



City of Hesperia

2026 LEGISLATIVE PLATFORM

CITY COUNCIL

Brigit Bennington, Mayor
Josh Pullen, Mayor Pro Tem
Cameron Gregg, Council Member
Allison Lee, Council Member
Chris Ochoa, Council Member



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2026 Legislative Platform Process

Purpose

The Legislative Platform provides a means for summarizing the City’s core legislative principles to support advocacy efforts at the regional, state, and federal level. Recognizing the importance of promoting City priorities and legislative initiatives, the legislative platform focuses on the City’s commitment to service, community, and economic development initiatives. Adopted annually, the Legislative Platform serves as a reference guide for urgent requests of support, opposition, or neutrality of a legislative proposal and provides direction for the City Council and staff throughout the year.

Guiding Principles

1. Preserve and Enhance Local Control

Support measures that preserve and protect the City’s local authority to enact policy pertaining to local affairs. Oppose measures that seek to preempt local control without the concurrence of the City.

2. Maintain Fiscal Responsibility

Support measures that promote fiscal stability, predictability, and financial independence at the local level. Support efforts that preserve and promote the City’s ability to maintain and grow its revenue base. Oppose measures that diminish the City’s revenue sources thereby threatening its ability to provide and maintain critical services.

3. Promote Economic Development

Support legislative efforts that are designed to provide local governments with the tools necessary to bolster economic development. Support legislation and regulatory streamlining initiatives that would enhance the City’s ability to attract and retain businesses as well as encourage business expansion and job retention.

4. Support Funding Opportunities

Support measures that allow the City to compete for its fair share of regional, state, and federal funding including competitive grants and other funding programs. Support initiatives that promote dedicated funding streams to cities for critical service areas.

5. Collaborate with Regional Partners

Support opportunities to work collaboratively with local and regional partners on areas of mutual interest. Maintain strong relationships with other municipalities, local transportation agencies, special districts, regional government agencies, local elected officials, school districts, and college boards.



Goals and Objectives

The primary objective is for the City Council to adopt official City positions on clearly stated legislative issues and to adopt a guideline for funding priorities at the start of the legislative session. The Legislative Platform also sets forth the City's legislative objectives for the 2026 legislative session and provides direction for our legislative advocates as they work to secure clear and strategic initiatives in Sacramento and Washington, D.C. By doing this, the legislative approval process is streamlined by eliminating the need for repetitive concurrence and direction from the City Council on previously approved issues.

A secondary objective is to implement a process that ensures the City Council provides input and direction on legislative issues that have not been previously reviewed by the City Council. This objective will ensure that staff will seek the Council's guidance on issues that are not contained within the City's adopted legislative platform.

With the dynamic growth of the City over the years and planned development in the future, the City's Legislative Platform is aimed at securing legislative policies and resources that will help the City manage this growth, fund critical infrastructure needs, keep the City safe and maintain and enhance the quality-of-life residents have come to enjoy.

Process

The following outlines the process that is used to develop and implement the various elements of the City of Hesperia's Legislative Platform:

1. Develop Legislative Policy Statements

Each year, the City Manager's Office submits the Legislative Platform with its proposed State and Federal Legislative Policy Statements compiled in accordance with the following:

- a. Input from Senior Management and City's legislative advocates.
- b. Research of current law and pending legislation.
- c. A review of legislative priorities and any other issues recommended by the League of California Cities, the National League of Cities, the City's legislative advocates, or any other agencies conducting legislative analysis and advocacy on behalf of cities.
- d. City's adopted Mission Statement and Values.
- e. Consideration of special, unique, or changing interests of the City of Hesperia.

Staff will use the 2026 Legislative Policy Statements as a guiding policy when reviewing and analyzing bills that have an impact on the City's interests. The City will have discretion in determining on which specific bills to take official position. Official City positions are not automatically assumed on bills simply due to their similarity with the policy statements contained within this document. Furthermore, the policies established within the platform do not preclude City Council consideration of additional legislative matters arising throughout the year that may be brought forward for City Council action.

2. Legislative Monitoring and Advocacy

The City Council recognizes that it is vital to the fiscal health and self-determination of the City to effectively communicate with state legislators and federal representatives in order to favorably influence state and federal legislation, regulations, and funding requests. Legislative Advocates at the federal and state levels



provide a useful service in the success of the City's legislative goals and objectives by providing the necessary communication link with our Congressional Delegation and State Legislators to further Hesperia's priority projects for funding consideration. To that end, funding for Legislative Advocates will be considered by the City Council on an annual basis.

Upon the Legislative Platform's adoption, the City Manager's Office will exercise day-to-day oversight of legislative matters. Staff will monitor and review state and federal legislation as well as write letters, contact legislators, or otherwise communicate the City's position, as warranted. The City Manager is authorized to send such letters on adopted legislative positions, along the following lines:

- **Support:** Legislation that the City should support as drafted.
- **Oppose:** Legislation that the City should oppose as drafted.
- **Oppose Unless Amended:** Legislation the City should oppose unless amended.
- **No Position or Watch:** Legislation that the City does not take a formal position on but continues to monitor for progress.

3. Staff Responsibilities in the Legislative Process

In addition to coordinating formal action through the City Council, City staff responsibilities in the implementation of the Legislative Platform include:

1. Prepare support/opposition analyses and correspondence.
2. Seek and solicit support/opposition from other interested entities.
3. Participate in and attend legislative meetings with legislators and staff, as well as other local public officials and staff, to actively engage and stay apprised of legislative trends and upcoming legislation.
4. Prepare and present testimony on behalf of the City before the state and federal government.
5. Monitor and track key bills through the legislative process utilizing the City's advocacy services, legislative websites, and government/professional associations.
6. Update the City Council on legislation that the City has taken a position on, including any significant amendments that would impact the City's adopted positions.
7. Ensure City Council Members receive copies of all legislative correspondence.
8. Work with City's federal and state lobbyists to identify funding resources for departmental projects.

4. City Council Role in the Legislative Process

Through adoption of the Legislative Platform, the City Council prohibits any of its members from lobbying, advocating, or taking a position contrary to the Council's adopted position on any legislative item. Council Members may, as allowed for by law, take opposing positions as an individual citizen; however, said communication is discouraged and considered detrimental to the success of the City and this Legislative Platform specifically.

Written correspondence by individual City Council Members on legislative items not adopted by the City Council may be transmitted if the correspondence identifies that it is a position as an individual citizen as opposed to an elected official of the City of Hesperia. Any individual correspondence must be on personal stationery that is free of any City of Hesperia identifying information, including logos, addresses, phone numbers, etc.



