

The “Transit & Commuter Rail” section was updated to reflect implementation efforts related to AB 32 (Chapter 488, Statutes of 2006) and SB 375 (Chapter 728, Statutes of 2008), and the need to protect existing funds from diversion and guard against additional operating requirements without proper funding. In addition, high-speed rail language was modified to advocate for a SANBAG role in any proposed Inland Empire route selection and connectivity projects.

Lastly, a “General” section was added to cover Measure I related advocacy, protecting SANBAG’s ability to operate effectively, and to monitor changes in state law governing communications related to new technologies and record retention requirements.

#### Federal Legislative Platform Updates

In the “Funding” section, language has been proposed to cover both federal investments in transit capital and operations and the need to consider long-term investments in maintenance. Items were also included related to MAP-21 implementation to ensure that traditional roles and responsibilities are maintained

and that the environmental and process streamlining provisions included in the bill are implemented in a timely manner. A “Council of Governments” section was also added to the document, similar to the state platform.

In the “Goods Movement” section, clarifying language was added related to project selection authority and protection of funding through a designated trust fund. An item was also added to reflect the development of the nation’s primary freight network and the need to consider parallel corridors in Southern California rather than centerlane miles.

The “Project Delivery & Innovation” section was updated to reflect support for additional streamlining measures that can reduce project delivery times without sacrificing necessary oversight and environmental protections. An item was also included related to flexibility for the administration of high occupancy vehicle lanes.

In the consolidated “Energy, Air Quality & the Environment” section, similar clarifications on the NEPA delegation authority were included as well as items related to ensuring that federal review and process requirements are streamlined to reduce project delays, protect the environment, and are accompanied by appropriate implementation funding.

Lastly, the “Transit & Commuter Rail” section adds language to support priority funding for the early implementation of Positive Train Control and the need for compatible technologies across jurisdictions. Items are also included related to new and small starts projects as appropriate and commuter tax benefits.

The updated 2013-2014 State Legislative Platform is included as Attachment #1 and the updated 2013-2014 Federal Legislative Platform is included as Attachment #2.

**Financial Impact:** This item has no fiscal impact on the FY2013/2014 SANBAG Budget.

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

**Responsible Staff:** Wendy Strack, Director of Legislative and Public Affairs

## SANBAG 2014 State Legislative Platform

The annual legislative platform serves as the basis to proactively engage in policy and legislative initiatives that will enable the San Bernardino Associated Governments (SANBAG) to deliver projects and programs that meet the needs of our region. This document also guides staff recommendations to the SANBAG Board of Directors on state legislative, regulatory, and administrative matters that are anticipated to be addressed in the coming legislative session.

SANBAG will collaborate with regional and statewide stakeholder groups to advance the legislative program including, but not limited to, the Southern California Consensus Group, Mobility 21, California Association of Councils of Governments, the Self-Help Counties Coalition, the California Transit Association, the Southern California Regional Rail Authority, and the High Desert Corridor Joint Powers Authority.

### **Key Issues**

In the coming legislative session, SANBAG anticipates that a number of key issues may be considered including initiatives related to California Environmental Quality Act (CEQA) modernization, Cap and Trade funding distributions, and innovative project delivery mechanisms.

#### *CEQA Modernization*

- a) Support revisions that expedite project delivery while maintaining critical environmental protections.
- b) Continue to support public disclosure and accountability provisions providing the important public input component of project review.
- c) Support a review of existing state and federal environmental and planning laws to reduce unnecessary and duplicative provisions.
- d) Oppose additional review and process requirements that delay projects and increase costs while achieving little to no additional environmental benefits.
- e) Oppose provisions that allow the CEQA process to be used to achieve non-environmental goals or to slow or delay projects that otherwise meet adopted environmental standards and include required mitigation measures.

#### *Cap and Trade*

- a) Auction revenue from fuels should implement the AB 32 regulatory program and Sustainable Communities Strategies as required under SB 375 to reduce greenhouse gas (GHG) emissions from transportation.
- b) Favor cost-effective and integrated transportation and land use strategies.
- c) Project funding determinations should be done primarily at regional level reflecting each region's transportation funding structures under statewide criteria for evaluating GHG impacts. Criteria for project selection should be uniform statewide and developed by the State of California. Regions shall administer competitive funding processes and select projects based on these criteria.
- d) Allow flexibility at the regional and local level to develop most cost effective projects.
- e) Assist local governments in meeting regional GHG reduction goals.
- f) Create a performance-based approach to maximize regional flexibility with improved modeling and verification systems to ensure effective results.
- g) Promote innovation, collaboration, economic development and sustainability.

