



VICTOR VALLEY TRANSIT AUTHORITY

*representing the communities of Adelanto, Apple Valley, Hesperia,
Victorville, Barstow and San Bernardino County*

TECHNICAL ADVISORY COMMITTEE MEETING AGENDA

May 4, 2022 3:00 p.m.

VIA ZOOM

Please click the link below to join the webinar:

<https://us02web.zoom.us/j/86478970614?pwd=Q2xtMmVBbWNkYWd3M0M0Rk96V3FOQT09>

Or Telephone:

Dial in: (669) 900-6833

Passcode: 775772

1. Interested persons may submit Public Comment in writing to the Clerk of the Board at info@vvta.org . Written comments must acknowledge the Agenda Item number and specify whether the commenter wishes the comment be included with the minutes or read into the record. Comments read into the record will be read for three minutes; if three minutes pass, the time will not be extended, and the remaining comment will not be read but shall be included in any public comment document. Public Comments must be submitted no later than 5:00 pm on May 3, 2022.

2. Review Draft Board Agenda..... K. Kane/Group
a. Discussion of the Allocation of State and Federal Funds.
b. FY23 Operating and Capital Draft Budget Presentation.
c. Amend VVTA Procurement Policies.

3. Bus stop shelters/benches/lighting..... S. Herrera

4. SBCTA Update..... N. Strickert

5. Other Business..... Group
Possible Contracted Law Enforcement (SB County Sherriff).
City of Barstow – 4th of July Fireworks Event.

6. Adjournment.

The next regularly scheduled meeting is June 1, 2022. To obtain further or available information regarding agenda items, please contact the Clerk of the Board VVTA at 760 948-3262. Posted: Friday, April 29, 2022.

VICTOR VALLEY TRANSIT AUTHORITY

AGENDA MATTER

Allocation of State and Federal Funds in the Victor Valley and North Desert Subareas.

SUMMARY STATEMENT

On April 6, 2022, San Bernardino County Transportation Authority (SBCTA) Board of Directors approved the principle that allocations of State and Federal funds in Victor Valley and North Desert Subareas for transit purposes should only supplement, not supplant, funds available for transit purposes. Additionally staff was directed to incorporate this recommendation into existing funding policies.

The issue was whether allocations of State and Federal funds to Victor Valley Transit Authority (VFTA) should continue to supplant, not just supplement, the funds that are available for transit when there are known near-term needs for transit. Because of the formulas used to allocate State and Federal funds to each of the Subareas within the County, any amount of Local Transportation Funds (LTF) returned to jurisdictions for local streets and roads and removed from availability for transit needs can have a direct impact on the ability to deliver future regional/interregional priority projects.

Attachment A is the approved agenda item which details these changes and will be presented by Andrea Zureick, Director of Fund Administration for SBCTA.

RECOMMENDED ACTION

Informational Item Only.

PRESENTED BY	FISCAL IMPACT	MEETING DATE	ITEM NUMBER
Andrea Zureick SBCTA	N/A	May 16, 2022	

Minute Action

AGENDA ITEM: 19

Date: *April 6, 2022*

Subject:

Allocation of State and Federal Funds in the Victor Valley and North Desert Subareas

Recommendation:

That the Board, acting as the San Bernardino County Transportation Authority:

A. Approve the principle that allocations of State and Federal funds in the Victor Valley and North Desert Subareas for transit purposes should only supplement, not supplant, funds available for transit purposes.

B. Direct staff to incorporate Recommendation A into existing funding policies.

Background:

The voter-approved Measure I 2010-2040 Expenditure Plan for the Mountain/Desert Subareas identifies many projects on regional/interregional, State, Interstate, and United States (US) highways throughout the Mountain/Desert region as projects to be funded from the Measure I Major Local Highways Program (MLHP) and State and Federal funding sources. In April 2019 the San Bernardino County Transportation Authority (SBCTA) Board of Directors (Board) directed SBCTA staff to work with the California Department of Transportation (Caltrans) and local jurisdictions on identifying needs and developing funding set-asides for regional/interregional highway improvements in the Mountain/Desert Subareas.