City Council Members may be asked to participate in meetings with legislators and staff, as well as other local public officials. Council Members may also be asked to present testimony on behalf of the City before the state and federal government. Council Members will be provided copies of all correspondence related to the City's activities in the legislative process.

When proposed legislation, or a significant public policy issue, comes to the attention of City officials that is not specifically addressed in the Legislative Platform, it may be brought to the Council for consideration. If the Council determines that the proposed legislation or policy issue is of importance to the City, it will recommend that a formal position on the matter be taken, which may include adoption of a City Council Resolution.

5. Identify Funding Priorities

Each year, Senior Management provides input on funding priorities for the City's major infrastructure projects. These projects and programs are identified and listed in the annual Legislative Platform and once approved by Council, become the basis for preparing the City's annual Legislative Priorities book. The Legislative Priorities book is the vehicle by which federal and state representatives are provided information on the City's top priority projects for which the City seeks funding.



2026 City Council Funding Priorities

Critical Projects

The City has several projects that are identified as critical projects because these projects would immediately benefit the circulation, or improve drainage, within the City and can provide a significant impact to residents and economic development. The focus of these projects is in line with the City's current Capital Improvement projects (CIP) as projects that the City endeavors to move forward within the next year.

CITYWIDE PAVEMENT RESTORATION PROGRAM

Project Overview

In 2020, the City completed a comprehensive pavement condition assessment to establish a formal Pavement Management Program. Roadways were evaluated using the Pavement Condition Index (PCI), which rates pavement on a scale from 100 (new) to 0 (complete failure).

The assessment found that nearly 15% of the City's 500 miles of asphalt roadway have a PCI below 45, indicating significant deterioration. This equates to approximately 75 miles of roadway expected to fail within the next 10 to 20 years if not addressed.

When pavement conditions fall below a PCI of 55, deterioration accelerates and cost-effective surface treatments such as slurry seals and overlays are no longer viable. At this stage, full reconstruction—removal and replacement of both asphalt and base materials is required.

The purpose of this program is to proactively rehabilitate deteriorating roadway sections, improve public safety, maintain traffic circulation, and upgrade pavement design sections to meet current and future traffic demands.

Project Scope

The Citywide Pavement Restoration Program includes:

- Full reconstruction of roadways with PCI ratings typically below 45–55
- Removal and replacement of asphalt surface and base materials
- Evaluation and upgrade of pavement design sections to meet current traffic loading standards
- Rehabilitation of major thoroughfares with significant deterioration
- Use of alternative rehabilitation methods (e.g., grind and overlay, full-depth reclamation) where appropriate



Current and planned projects under this initiative include:

- Oakwood Road – One-mile section (PCI <15) currently under full-depth reclamation
- Seventh Avenue – Major north-south corridor (PCI ≤40) scheduled for extensive treatment
- Maple Avenue – Approximately three miles (average PCI 40) to receive a combination of full replacement and grind-and-overlay treatments

Project Phasing

The program is structured as a long-term, 15-year initiative to systematically address failing roadway segments before conditions worsen and costs escalate.

Short-Term (Years 1–5):

- Prioritize major corridors with PCI ≤40
- Complete planned improvements to Seventh Avenue and Maple Avenue
- Continue targeted rehabilitation of severely deteriorated roadways

Mid-Term (Years 6–10):

- Expand full reconstruction efforts to additional arterial and collector streets
- Address roadways nearing critical PCI thresholds
- Maintain proactive treatment program for streets above PCI 55 to prevent accelerated decline

Long-Term (Years 11–15):

- Complete rehabilitation of remaining failing segments (approximately 75 miles total)
- Maintain sustainable pavement management practices to prevent future backlog
- Transition to a preventative maintenance-focused program

Project Cost

Full reconstruction is estimated at approximately \$1.25 million per mile, inclusive of:

- Construction costs
- Removal and replacement of asphalt and base materials
- Pavement design review and engineering
- Upgrades to meet current traffic load requirements



With approximately 75 miles of roadway projected to require significant rehabilitation, long-term investment is necessary to prevent widespread system failure and escalating repair costs.

The total estimated program cost is \$125 million over 15 years.

Project Funding

Funding would support:

- Systematic reconstruction of deteriorated roadway sections
- Rehabilitation of major corridors to improve safety and traffic flow
- Modernization of pavement structural sections
- Protection of the City's roadway infrastructure investment

Establishing dedicated long-term funding will allow the City to shift from reactive repairs to a strategic, asset management-based approach that reduces lifecycle costs and improves roadway conditions citywide.



CATABA ROAD BASIN PROJECT

Project Overview

The City of Hesperia experiences storm-related flooding and sediment transport throughout the community. The Oro Grande Wash conveys runoff from more than 30 square miles to the Mojave River, creating significant flow volumes during major storm events.

The focus of this project is the reach of the Oro Grande Wash immediately upstream of the California Aqueduct. Two existing box culverts beneath the Aqueduct currently restrict stormwater flow. The contributing drainage area is approximately 4,969 acres, generating a 100-year peak flow of 1,671 cubic feet per second (cfs).

The California Department of Water Resources (DWR) has raised ongoing concerns regarding sediment and debris accumulation at the culvert crossings. If debris blocks the culvert system, it could impact State Water Project operations and disrupt water deliveries to millions of Southern Californians. DWR currently spends approximately \$35,000 annually on maintenance to manage sediment and debris at this location.

To address these risks, the City proposes construction of the Cataba Road Basin, a regional detention and sediment capture facility located immediately upstream of the Aqueduct crossing.

The project provides regional infrastructure protection benefits, including:

- Reduced flood risk
- Protection of State Water Project facilities
- Reduced sediment and debris maintenance costs
- Protection of Mojave Water Agency infrastructure
- Improved stormwater management for the City of Hesperia

Local agencies have expressed interest in partnering on this project to protect both the DWR Aqueduct and Mojave Water Agency infrastructure in the area.