- h) Support co-benefits such as air quality, public health, resource protection, equity, affordable housing, agriculture, and safety.
- i) Ensure that the distribution of funds arising from transportation sources fund a broad array of projects that are geographically balanced rather than focus exclusively on a single or limited set of specified projects.

### *Innovative Project Delivery*

SANBAG will advocate that innovative financing opportunities remain available for county transportation commissions to leverage local dollars, accelerate construction and job creation, and provide mobility options for the traveling public.

- a) Support the consideration of public-private partnerships (P3s) in the development of transportation improvements.
- b) Work to ensure that existing innovative project delivery methods such as design-build, construction manager/general contractor, and other tools are available and effective for a broad variety of projects including highways, transit, and local streets and roads.
- c) Support measures that expand the use of design-build and P3s, with expanded flexibility and reduced multi-level approval and reporting requirements for projects that are largely locally funded or locally controlled.
- d) Advocate for reforms to ensure projects are delivered faster, with increased flexibility and better coordination.
- e) Support legislation and/or administrative reforms to enhance project delivery, including contracting out to the private sector, as appropriate.
- f) Oppose efforts to impose additional mandates, hurdles, and requirements, beyond those already in existence, on lead agencies using alternative project delivery mechanisms.

### **I. State/Local Fiscal Issues**

- a) SANBAG will advocate for stable State funding, indexed for population growth, for transportation projects in San Bernardino County.
- b) Oppose unfunded mandates on local governments.
- c) Support priority state funding for projects supported by voter-approved transportation local sales tax measures.
- d) Support efforts to maintain and protect transportation and transit funding as approved under the gas tax swap and as protected under Proposition 22. Oppose the diversion of transportation revenues for non-transportation purposes.
- e) Oppose efforts to link existing transportation funding sources to the achievement of AB 32 objectives. Such priorities should be funded with new or enhanced funding sources rather than the reprioritization of existing, already oversubscribed sources.
- f) Support budget and California Transportation Commission allocations to fully fund projects for San Bernardino County included in the State Transportation Improvement Program, State Highway Operation and Protection Program, bond programs, and the Measure I Expenditure Plan.
- g) Support the implementation of Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) in an equitable manner at established funding levels with respect for the roles and responsibilities in existence in each region guiding project selection and discretion in allocation decisions.
- h) Support retention of decision making, project selection, and funding authority at the county transportation commission level governing the use of all related funding sources.
- i) Oppose legislative or regulatory actions that rely on regional transportation agencies to raise revenue for transportation or planning purposes.

- j) Support legislation to provide funding for innovative, intelligent/advanced transportation, goods movement, demand management, active transportation, and air quality programs which relieve congestion, improve air quality, and enhance economic development.
- k) Oppose an unreasonable increase in the administrative fees levied by the Board of Equalization for the collection and administration of county transportation sales tax measures and seek relief if necessary.
- l) Support state policies that assure timely allocation of transportation revenue and allow for regions to advance projects with local funds as needed.
- m) Support legislation that will incentivize counties without a voter approved tax measure for transportation to become “self-help” counties and recognizes/rewards the investment in the state’s transportation system made by self-help counties.
- n) Support the resolution of outstanding Buy America implementation issues to ensure that projects are able to move forward without unreasonable delays and cost increases.

## **II. Council of Governments**

- a) Support local control of the Ontario International Airport in recognition of the benefits of goods movement and passenger travel to San Bernardino County and the Inland Empire.
- b) Support efforts for Council of Government development and funding.
- c) Monitor legislation related to incentives for the development of affordable housing and transit-oriented developments
- d) Support legislative and regulatory actions that incentivize the attraction, retention, and growth of businesses and employment in San Bernardino County.

## **III. Goods Movement**

- a) Support the development of the state freight plan, which recognizes the unique needs of San Bernardino County and its significant role in freight movement. The plan should not only recognize the economic benefits of the freight industry but should also include proposals to mitigate the associated congestion, air quality and community impacts and a recognition of the regions parallel transportation systems through a corridor based approach.
- b) Support legislation that reduces freight-related impacts to San Bernardino County, including a particular focus on impacts to disadvantaged communities.
- c) Ensure that goods movement project selection and prioritization authority is maintained at the local level.
- d) Monitor any state container fee legislation to ensure that San Bernardino County goods movement projects are funded and that San Pedro Bay Ports are not placed at a competitive disadvantage that would harm the overall Southern California economy.
- e) Oppose legislation that allows triple trailers in urbanized areas of San Bernardino County because of safety concerns, with the exception of border cities and/or bump stations, or dedicated truck lanes (e.g. Barstow/Needles).
- f) Support legislation to reduce road damage from heavy trucks by reduced axle loading rather than an exclusive focus on gross vehicle weight.
- g) Support recognition of the importance of inland ports to overall goods movement systems as part of any investment plan.