A series of meetings were held for each Subarea where jurisdictions identified regional transportation infrastructure needs and ultimately developed prioritized lists of regional/interregional projects on State, Interstate, and US highway routes that were approved by the Board for the Rural Subareas in April 2021 and for the Victor Valley Subarea in June 2021. A number of the highest priority projects were included in the 2021 Update to the 10-Year Delivery Plan that was approved by the Board in December 2021; however, the ability to deliver many more of these priority projects is limited because of the relatively low availability of funding in these Subareas.

In February 2015 the Board adopted a policy providing for equitable distribution of State and Federal funds between Subareas, and in January 2019 the Board adopted a revision to the Victor Valley Subarea MLHP policy to combine State and Federal funds with MLHP funds in the equitable distribution of funds between jurisdictions within the Victor Valley Subarea. Specifically, the policy states that Victor Valley MLHP funds shall be allocated to each jurisdiction over the 30-year life of the Measure, subject to the following qualifications:

- Each jurisdiction shall receive an approximately equivalent share over the life of the Measure of the Victor Valley Subarea Public Share funds, including Measure I MLHP funds and State and Federal funds allocated by SBCTA.
- Equitable shares of Public Share funds will be calculated from the beginning of Measure I 2010-2040 and recalculated during the development of updates to the 10-Year Delivery Plan.

Entity: San Bernardino County Transportation Authority

- Costs for Regional Projects that are submitted to the subarea project list by SBCTA or Caltrans, such as interstate, state highways, new major corridors, and contributions to Caltrans projects, would be deducted first before calculation of jurisdictional equitable shares. Regional Projects would be identified in the development of updates to the 10-Year Delivery Plan with concurrence of a majority of Victor Valley Subarea jurisdictions.

In the North Desert Subarea equitable distribution of State and Federal funds at the jurisdiction level is not required. While some State and Federal funds have been allocated to projects on the local network in both Subareas to ensure that they are able to be delivered on schedule, it is assumed that State and Federal funds will be largely responsible for funding the regional/interregional priority projects. The prioritized list of projects for the Victor Valley and North Desert Subareas are included as Attachment A and B, respectively. This item is focused specifically on the Victor Valley and North Desert Subareas because of the impact that funding for transit capital projects is having on the availability of these Subarea’s shares of State and Federal funds for these projects.

The current estimate of State and Federal funds available to the Victor Valley Subarea over the life of the Measure, from 2010 through 2040, is \$492 million. To date \$171M of that has been obligated or expended and \$185 million has been committed to future projects and only \$134 million remains, which is small when compared to the list of regional needs in Attachment A. These commitments include both roadway, rideshare, and transit projects as shown in Table 1, with the recent mandate to transition to zero emission buses driving an increase in supplemental funding need for Victor Valley Transit Authority (VVTA).

Table 1. Victor Valley Subarea State and Federal Fund Commitments

Project Type	Obligated/Expended	Committed/Planned	Total
Roadway	\$149,414,353	\$80,907,560	\$230,321,913
Rideshare	\$3,444,274	\$6,500,000	\$9,944,274
Transit	\$18,164,933	\$98,346,576	\$116,511,509
Total	\$171,023,560	\$185,754,136	\$356,777,696

For the North Desert Subarea, the current estimate of State and Federal funds available over the life of the Measure, from 2010 through 2040, is \$121 million. To date \$14M of that has been obligated or expended and \$101 million has been committed to future projects and only \$6 million remains, with no future commitment of State or Federal funds to transit. The amount expended on transit since 2010 is only \$2.9 million; however staff is working with VVTA to determine the amount of their planned expenditures that should be attributed to the North Desert Subarea and is concerned that when those are factored in, there will no longer be \$6 million of State and Federal funds remaining. It is possible State and Federal commitments to future road projects will need to be reduced.