Project Scope

The Cataba Road Basin Project includes:

- Construction of a regional detention basin to:
 - Reduce peak stormwater flow rates
 - Capture sediment and debris before reaching the Aqueduct culverts
- Inlet spillway system directing flows into the basin
- Energy dissipaters to reduce velocity and erosion
- Low-flow outlet structure



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- Storm drain connection to the existing dual box culverts
 - Emergency spillway
 - Planning, feasibility analysis, and environmental review
 - Site acquisition and right-of-way procurement
 - Permitting and regulatory approvals
 - Final design and construction

Project Phasing

Phase 1 – Right-of-Way Acquisition (Current)

- Secure necessary property for basin construction

Phase 2 – Feasibility and Environmental Review

- Conduct feasibility study
- Identify environmental impacts and mitigation requirements
- Complete CEQA documentation and obtain permits

Phase 3 – Design and Permitting

- Final engineering design
- Hydraulic modeling and structural analysis
- Agency coordination and permit approvals

Phase 4 – Construction

- Basin excavation and embankment construction
- Installation of inlet/outlet structures
- Construction of energy dissipaters and emergency spillway
- Storm drain tie-in to existing culverts

Project Cost

Total Estimated Project Cost: \$15 million

This estimate includes:

- Planning and feasibility studies
- Environmental review and permitting



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- Land acquisition
 - Engineering and design
 - Construction of basin and related infrastructure
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Project Funding

- \$1.5 million has already been contributed through recent development.
 - The remaining \$13.5 million will require additional funding through grants, regional partnerships, or other public funding sources.
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WATER SERVICE LINE IMPROVEMENTS

Project Overview

Water conservation is a goal within the Mojave River Valley, an area that is dependent on ground water to supply clean and dependable potable water to residents. One way to reduce water waste is to reduce the number of leaks that occur within potable water infrastructure. The program targets two primary sources of water loss:

- Aging and failing water service lines
- Aging steel water lines located in rear easements

The goal of this project is to shift costly reactive repairs to a proactive replacement strategy that reduces water waste, emergency repairs, and infrastructure damage.

Project Scope

A. Water Service Line Replacement

The Mojave River Valley has high temperature fluctuations ranging from freezing temperatures during winter to hot desert summers. These fluctuations can stress waterlines over time from soil shifting, and thermal expansion and contraction of the lines. Municipex has been found to handle these wide fluctuations better which helps to extend the life of the product and reduce the need for multiple repairs. In addition to providing a more reliable product, this also reduces staff time having to respond quickly to these leaks and having to put aside other necessary maintenance.

The City has taken several steps to proactively reduce leaks including an investment in 2024 to replace 5% of the overall water service lines in areas that are most prone leaking due to aging infrastructure and failing materials. This project will:

- Replace aging water service lines constructed of materials prone to failure
- Install Municipex service lines designed to perform more reliably in Mojave River Valley climate conditions
- Prioritize high-leak areas based on maintenance history and infrastructure age
- Replace approximately 10% of the overall system under this funding request

Expected Outcomes:

- Reduced reactive leak repairs which allows staff to focus on other work and repairs within the City
- Improved water conservation by reducing unseen leaks that has not surfaced or been noticed
- Lower long-term maintenance costs by reducing the need to perform emergency repairs after hours



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- Increased service reliability

B. Steel Line Relocation & Replacement

Steel lines placed in easements behind properties have been used since the City's inception to provide water to residents. These lines have started to age and become damaged, and fall victim to being "out of site, out of mind" until staff performs routine maintenance. In addition, easements behind homes are used as "storage areas" by residents that will throw trash, store old cars and other items in these areas which make it difficult for staff to visibly see leaks within these areas and costly as they have to clear the area to maintain the lines. Moving the lines to the public right of way, will not only improve response time on leaks, but will make it easier for staff to see damage as it occurs.

This project includes relocating the lines to the front of the property, the design of the new lines within the right of way, and construction. Overall this project will:

- Remove aging steel water lines located in rear easements
- Relocate lines to the public right-of-way in front of homes and replace with PVC pipe
- Improve accessibility for maintenance and leak detection

Expected Outcomes:

- Reduced undetected leaks
- Improved operational access
- Lower risk of property damage
- Enhanced long-term infrastructure reliability

Project Phasing

Phase 1 – Design & Prioritization

- Condition assessment and leak history analysis
- Finalize priority replacement areas
- Prepare engineering design and construction documents
- Obtain permits and environmental clearances

Phase 2 – Construction: Water Service Lines

- Replace approximately 10% of service lines in highest-risk areas
- Coordinate with residents to minimize service disruptions
- Restore affected pavement, sidewalks, and landscaping



Phase 3 – Construction: Steel Line Relocation

- Abandon existing steel lines in easements
- Install new PVC lines in public right-of-way
- Transfer services to new alignments
- Final restoration and inspection

Phase 4 – Program Evaluation

- Monitor leak reduction metrics
- Track water savings
- Evaluate reduction in emergency repair costs

Project Cost

Component	Estimated Cost
Water Service Line Replacement (10%)	\$16,000,000
Steel Line Design & Construction	\$10,000,000
Total Project Cost	\$26,000,000

Project Funding

The City is requesting funding to support proactive infrastructure replacement as follows:

- \$16 million – Replacement of approximately 10% of aging water service lines
- \$10 million – Design and construction for steel line relocation and replacement
- Total Funding Request: \$26 million



NORTH-SOUTH CORRIDOR IMPROVEMENTS

Project Overview

The City proposes to conduct a comprehensive corridor study to evaluate improvements that will enhance connectivity between the north and south ends of the City. Currently, between the California Aqueduct and the Burlington Northern Santa Fe (BNSF) Railroad corridor, there is no improved major arterial roadway between Rancho Road and Bear Valley Road, the busiest roadway in the Mojave River Valley.

This infrastructure gap limits mobility, affects emergency response times, and constrains economic development and orderly growth. The study will identify strategic transportation improvements to improve safety, reduce congestion, enhance emergency vehicle response, and support long-term community growth.

Project Scope

The corridor study will:

- Evaluate and prioritize roadway improvements that would provide the greatest benefit to the community.
- Analyze widening and modernization opportunities.
- Identify multimodal enhancements, including improved pedestrian facilities and bicycle infrastructure.
- Assess feasibility considerations, including:
 - Right-of-way acquisition needs
 - Drainage and stormwater improvements
 - Utility conflicts
 - Environmental constraints and required studies
 - Other technical analyses necessary to advance Capital Improvement Projects

Corridors to be evaluated include, but are not limited to:

- Hesperia Road
- Seventh Street
- Cottonwood Avenue
- Maple Avenue

All identified corridors are consistent with the City's Circulation Plan.