## **IV. Energy, Air Quality & the Environment**

- a) Support incentives to transition to alternative fuels and electric vehicles (EVs), including tax benefits and other incentives.
- b) Support cost effective and technologically feasible conversion and replacement of public transit fleets to alternative fuels and EVs.
- c) Support programs to provide refueling/recharging infrastructure for alternative fuel or electric

vehicles.

- d) Support Property Assessed Clean Energy (PACE) program financing.
- e) Support utility planning and upgrades to electrical infrastructure in support of fleet conversion and possible rail electrification programs.
- f) Monitor regional proposals aimed at Cap and Trade and its focus on infrastructure impacts.
- g) Continue to support the independence of the Mobile Source Air Pollution Reduction Review Committee, and the protection of AB 2766 funding.
- h) Oppose legislative action that would reduce SANBAG's discretion in allocating Congestion Mitigation and Air Quality (CMAQ) funds.
- i) Work in partnership with the South Coast Air Quality Management District and the Mojave Desert Air Quality Management District to promote job creation, protect the public health, and work to improve the overall quality of life for San Bernardino County residents.
- j) Support legislation to streamline the environmental review and project development process to avoid potentially duplicative and unnecessary steps, while maintaining critical environmental protections.

## **V. Highways & Roads**

- a) Support current program funding for Freeway Service Patrol, ride-sharing and call boxes, consistent with the level of growth and utilization.
- b) Support equitable funding and resources for San Bernardino County freeway landscaping and maintenance.
- c) Monitor the use of National Environmental Policy Act oversight authority delegated to the California Department of Transportation to ensure that local and state projects are receiving equal benefits and reduced project review times.
- d) Participate in studies of market-based pricing measures to relieve traffic congestion, improve air quality and/or fund transportation alternatives
- e) Encourage the new State Transportation Agency to develop a mechanism for reporting on the performance of the new agency and the quality of the state and local project delivery programs and services, particularly in light of new requirements to locally fund state services such as oversight, project initiation documents, and other items.

## **VI. Transit & Commuter Rail**

- a) Advocate that transit operations continue to have a strong state funding role as a vital service that improves mobility and helps meet federal and state mandates.
- b) Oppose additional requirements for increased service levels unless they are agreed to by the transit operator or appropriately funded.
- c) Advocate for a safe, appropriately funded, and growing bus and rail system in Southern California with equitable distribution of funds and flexibility in the administration of the programs to meet the needs of each region.
- d) Support state funding for Positive Train Control.
- e) Support legislation and programs that facilitate (or remove obstacles to) transit oriented development near rail and bus rapid transit stations.
- f) Advocate for high speed, and higher speed, rail investment in San Bernardino County and connectivity with local and regional transit.
- g) Support increased funding for higher speed commuter rail and improved transit connectivity as feeder services for High Speed Rail (HSR).
- h) Assure a SANBAG role in the planning for HSR and advocate for the full evaluation of all viable routes serving San Bernardino County before a final alternative is chosen.

- i) Advocate priority for the L.A.-San Diego via the Inland Empire HSR route.
- j) Advocate to secure funding for the completion of all connectivity projects complementary to the development of HSR.
- k) Support incentives for ridesharing and/or reimbursement for transit passes.
- l) Support funding to allow local agencies to properly fund Metrolink service in our region, reflect the high ridership from inland counties.
- m) Support appropriate funding levels from state sources to support transit operations that help to achieve AB 32 and SB 375 goals. The state should also recognize that, absent a new source of state funding, agencies will be unable to fully fund the level of service required to meet those goals in the future.

## **VII. General**

- a) Oppose legislation that could threaten the timely delivery of projects in the Measure I Expenditure Plan or interferes with the authority to administer any Measure I programs and services.
- b) Oppose legislative and regulatory efforts to reduce SANBAG's ability to efficiently and effectively contract for goods and services, conduct business for the good of the organization, and limit or transfer risk or liability.
- c) Monitor changes to the Brown Act that relate to the use of new technologies for communication with the public and with members of the Board of Directors, as well as changes to legislation related to public records and information requests.