Over the period of 2010 through 2021, when \$18 million was allocated to VVTA for bus replacement from Federal Congestion Mitigation and Air Quality (CMAQ) funds, VVTA returned \$54.6 million of Local Transportation Funds (LTF), which are prioritized for transit purposes, to local jurisdictions within their service area for use on local streets and roads, which is allowed if all other transit needs are being met. It should be noted that for the Valley and Morongo Basin Subareas, the SBCTA (July 1993) and Morongo Basin Transit Authority (May 2019) Boards have voted to discontinue allocation of LTF to local jurisdictions as all funds

are required to meet the transit needs of the Subareas, and Needles and Mountain Transit historically make full use of their LTF allocations for transit.

The issue for consideration at this time is whether allocations of State and Federal funds to VVTA should continue to supplant, not just supplement, the funds that are available for transit at the cost of the ability to deliver future regional/interregional priority projects. This is especially critical as budgets are being developed for Fiscal Year (FY) 2022/2023 because the LTF available to VVTA is extraordinarily high from the infusion of several years of higher than expected LTF revenue into the FY 2022/2023 apportionment, which surpasses last year's apportionment by \$14 million - a 61% increase. Any of this amount returned for local streets and roads and removed from availability for transit needs, if VVTA did not choose to reserve those funds for upcoming bus replacements, would be a direct impact to the Federal funds available for regional priorities because it is a known need for transit. Of course, the other consideration is whether the jurisdictions prioritize local road needs over regional improvements to the highways and regional routes in these Subareas. However, it should also be acknowledged that 67.5% and 68% of Measure I in the Victor Valley and North Desert Subareas, respectively, is dedicated to local road needs while only 25% is available for highways and regional routes, and the State has deprioritized capacity improvements on highways, leaving this a local responsibility if congestion relief is desired.

To ensure that funds are being maximized for their intended use and to continue to make progress in the delivery of roadway improvements identified in the Measure I 2010-2040 Expenditure Plan, staff recommends that future allocations of State and Federal funds to transit projects in the Victor Valley and North Desert Subareas only be used to supplement, not supplant, funds available for transit. This would be accomplished through a comparison of the 10-year CMAQ allocation plan that is approved by the SBCTA Board with approval of the annual transit operator allocations to the cumulative amount of LTF returned to local jurisdictions, beginning in FY 2022/2023. For example, if VVTA were to return the full \$14 million referenced above, a corresponding \$14 million would be removed from the allocation plan as the return of funds for local streets and roads is an indication from the operator that those funds are not needed for current or near-term transit purposes.

Financial Impact:

This item has no financial impact on the Fiscal Year 2021/2022 Budget.

Reviewed By:

This item was reviewed and unanimously recommended for approval by the Mountain/Desert Policy Committee on March 18, 2022. Recommendation B was added by the Mountain/Desert Policy Committee as part of approval of the item.

Responsible Staff:

Andrea Zureick, Director of Fund Administration

Board of Directors Agenda Item

April 6, 2022

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RESULT: APPROVED [UNANIMOUS]
MOVER: Ray Marquez, City of Chino Hills
SECONDER: John Dutrey, City of Montclair
AYES: Bishop, Ulloa, Marquez, Navarro, Warren,
McNaboe, Swanson, McCallon, Rigsby, Dutrey,
Michael, Barich, Robertson, Valdivia, Klink,
Jones, Avila, Denison, Cook, Rutherford, Rowe,
Hagman, Baca Jr.
ABSENT: Ramos, Courtney, Herrick, Paget, Wapner, Garcia

Approved
Board of Directors
Date: April 6, 2022

Witnessed By:


Marleana Roman, Clerk of the Board

4/6/2022

ATTACHMENT A - VICTOR VALLEY SUBAREA REGIONAL/INTERREGIONAL PROJECT PRIORITIZATION

RANK	REGIONAL/INTERREGIONAL PROJECT	COMMENTS	Estimated Cost (1,000s)
1	US 395 Phase 3 widen 2 to 4 lanes (I-15 to Palmdale Rd.)	Environmental completed. Possibility for near-term coordination with a CT SHOPP project; good candidate for TCEP.	\$73,600
2	I-15 @ Joshua Street Interchange Widening - Widen roadway and bridge from US 395 to Mariposa from 2 to 4 lanes to accommodate the proposed Brightline West High Speed Rail Station/parking structure in Hesperia.	Would be in conjunction with Brightline's plans to widen bridge for bus lane and likely implemented by Brightline. Therefore, contingent on need for rail station.	\$12,000
3	US 395 Phase 2 widen 2 to 4 lanes (Chamberlaine Way to Desert Flower)	Environmental complete.	\$83,000
4	I-15 Victor Valley Express Lanes Widening - Add 1 HOT lane each direction from US 395 to D Street.	No project work to date. Probably not feasible if Brightline is in the median. If Brightline built only to Apple Valley, consider extending lanes to Stoddard Wells.	\$195,000+
5	SR 138 Segment 4 widen 2 to 4 lanes (Lone Pine Canyon Rd to I-15)	Design is complete, just needs funding.	\$25,000
6	Rock Springs Road Bridge over Mojave River - widen 2 to 4 lanes	Bridge replacement is in Highway Bridge Program - funding would be for cost to widen bridge and approaches.	\$20,000
7	US 395 Phase Future widen 2 to 4 lanes (Desert Flower to North Desert Subarea)	CT was working on environmental but was deprioritized at HQ and no longer in progress.	\$0
8	SR 138 Segment 1 widen 2 to 4 lanes (SR 18 to Phelan)	Majority of this project is in LA County and not likely to be prioritized by them. Caltrans is planning a safety project to add a median lane in San Bernardino County.	\$26,000
9	SR 247/SR18 Intersection Realignment at SR 18 and Crystal Creek Rd (Lucerne Valley)	Problem first identified for truck traffic NB on Crystal Creek. Four-way stop has been installed at intersection. Additional roadway R/W (local road and highway) will be required to accommodate further improvements such as signalization and/or intersection realignment. A greater amount of R/W will be required to accommodate a single, realigned roadway at the existing intersection location. Less R/W will be required for an offset intersection; however, intersection spacing standards are applicable.	\$0
10	SR 138 Realignment from Summit Valley Road to SR 173	No project work to date.	TBD
11	SR 138 Widening from I-15 to Summit Valley Road	No project work to date.	TBD
N/A	SR 18 from LA County line to US 395 widen 2 to 4 lanes Feasibility Study (rank later)	High Desert Corridor alternative. Feasibility study underway with LA Metro with possible ranking later after scope is better defined.	N/A
N/A	SR 247 (Lucerne Valley-Yucca Valley) Feasibility Study (rank later)	Possible passing lanes, left and right turn pockets, intersection improvements through a portion of Victor Valley Subarea. Feasibility study is proposed now with possible ranking later after scope is defined.	N/A
N/A	High Desert Corridor - Roadway Victor Valley to Palmdale	Roadway was not included in NEPA environmental action but was included in CEQA NOD. Roadway was taken out of RTP/SCS - no longer a project. Rail portion is continuing with LA Metro as lead.	N/A

Note: Items marked as "N/A" were reviewed but not ranked by members of the Subarea at this time.

ATTACHMENT B - NORTH DESERT SUBAREA REGIONAL/INTERREGIONAL PROJECT PRIORITIZATION

RANK	REGIONAL/INTERREGIONAL PROJECT	PROJECT TYPE OF WORK
1	SR 247 (I-15 Bypass) from I-15 south to Victor Valley Subarea Boundary	Feasibility Study - possible passing lanes, left and right turn pockets, intersection improvements
1	National Trails Highway Bridges <20' Replacement from 4.43 miles west of Amboy Road to 17 miles east of Amboy Road (21.43 miles)	Replace bridges less than 20 feet
3	Fort Irwin Road	Reconstruction
4	I-15 widening from Main Street to Yermo	Widening from 2 to 3 lanes
5	US-395 Widening, Phase 4 from Shadow Mountain Road to SR 58	Widening from 2 to 4 lanes
6	I-15 @ Delores Interchange	Construct Interchange

VICTOR VALLEY TRANSIT AUTHORITY

AGENDA MATTER

Amend VVTA Procurement Policies.

SUMMARY STATEMENT

On May 16, 2022, the Board of Directors will be reviewing the proposed FY 22-23 Capital and Operating Budget for a total of \$62.7 million. This is a significant increase of almost 34% since the FY 2021-2022 Capital and Operating Budget. Contributing factors include the increase in Operating Expenses plus the general increase of goods and services due to high inflation. In consideration of these changes, the Finance Department has initiated a review of VVTA's procurement policies.