Project Phasing

The study will be completed in phases to ensure a comprehensive and strategic approach:

Phase 1 – Existing Conditions and Needs Assessment

- Traffic analysis and safety evaluation
- Emergency response assessment
- Infrastructure inventory
- Identification of mobility gaps

Phase 2 – Alternatives Development and Evaluation

- Development of improvement concepts
- Multimodal design options
- Preliminary cost estimates
- Community and stakeholder engagement

Phase 3 – Project Prioritization and Implementation Strategy

- Ranking of corridor improvements
 - Identification of right-of-way and environmental requirements
 - Implementation sequencing recommendations
 - Preparation of projects for future Capital Improvement Programming and grant funding
-

Project Cost

The estimated cost to complete the corridor study is \$1 million. This estimate includes technical studies, engineering analysis, environmental review support, stakeholder outreach, and preparation of prioritization and implementation documentation.

Project Funding

The City's goal is to fully fund the study through grant sources. The City continues to actively pursue funding from a variety of state and federal programs to support completion of the project.



MAIN STREET WIDENING AND AQUEDUCT BRIDGE CONSTRUCTION

Project Overview

The City of Hesperia relies on three heavily congested east-west corridors to move traffic across the community. Main Street serves as a critical connection between Interstate 15 (I-15) and residential and commercial areas but currently operates under significant congestion that is expected to worsen with continued growth.

To address these deficiencies, the City proposes to widen Main Street from I-15 to Eleventh Avenue and construct a new aqueduct bridge adjacent to the existing structure. The project will improve traffic circulation, enhance safety, reduce greenhouse gas emissions, support multimodal transportation, and implement the ultimate configuration of Main Street as a Major Arterial identified in the City's General Plan Circulation Element.

The project will increase roadway capacity by more than 30 percent and significantly improve east-west mobility across the City.

Project Scope

The project includes:

- Widening Main Street from four lanes to six lanes
 - Installation of center turn lanes
 - Construction of raised medians to restrict conflicting traffic movements
 - Construction of a new three-lane aqueduct bridge adjacent to the existing bridge
 - Shoulders on the new bridge
 - Pedestrian and bicycle facilities
 - Aqueduct safety improvements consistent with California Department of Water Resources (DWR) requirements
-

Project Phasing

The City intends to deliver the project in three (3) phases, each estimated at approximately \$10 million.

Phase 1:

- Construction of the new aqueduct bridge
 - Widening of the existing roadway over the aqueduct
 - Plans are currently at 90% completion
 - Right-of-way acquisition is required prior to construction
-



Subsequent phases will include the remaining Main Street widening improvements from I-15 to Eleventh Avenue. With phasing project limits to be determined by design, necessary closures, and available budget.

Project Cost

- Main Street Widening: \$20.73 million
 - Aqueduct Bridge Construction: \$11.1 million
 - Total Estimated Project Cost: \$31.83 million
-

Project Funding

The City's goal is to secure approximately \$25 million in grant funding for construction of the Main Street improvements. The City will advocate for additional funding from a variety of state and federal sources to fully implement the project.



TRAFFIC SIGNALS

Project Overview

Traffic signals are critical devices for controlling vehicular and pedestrian movements at intersections. Properly designed, located, operated, and maintained traffic signals assign right-of-way to various traffic movements and significantly influence traffic flow and safety.

The City is proposing installation of new traffic signals at two high-collision intersections that have exceeded thresholds warranting signalization. Both intersections currently operate at low Levels of Service (LOS), below the standards established in the City's General Plan, and have experienced numerous collisions. The project is intended to improve intersection safety, reduce collision frequency and severity, and enhance overall traffic operations.

Properly implemented traffic signals will:

- Provide orderly movement of traffic
- Improve intersection capacity when supported by appropriate design and operational updates
- Reduce the frequency and severity of right-angle and other collision types
- Allow coordinated signal timing where feasible
- Create safer pedestrian crossing opportunities

Project Scope

The project includes installation of new traffic signals at the following intersections:

- Escondido Avenue and Sultana Street
- Seventh Avenue and Sequoia Street

Signal improvements will include:

- Traffic signal poles, mast arms, and signal heads
- Traffic controllers (previously procured)
- Detection systems
- Pedestrian signal heads and push buttons
- ADA-compliant curb ramps (as required)
- Striping and signage improvements
- Associated electrical and communication infrastructure



Project Phasing

The project will be implemented as two separate intersection improvements:

Phase 1 - Signal installation at Escondido Avenue and Sultana Street

Phase 2 - Signal installation at Seventh Avenue and Sequoia Street

Each intersection will be constructed as an independent project, allowing flexibility in funding and delivery.

Project Cost

- Estimated Cost per Intersection: \$3 million
 - Total Estimated Project Cost: \$6 million
-

Project Funding

The City has already secured partial funding to purchase long-lead materials, including traffic controllers. Procuring these materials in advance reduces implementation delays, as some signal components have historically had lead times of up to 50 weeks.

The City will pursue grant funding from a variety of state and federal sources to fully fund construction of both signal installations.



CEDAR STREET (MARIPOSA ROAD TO ESCONDIDO AVENUE) STREET IMPROVEMENTS

Project Overview

With increasing residential development and the upcoming Brightline high-speed rail commuter station, the City of Hesperia has identified the need to develop Cedar Street to improve local and regional connectivity. Currently, Cedar Street does not connect to Mariposa Road due to the A-04 Drainage Corridor, limiting access to the Main Street commercial corridor and Interstate 15 (I-15). Residents primarily rely on Escondido Avenue for eastbound travel, creating congestion along Main Street and Escondido Avenue and raising safety concerns.

The project aims to construct Cedar Street and widen Mariposa Road to facilitate improved traffic circulation, enhance access to the Brightline station and I-15, and support the City's growth objectives.

The project will improve circulation, reduce congestion, enhance safety, provide efficient connectivity for residents and businesses, and support economic growth while aligning with the City's General Plan Circulation Element.

Project Scope

The project includes:

- Construction of a two-lane roadway along Cedar Street connecting to the new Mariposa Road improvements completed by Brightline
 - Construction of drainage system improvements to convey stormwater along the A-04 wash beneath the roadway
 - Installation of pedestrian sidewalks and bike lanes to support non-motorized transportation
 - Roadway widening along Mariposa Road to facilitate traffic movements to the Main Street commercial corridor, Brightline commuter station, and I-15
-

Project Phasing

The project is anticipated to be delivered as a single construction phase, including both Cedar Street roadway construction and Mariposa Road widening, coordinated with ongoing Brightline improvements.

Collaboration with San Bernardino County and the San Bernardino County Transportation Authority will ensure integrated design and efficient delivery.



Project Cost

Total Project Cost: \$12 million

Project Funding

The City seeks to secure grant funding from multiple state and federal sources to complete the project.