## **SANBAG 2014 Federal Legislative Platform**

The annual legislative platform serves as the basis to proactively engage in policy and legislative initiatives that will enable the San Bernardino Associated Governments (SANBAG) to deliver projects and programs that meet the needs of our region. This document also guides staff recommendations to the SANBAG Board of Directors on federal legislative, regulatory, and administrative matters that are anticipated to be addressed.

SANBAG will continue to partner with public and private sector entities to support common objectives in Washington including fostering the unity of the Southern California Consensus Group and collaborating with the Coalition for America's Gateways and Trade Corridors, Mobility 21 on a national freight system, and the High Desert Corridor Joint Powers Authority.

### **I. Funding**

- a) Seek the highest level of federal transportation dollars to California and San Bernardino County for SANBAG projects and programs including, but not limited to: interstate highways; transit capital and operations in order to help to meet federal environmental goals; intercity commuter, and higher speed rail; goods movement; intelligent transportation systems and new technologies that maximize existing infrastructure; safety, maintenance, and operations funding for all modes; and regional airport ground access and development needs.
- b) Support early action on extending and expanding the federal Surface Transportation bill, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21).
- c) Support regional consensus building efforts for potential new funding strategies for transportation.
- d) Oppose efforts to eliminate or erode contract authority for the Highway Trust Fund and support efforts to maintain the principle that transportation-based revenue should be reserved only for transportation purposes.
- e) Support the Transportation Infrastructure Finance and Innovation Act program which provides Federal credit assistance in the form of direct Treasury loans, loan guarantees, and lines of credit to finance highway, rail, and green energy projects of national and regional significance.
- f) Support Build America Bonds and America Fast Forward programs to help states and localities pursue needed capital for infrastructure.
- g) Advocate for the protection of current transportation revenues, additional flexibility for existing revenues, and an accelerated national investment in infrastructure.
- h) Support the implementation of MAP-21 at established funding levels with respect for the roles and responsibilities in existence in each region for project selection and discretion in allocation decisions.
- i) Ensure that the streamlining provisions of MAP-21 are implemented in a timely manner and in a manner that provides the maximum benefits to project delivery schedules.

### **II. Council of Governments**

- a) Support efforts for Council of Government development and funding.
- b) SANBAG will work with the Congressional delegation and local stakeholders to aggressively advocate for legislation, budget actions or proposals that transfer Ontario International Airport to local control in recognition of the benefits of its goods movement and passenger travel to San Bernardino County and the State of California.
- c) Support legislation and administrative actions that enable the implementation of the Property Assessed Clean Energy (PACE) program in San Bernardino County.

- d) Support initiatives, legislation, and regulatory actions that incentivize the attraction, retention, and growth of businesses and employment in San Bernardino County.

### **III. Goods Movement**

- a) SANBAG will advocate for federal investment in goods movement infrastructure, and policies that properly recognize Southern California and San Bernardino County's role as the nation's premier containerized freight gateway.
- b) Support targeted funding for goods movement projects of national significance that are beyond the funding capacity of local and state transportation programs and budgets (e.g. dedicated exclusive clean truck lanes).
- c) Advocate that any federal goods movement program is funded at a level that is commensurate with national needs and ensure that such funds are protected from diversion for other uses through the designation of a trust fund.
- d) Ensure that revenues generated by any fee that is levied on freight be specifically designated to fund projects that mitigate congestion, air quality, and community impacts directly associated with the movement of freight, and a clear causal relationship should exist between the freight system on which fees are levied and the impacts to be mitigated.
- e) Ensure that revenue collected on freight be administered in partnership with local and regional elected officials and entities impacted by freight movement. SANBAG should be included in any governance structure dealing with revenue collected from freight moved through San Bernardino County.
- f) Support development of a national/regional freight movement plan with clearly defined ports and corridors and inland improvement needs to provide for timely, reliable freight transport, timely implementation of freight-related strategies needed for attainment of federal health-based air quality standards and mitigation of freight-related impacts in communities.
- g) Ensure that federal goods movement legislation imposes no unfunded mandates for administration or oversight regarding new revenue mechanisms and to retain control over project implementation at the local level.
- h) Oppose legislation that allows triple trailers in urbanized areas of San Bernardino County because of safety concerns with the exception of border cities and/or bump stations, or dedicated truck lanes (e.g. Barstow/Needles).
- i) Support legislation to reduce road damage from heavy trucks by reduced axle loading rather than an exclusive focus on gross vehicle weight.
- j) Participate in national dialogue on freight policy and its focus on improving the performance of the freight network and advocate for improving Southern California's freight strategy.
- k) As part of defining the national freight network, seek recognition of the unique network of parallel corridors in Southern California and recognize the entire corridor as part of the national network rather than focusing on centerlane miles of individual facilities.
- l) Support recognition of the importance of inland ports to overall goods movement systems as part of any investment plan.