Staff has a few recommendations to update the procurement policies to better address current conditions. One recommendation is to increase the approval threshold limit for the Executive Director from \$100,000 to \$250,000. The recommended increase would be considered appropriate for the size of VVTA and the current budget. The threshold increase will also allow for more flexibility in the operating of day-to-day work. It will help expedite essential projects without having to delay by waiting for a Board meeting and approval. Further, VVTA payments and expenses (over and under the Executive Director's Authority) are under the supervision of the Board as the Board agenda includes the Monthly Bank Register Report which shows every payment from the previous month.

Additionally, on April 21, 2022, the Federal Office of Management and Budget issued Buy America Guidance to federal agencies (including recipients) regarding implementing the Build America, Buy America (BABA) title of the Infrastructure Investment and Jobs Act (IIJA) (P.L. 117-58). BABA requires that no later than May 14, 2022, "...all the iron, steel, and manufactured products and construction materials used in the project are produced in the United States."

Summary of changes regarding VVTA Procurement Policies:

- Policies 1020, 1040, 2000, 2010, 4000, 6000, and 7000 – increases Executive Director approval threshold to \$250,000;
- Policy 1070 to include the new guidance for Build America, Buy America;
- Update titles.

RECOMMENDED ACTION

Approve amendments to VVTA Procurement Policies: 1000, 1010, 1020, 1040, 1070, 2000, 2010, 3000, 4000, 6000, and 7000.

PRESENTED BY	FISCAL IMPACT	MEETING DATE	ITEM NUMBER
Maged Azer CFO	N/A	May 16, 2022	

Changes were made to:

1000 – Change Director of Finance to Chief Financial Officer (CFO)

1010 – Director of Finance to CFO

1020 – Responsibilities

1.1.1 - Grammar correction

1.1.2 – Director of Finance to CFO

1.1.3 – Director of Finance to CFO

2.1.3 – Changed from \$100,000 to \$250,000

2.1.4 – Changed from \$100,000 to \$250,000

2.2.1 – Changed from \$100,000 to \$250,000

2.2.3 – Changed from \$100,000 to \$250,000

1040 – Diversity and Economic Opportunity – DBE Program

1.3 changed from 100,000.01 to \$250,000.01

1050 – Conflict of Interest – No changes

1060 – Contractor Relationships – No changes

1070 – Special Federal Grantee Requirements and Applicable Laws

1.1 – include “Build America” to Buy America reference

2.1.16 – Add OMB M-22-11: Application of Buy America Preference in Federal Financial Assistance Programs for Infrastructure.

2000 – Purchasing Thresholds

1.5.3 – Remove Mini-Procurement Procedure – now becomes the Small Procurement Procedure.
Change \$100,000.00 to \$10,000.00

1.5.3.1 – 1.5.3.1 – change \$100,000.01 to \$10,000.01

Add 1.5.3.6 – All Construction procurements of \$2,000.00 or more must be reviewed by the Procurement Department

2010 – Emergency & Non-Competitive Procurements

1.4 from \$100,000.01 to \$250,000.01

3000 – Procurement Cards

4.1.2 – Change Finance Director to CFO

4000 – Formal Procurement Policy

1.3 – Removed clause – no longer applicable

5.1.1 from \$100,000 to \$250,000.00

5.1.2 from \$100,000.01 to \$250,000.00

5000 – Solicitation Protest Policy – No changes

6000 – Contract Administration

2.1 Change Director of Finance to CFO

3.1 Change Director of Finance to CFO

3.1.5 Change Director of Finance to CFO

3.1.6 Change Director of Finance to CFO
3.1.10 Change Director of Finance to CFO
4.1 from \$100,000.00 to \$250,000.00
5.3 from \$100,000.00 to \$250,000.00
5.4 from \$100,000.01 to \$250,000.01

7000 – Fixed Asset Management
5.2 from \$100,000.00 to \$250,000.00
5.3 from \$100,000.01 to \$250,000.01