TEMECULA AVENUE BASIN

Project Overview

The City of Hesperia experiences storm-related flooding and sediment transport throughout its drainage system. Severe storms, such as the December 2025 event that dropped over seven inches of rain within 12 hours (a 1,000-year storm) within the C-01 watershed located in the southeast area of the City, have overwhelmed local infrastructure, causing sediment-filled storm drains to overflow into homes and shut down streets.

To address these issues, the City proposes the Temecula Avenue Basin, located northwest of the Arrowhead Lake Road and Mono Drive intersection, to enhance flood protection, improve stormwater management, and reduce maintenance challenges.

The Temecula Avenue Basin will:

- Reduce peak stormwater flows and mitigate downstream flooding
- Minimize sediment transport to the Mojave River
- Improve public safety and protect homes and streets
- Lower long-term maintenance costs for Public Works
- Improve local water quality and water supply

Project Scope

The project includes:

- Construction of an inlet headwall along the existing creek
- Two connected stormwater basins with a combined storage capacity of 39 acre-feet:
 - 26-acre-foot basin (primary)
 - 13-acre-foot basin (secondary) with low-flow outlet
- Connection of the 13-acre-foot basin to the existing 96-foot storm drain located ~280 feet north of Arrowhead Lake Road and Mono Drive
- Spillway connection from the primary basin to the secondary basin for controlled discharge
- Sediment capture and storage to facilitate safer and easier maintenance

Project Phasing

The project is planned for single-phase construction, including all basin and stormwater infrastructure improvements. Implementation will be coordinated to minimize disruptions to nearby residents and traffic



along Arrowhead Lake Road.

Project Cost

Total Project Cost: \$4.2 million

Project Funding

The City will seek state and federal grant funding to support construction of the Temecula Avenue Basin.



RANCHERO CORRIDOR PROJECT – PHASE IV

Project Overview

The City of Hesperia proposes roadway improvements along Rancho Road, generally within the project limits from Danbury Avenue to I Avenue, to enhance traffic flow and safety. This fourth phase is part of a larger vision within the City that has included widening of 5 miles of roadway and construction of a new bridge over the aqueduct, a grade separation for the railroad and a freeway offramp. Preliminary engineering has identified a modified 80-foot-wide roadway section as the optimal configuration as most of the development within this portion of the roadway is residential homes. This design accommodates current and projected traffic while minimizing the need for extensive right-of-way acquisition from nearby residents.

The project will improve traffic circulation, enhance pedestrian safety, and support efficient emergency response times in the surrounding community.

Project Scope

The project includes:

- Widening of Rancho Road within the project limits to an 80-foot roadway section
 - Construction of drainage improvements to address local stormwater management needs
 - Installation of sidewalks along the southern side of the roadway
 - Plans for future traffic signal installations (right-of-way acquisition anticipated) in high collision areas within the project
-

Project Phasing

The project will be implemented in phases:

Phase 1 – Acquisition of necessary right-of-way for future traffic signals

Phase 2 - Completion of plans, specifications, and estimates (PS&E)

Phase 3 - Construction of roadway widening, drainage improvements, and sidewalks

Phasing allows the City to coordinate funding, minimize community disruption, and integrate traffic signal improvements as funding becomes available.



Project Cost

Estimated Project Cost: \$11.7 million

Project Funding

The City will pursue additional state and federal grant funding to support right-of-way acquisition, engineering, and construction of the Danbury Avenue improvements.



I-15 CORRIDOR WATER PROJECT

Project Overview

Following the City of Hesperia's November 2004 annexation of the freeway corridor south from Highway 395 to the Oak Hills summit, the City is responsible for constructing water and sewer infrastructure to serve this area. Providing these utilities will support new development, reduce reliance on County water, and generate additional sales tax revenue.

Phase 1 of the project has been completed, and Phase 2 has been partially implemented. The City now seeks funding to complete critical water infrastructure to fully enable development in the corridor.

Project Scope

The project includes:

- Construction of water lines along Mariposa Road and Caliente Road from the 395/I-15 junction to the southern City limits
- Construction of a pump station at Plant 30
- Construction of a hydro-pneumatic booster station
- Preparation of plans, specifications, and cost estimates for a 5.0 MG water tank (Phase 3)

Previously completed elements include:

Phase 1 - Water pipes and sewer lines (completed March 2021)

Phase 2 - Sewer lift station (constructed and accepted February 2025)

Completing the pump station and booster station will immediately enable additional development and support the City's long-term water infrastructure needs.

Project Phasing

The project is organized as follows:

Phase 1 - Water pipes and sewer lines (completed)

Phase 2 - Sewer lift station (constructed) and remaining water infrastructure (pump station and booster station) – funding requested for completion

Phase 3 - (Future): Construction of 5.0 MG water tank with final plans, specifications, and cost estimates



Project Cost

Phase 2 - Remaining Infrastructure: \$4.2 million

Phase 3 - Water Tank (Future): Costs to be determined with plans and estimates

Project Funding

The City seeks \$4.2 million in grant funding to complete Phase 2 infrastructure, which will immediately open the corridor for development. Additional state and federal funding will be pursued in the future to construct the 5.0 MG water tank and finalize Phase 3.



Essential Projects

Essential projects are identified by the City as projects, that while important, will take time to see to fruition. This could be due to the large scale of the project, or that these projects do not serve an immediate impact to residents but are anticipated to help relieve issues associated with future growth.

ESCONDIDO BRIDGE

Project Overview

The City of Hesperia seeks to improve traffic circulation and support economic development by constructing a new bridge extending Escondido Avenue north of Main Street to connect with Mariposa Road. Limited access points over the California Aqueduct currently constrain northbound traffic and create congestion at existing intersections.

The proposed bridge would alleviate traffic along Main Street, open a currently undeveloped commercial area visible from I-15, and provide opportunities for economic growth. This location is identified in the City's Circulation Plan as a strategic site for improved connectivity.

The bridge will enhance mobility, reduce congestion, and promote economic development in the surrounding area.

Project Scope

The project includes:

- Design and construction of a new Escondido Avenue bridge connecting Main Street to Mariposa Road
 - Initial right-of-way acquisition for bridge abutments and associated structures
 - Coordination with the California Department of Water Resources (DWR) for bridge design and regulatory compliance
 - Engineering feasibility studies and technical investigations to support design and construction
-

Project Phasing

The project will be implemented in phases:

Phase 1 - Feasibility study, preliminary design, and technical investigations



Phase 2 - Right-of-way acquisition and coordination with DWR

Phase 3 - Final design and construction of the bridge

Phased delivery will ensure compliance with regulatory requirements and allow for early engagement with funding partners and stakeholders.