### **IV. Project Delivery & Innovation**

- a) Advocate for reforms that will accelerate project procurement, promote flexibility and innovation in financing, and respect local control.
- b) Support the expanded use of design-build project delivery for federally funded highway and surface transportation projects.
- c) Support the streamlining of federal reporting/monitoring requirements to reduce project delivery times without eliminating critical oversight mechanisms.

- d) Support authority for regional transportation entities to implement pricing measures on federal-aid highways if desired for that region.
- e) Support local options to privatize various aspects of transportation that would maximize available federal funding (e.g. P3s).
- f) Support measures that would provide regional flexibility in meeting the operational requirements for high occupancy vehicle lanes.
- g) Advocate for the implementation and further inclusion of recommendations for project streamlining initiatives as included in the Orange County Transportation Authority's Breaking Down Barriers report.
- h) Support the resolution of outstanding Buy America implementation issues to ensure that projects are able to move forward without unreasonable delays and cost increases.

## **V. Energy, Air Quality, & the Environment**

- a) Advocate that any federal revenue generated from taxes or fees on energy products used for transportation are utilized for transportation purposes.
- b) Support utility planning and upgrades of electrical infrastructure to support fleet conversion and possible rail electrification programs.
- c) Monitor national Cap and Trade policies as they relate to infrastructure impacts.
- d) Monitor the use of National Environmental Policy Act (NEPA) oversight authority delegated to the California Department of Transportation to ensure that local and state projects are receiving equal benefits and reduced project review times.
- e) Protect funding sources for congestion relief and pollution reduction related to the transportation sector.
- f) Support efforts to secure funds to facilitate the conversion of public sector fleets to alternative fuels to meet local, state and federal fleet conversion mandates, and provide for the replacement of aging alternative fuel fleets.
- g) Support tax benefits and/or incentives for private sector transportation demand management programs and alternative fuel programs.
- h) Ensure that federal goods movement legislation considers and underscores federal responsibilities for facilitation of international trade and interstate commerce, and regulation of interstate commerce in ways consistent with attainment of federal air quality standards and NEPA.
- i) Support efforts to increase the amount and proportion of Congestion Mitigation and Air Quality (CMAQ) funds received by the State of California and ensure that the funds flow to county transportation commissions such as SANBAG for the appropriate South Coast and Mojave Desert Air Basin areas.
- j) Support streamlined environmental revisions that remove duplication of state and federal processes when state regulations and environmental protections exceed federal requirements.
- k) Participate in the development of livability and sustainability programs for the citizens of San Bernardino County.
- l) Oppose additional review and process requirements that delay projects and increase costs while achieving little to no additional environmental benefits.
- m) Monitor federal regulatory efforts to ensure that any new environmental requirements placed on local agencies are accompanied by the funding necessary for implementation.

## **VI. Transit & Commuter Rail**

- a) Advocate for policies that keep our rail systems safe and increase federal investment in commuter rail services.
- b) Support federal funding of Positive Train Control (PTC) and rail safety programs.
- c) Support priority funding for early implementation of PTC technologies and ensure that various technologies are compatible across the nation.
- d) Advocate that the appropriate local or regional entity, such as SANBAG, be partners in on-going federal policy discussions to alter the liability cap for commuter rail accidents.
- e) Support legislation to change and/or exempt level boarding access requirements for existing commuter rail systems.
- f) Support policies that recognize the importance and fund commuter rail and transit connectivity to High Speed Rail.
- g) Support the inclusion of San Bernardino County projects in the New and Small Starts programs.
- h) Work to secure the greatest commuter tax benefits possible to incentivize the use of transit options.

This list provides information on acronyms commonly used by transportation planning professionals. This information is provided in an effort to assist SANBAG Board Members and partners as they participate in deliberations at SANBAG 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. SANBAG 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

**SANBAG 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 <sup>st</sup> Century
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TSM	Transportation Systems Management
TSSDRA	Transit System Safety, Security and Disaster Response Account
USFWS	United States Fish and Wildlife Service
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

# ***San Bernardino Associated Governments***



## **MISSION STATEMENT**

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning
  
- Develop an accessible, efficient, multi-modal transportation system
  
- Strengthen economic development efforts
  
- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

Approved June 2, 1993  
Reaffirmed March 6, 1996