Project Cost

Estimated Project Cost: \$20 million

Project Funding

The City aims to fund the project primarily through state and federal grant programs. Early funding will support design, technical studies, and right-of-way acquisition to advance the project toward construction readiness.



A-04 CORRIDOR FLOOD PROTECTION PROGRAM

Project Overview

Natural drainage courses through developed areas in Hesperia often lack culverts or bridges, causing localized flooding, property damage, road closures, and sediment accumulation—even during moderate storms. The December 2025 storm, which dropped over four inches of rain within this A-04 watershed located in the western portion of the City, highlighted these vulnerabilities, resulting in debris flows, damaged utilities, and blocked access for residents.

To address these conditions, the City proposes comprehensive A-04 Corridor Drainage Improvements, including basins and conveyance pipelines, to control flows, reduce runoff volumes, protect developed areas, and improve water management.

The project will significantly reduce flooding risks, protect property and transportation infrastructure, and support sustainable growth in the A-04 watershed.

Project Scope

The project includes:

- Planning, design, permitting, and site acquisition for drainage improvements along the A-04 corridor
- Construction of multiple basins and conveyance pipelines to manage stormwater and reduce peak flows
- Potential use of basins for recharge of imported and recycled water
- Soil-cement channels and pipeline systems to convey flows between basins
- Protection of nearly 10 miles of developed and future development areas, including major arterials
- Coordination with developers in the A-04 watershed for contributions of infrastructure or land to protect their properties

Recent investments in the corridor include:

- Tamarisk Basin: Cleared and maintained in 2025; holds over 6 million gallons of water, reducing erosion and protecting homes
 - Land acquisition near Main Street for a future basin to reduce peak flows through residential areas
-

Project Phasing

The project is planned as a multi-phase program:

Phase 1 - Site acquisition and preliminary design of basins and conveyance pipelines



Phase 2 - Permitting and final design of basins, channels, and pipelines

Phase 3 - Construction of basins, soil-cement channels, and pipelines along the corridor

Future Phases - Ongoing construction and integration with new development contributions

Project Cost

Total Project Cost: \$50 million

Project Funding

The City will leverage a combination of funding sources:

- Developer contributions within the A-04 watershed for required infrastructure or land
 - State and federal grants to fund design and construction of public improvements
 - City funds for planning, maintenance, and integration with existing drainage systems
-



MESA AREA SEPTIC TO SEWER

Project Overview

To protect groundwater quality, the City of Hesperia proposes to expand its wastewater collection system to serve high-density areas currently relying on onsite wastewater treatment systems. Treated effluent will be recycled for irrigation and aquifer recharge.

The Mesa area is one of the City's highest-density communities, where failing or aging onsite systems are impacting aquifer water quality—the City's only water supply source. This project will provide sewer service to this area, safeguarding public health and long-term water sustainability in one of the City's densest communities.

Project Scope

The project includes:

- Construction of the Peach Avenue lift station
 - Installation of force mains and gravity sewer lines
 - Conversion of local onsite wastewater systems (septic) to sewer service
 - Expansion of the sewer collection system to the Mesa area to serve high-density residential neighborhoods
 - Treatment and reuse of effluent for irrigation and aquifer recharge
-

Project Phasing

The project will be delivered in eight individual phases, each estimated at \$10 million:

Phase 1 - Peach Avenue lift station and associated force mains

Phase 2 - Installation of local gravity sewers and conversion of onsite systems to sewer service

Phased delivery allows for strategic deployment of funding, coordination with residents, and staged construction to minimize disruptions.

Project Cost

- Total Project Cost: \$80 million
 - Cost per Phase: \$10 million
-



Project Funding

The City will pursue a combination of state and federal grant programs over multiple funding cycles to support the phased construction of the wastewater collection system.

Funding this project will protect groundwater quality, improve public health, and enable sustainable growth in the Mesa area.



I AVENUE WIDENING

Project Overview

I Avenue serves as a critical north-south corridor connecting residential areas to commercial services in Hesperia. The roadway currently experiences horizontal and vertical sight distance deficiencies that compromise safety for motorists, pedestrians, and cyclists.

To address these deficiencies, the City proposes to widen I Avenue between Rancho Road and Bear Valley Road, approximately 6.4 miles, in alignment with the City's vision for a safe, sustainable, and complete street network.

The roadway improvements will support increased capacity, reduced congestion, safer routes to schools, and sustainable transportation options, while reducing greenhouse gas emissions.

Project Scope

The project includes:

- Widening I Avenue to a four-lane divided arterial with a center turn lane along its entire length
 - Improving horizontal and vertical sight distance for enhanced safety
 - Incorporating complete streets features, including sidewalks, bike lanes, and transit accommodations
 - Enhancing public transit accessibility and connectivity to key destinations such as healthcare, schools, and commercial centers
 - Facilitating safer and more efficient goods movement along the corridor
 - Community engagement to prioritize improvements and develop long-term mobility strategies
-

Project Phasing

The project is divided into six segments:

- Segment 1 – Rancho Road to Danbury Avenue
- Segment 2 – Danbury Avenue to Redbud Street
- Segment 3 – Redbud Street to Hercules Street
- Segment 4 – Hercules Street to "E" Street
- Segment 5 – "E" Street to Catalpa Street
- Segment 6 – Catalpa Street to Bear Valley Road



The City plans to initially construct Segments 2 and 3 to address traffic congestion, safe routes to schools, and safety improvements. Subsequent segments will be delivered as funding becomes available.

Project Cost

- Total Project Cost: \$63.1 million
 - Segments 2 & 3 Cost (Initial Phase): \$16.5 million
-

Project Funding

- Grant Funding (State and Federal Sources): \$12 million
- Local Matching Funds: \$4.5 million

The project leverages local and grant funding to address critical safety and mobility improvements while supporting sustainable and complete street initiatives.



SULTANA STREET AND MUSCATEL STREET IMPROVEMENTS

Project Overview

Residential development in the area bounded by Main Street (North), California Aqueduct (East), Cedar Street (South), and Mariposa Road (West) has created growing traffic demands. Limited eastbound access due to the A-04 Drainage Corridor forces residents to rely on Escondido Avenue, resulting in congestion and safety concerns along Main Street and Escondido Avenue.

To address these issues, the City proposes roadway connections along Sultana Street and Muscatel Street, along with improvements on Mariposa Road, improving access to the Main Street commercial corridor and Interstate 15 (I-15).

Funding will maximize public safety, mobility, and sustainability benefits in the corridor.

Project Scope

The project includes:

- Sultana Street and Muscatel Street: Construction of two-lane roadways with pedestrian sidewalks and bike lanes
- Mariposa Road: Widening to four lanes with a center turn lane, pavement rehabilitation, and traffic signals at each intersection
- Drainage improvements to convey stormwater along the A-04 wash beneath the new roadways
- Encouragement of non-motorized transportation through complete streets design
- Enhancements to emergency response times, public safety, and connectivity for residents and businesses

The project aligns with the City's Circulation Plan and will improve air quality, reduce greenhouse gas emissions, and support sustainable growth.

Project Phasing

The project will be delivered in phases:

Phase 1 - Construction of Sultana Street and Muscatel Street connections, including drainage improvements

Phase 2 - Mariposa Road widening, pavement rehabilitation, and installation of traffic signals

Phase 3 - Completion of sidewalks, bike lanes, and final roadway features



Phased construction allows for coordination with development and minimizes community disruption.

Project Cost

Total Project Cost: \$14 million

Project Funding

The City will pursue state and federal grant funding to support project construction and improvements.



BEAR VALLEY ROAD REHABILITATION AND WIDENING PROJECT

Project Overview

Bear Valley Road, between Interstate 15 (I-15) and the Mojave River, is one of the highest-volume roadways in the High Desert. The roadway is shared with the City of Victorville. The north half is maintained by Victorville, while the south half is maintained by Hesperia.

As the primary entrance to the Town of Apple Valley and access to Hesperia's large industrial area, the roadway carries significant traffic. However, many frontage areas remain unimproved, and vacant properties dominate the corridor. To maintain this vital roadway and support development, the City proposes targeted improvements in partnership with Victorville.

The project supports safer, more efficient travel while reducing congestion and greenhouse gas emissions.

Project Scope

The project includes:

- Construction of missing curb, gutter, and sidewalk along both sides of the roadway
 - Pavement rehabilitation to preserve roadway conditions
 - Enhancements for pedestrian safety and non-motorized transportation
 - Improvements to emergency vehicle access and response times
 - Alignment with the City's Circulation Plan to facilitate growth, connectivity, and economic development
-

Project Phasing

The project will be delivered in phases:

- Phase 1: Construction of curb, gutter, and sidewalk along priority sections
- Phase 2: Pavement rehabilitation along the full corridor
- Phase 3: Completion of remaining pedestrian and non-motorized infrastructure

Phasing allows coordination with the City of Victorville and minimizes disruption to traffic and local businesses.



Project Cost

Total Project Cost: \$4.2 million

Project Funding

- Grant Funding (State and Federal Sources): \$3.9 million
- Local Matching Funds: \$0.3 million

The City will continue advocating for state and federal grants to complete the project, ensuring safety, mobility, and economic benefits along this critical corridor.



2026 State Legislative Policy Statements

The following categories of policy statements are broad and are not intended to be all-inclusive, rather they will be used as a reference tool and guideline for the City's State advocacy efforts in 2026.

Administrative Services

General Area of Review: Elections, Brown Act, Public Records Act, Political Reform Act, Conflict of Interest, Insurance, Tort Reform, Open and Transparent Government.

- Support efforts to amend rules that limit and restrict local governments' ability to achieve greater transparency of governmental business by improving the platform in which agencies can publish and advertise notices, resolutions, orders, or other matters required by law.
- Support measures that promote transparency, public participation, and first amendment rights, while preserving procedures that continue to foster efficient government proceedings.
- Support a comprehensive state performance review and audit system and long-range financial planning and performance budgeting to enhance accountability, efficiency, and responsiveness at all levels of government.
- Support legislation that controls the costs of elections as long as the elections process is not adversely affected, (e.g., purge voter rolls, limit costs for candidate statements, and prevent abuse of the mail ballot process).
- Support legislation that would increase voter turnout in local elections, (e.g., mail ballots, more information to voters for judicial elections).
- Support legislation that reduces the amount of recall abuse while improving, streamlining, and ensuring that the public has full knowledge of the issues.
- Support legislation that strengthens local control over election-related matters such as boundary and district requirements.
- Support measures that enable cities to maximize their ability to administer local elections, including programs designed to encourage and increase voter education, registration, and voter turn-out efficiently and effectively.
- Support reforms to modernize the structure, governance, management, and method of financing State government.
- Support legislation that discourages baseless and frivolous claims and demands made against municipalities, their officers, and employees.
- Support legislation that would allow a City presented with an allegation of a violation of the California Voter Rights Act (CVRA) to address the allegation before any person may file a lawsuit related to the alleged violation.
- Support legislation providing City Council more flexibility to fill City Council vacancies including extending the appointment period to fill a vacancy.
- Support limited tort liability and provide certain tort immunities for public entities for unauthorized use of public property.
- Support comprehensive tort reform, including limiting the joint and separate liability of governmental agencies to a liability equal to their percentage of their wrongdoing.



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- Support measures that preserve the integrity and fundamentals of the Brown Act while opposing measures that would constrain communication among staff and local officials.
 - Support measures increasing local autonomy, protecting privacy, and maintaining the City's authority over public records. This includes measures that provide for the recovery of costs with regard to public records requests.
 - Support alternative methods of meeting public notice requirements and enhancing them using cost effective and innovative, technology friendly methods of communication.
 - Support legislation that maintains and enhances local franchising authority for cable television and wireless services.
 - Oppose legislation that expands or increases municipal liability, or, conversely, further limits municipal immunity.
 - Oppose legislation that limits the authority of municipalities to enforce their own ordinances in municipal courts.
 - Oppose any legislation that diminishes or does not assure local franchise fees for all utilities' use of City right-of-way.
 - Oppose legislative efforts to impose binding arbitration that would remove local government authority on matters of local interest. Specifically, support all legislative and legal efforts to overturn any legislation that implements binding arbitration on local government.
 - Oppose legislation that seeks to lessen the City's ability to enforce contractual language agreed to and contained within existing franchise documents.

Economic Development

General Area of Review: Economic Development, Redevelopment, Enterprise and Opportunity Zones, Job Creation.

- Support regional and sustainable economic development policies that promote planned economic growth in Hesperia and neighboring communities.
- Support legislation that enhances the City's ability to attract retain, and expand local businesses through job creation, investment incentives and infrastructure development
- Support legislation that provides financial and regulatory incentives (e.g., tax benefits, grants, low-interest loans) to rehabilitate residential and commercial properties, improve infrastructure, and enhance economic vitality.
- Advocate for infrastructure improvements, including roadways, transit, and utilities, to support economic growth.
- Support policies that foster entrepreneurship, business formation and growth.
- Support legislation that promotes the reshoring of manufacturing and incentivizes domestic supply chain development, including workforce training and infrastructure improvements.
- Support state and federal policies that maximize the benefits of Opportunity Zones, including streamlined regulatory processes, environmental flexibility and expanded investment incentives.
- Support legislation ensuring that assets from former redevelopment agencies remain under local control to benefit redevelopment areas and eliminate blight.
- Support legislation that refines prevailing wage requirements to reduce unnecessary cost burdens on economic development and affordable housing projects.



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- Support policies that encourage balanced residential and commercial development, with incentives for mixed-use projects and strategic growth west of I-15, including ecommerce, distribution centers and logistics hubs.
 - Support workforce development programs, including job training and partnerships with local schools, colleges, and trade organizations to align workforce skills with economic needs.
 - Oppose legislation that negatively impacts local businesses, economic development, or job creation.
 - Oppose legislation that restricts responsible housing development and reduces economic opportunities.
 - Oppose policies that lead to a decline in property values, economic stagnation, or disinvestment in the City.
 - Oppose legislation that would contribute to a decrease in property values within the City.

Employee Relations and Risk Management

General Area of Review: Labor Relations, Employee Relations, and Human Resources.

- Support legislation that would reform the State’s Workers’ Compensation System to draw a balance between reasonable claimant benefits versus the increasing costs/corruption that has plagued the System to date.
- Support legislation that improves access to, and reduces the cost of, healthcare for public employees.
- Support legislation that expands the City’s ability to offer health, welfare, and wellness services for employees.
- Support reform of the California tort law system to curtail unreasonable liability exposure for municipalities and to facilitate the ability to obtain affordable general liability and workers’ compensation insurance coverage.
- Support local government efforts to establish succession planning and mentoring programs.
- Support efforts to provide additional flexibility in the provision and administration of retirement and medical benefit programs while ensuring those programs are sustainable for past, current, and future employees.
- Oppose the taxability of employee benefits.
- Oppose legislation that would add administrative burdens or taxes to self-insurance programs.
- Oppose legislation or regulations that would increase employer medical costs for workers’ compensation.
- Oppose legislation that would promote workers’ compensation claim litigation.
- Oppose legislation that presumptively expands workers’ compensation coverage to illness or injuries that are not work-related.
- Oppose legislation that creates unnecessary burdens on or limits the City’s ability to decide employment issues, including collective bargaining, binding arbitration, benefits, and leaves.
- Oppose legislation imposing state-mandated costs for mandatory employee training programs when there is no guarantee of local reimbursement or offsetting benefits.
- Oppose legislation that would create additional financial burden on, or threaten the viability of, the California Public Employees’ Retirement System (CalPERS).



Environmental

General Area of Review: Air, Water and Water Quality, Climate Change, CEQA, Energy Efficiency, Recycling, Solid Waste Management, Hazardous Materials, and Utilities.

- Support legislation that promotes regional improvement of air quality, recognizing that air pollution does not follow jurisdictional boundaries.
- Support legislation to ensure that federal, state, and county agencies have adequate authority and resources to enforce air quality regulations.
- Support legislation and regulations that provide authority for local governments to implement vehicle emissions reductions programs.
- Support legislation requiring local government participation on the governing bodies of air quality management districts without diluting any existing authority already held by the City.
- Support efforts that maintain and enhance local decision-making authority in the development and implementation of air quality attainment strategies.
- Support water quality legislation that results in reasonable water quality control regulations that are cost effective and can show identifiable benefits.
- Support regional approaches to provide needed water and encourage local conservation and efficient use of the water supply.
- Support legislation and regulations that promote the appropriate and beneficial use of reclaimed water.
- Support continued federal and state funding for water and wastewater treatment infrastructure to reduce local costs and expedite construction of necessary treatment, distribution, and collection facilities to comply with federal and state mandates.
- Support efforts that help local governments maintain water efficiency programs that meet state objectives, are cost effective, and make sense for the local conditions.
- Support state and federal efforts to increase water efficiency ratings for common consumer products that use water.
- Support streamlined environmental processing for federal and state regulatory permits administered by Caltrans and various other state and federal agencies for the purpose of expediting public infrastructure developments.
- Support major revisions to the Endangered Species Act (ESA) and its state counterpart, including delisting of endangered species that have thrived and recovered through effective resource management.
- Support legislation to include consideration of the economic impacts of proposed species listings, as well as support the delisting of species no longer threatened or endangered.
- Support efforts to streamline and improve the California Environmental Quality Act (CEQA) process to reduce time and cost of compliance while ensuring that the environment is adequately protected.
- Support “green” projects and regulations that do not place an undue burden on local government and other financial incentives for reductions in Greenhouse Gases.
- Support programs and policies that promote advanced low emission vehicle technology and encourage or promote alternative fuels such as biodiesel, hydrogen, and compressed natural gas.
- Support legislation that increases availability and promotes the adoption of energy efficient technologies and use of alternative/renewable energy sources.
- Support legislation that encourages and funds energy efficiency and conservation while allowing local design and implementation of the program.



- Support local government’s adoption and implementation of recycled content and green procurement policies.
- Support legislation to provide changes to AB 939 regarding mandated waste diversion goals that will streamline its provisions and assist in compliance, placing more emphasis on implementation of waste diversion programs and less on strict mathematical accounting.
- Support legislation that delays or reduces penalties for noncompliance with SB 1383 to allow jurisdictions to implement the many components of the regulations.
- Support funding for implementation of SB 1383 including funding to increase the capacity of facilities that accept, and process organic waste and funding increase the capacity of food recovery services and organizations.
- Support legislation that clarifies and broadens the regulatory authority of local government to ensure the efficient management of recyclable material and solid waste.
- Support legislation that provides incentives and funding for programs that promote waste reduction, reuse, and recycling and development of related infrastructure.
- Support expansion of the market for recyclable materials.
- Support legislation that allows the City to continue controlling risks from hazardous materials use, storage and transportation through the Uniform Building and Fire Codes and related local amendments.
- Oppose legislation that would require the City to divert more than 50 percent of the solid waste stream and places undue burden on local government.
- Oppose legislation that requires the City to reduce the amount of organic waste by 50 to 75 percent and requires disposed edible food to be used for human consumption accompanied by infrastructure, procurement, and implementation requirements which places a financial burden on local government.
- Oppose mandated material disposal bans or restrictions in circumstances where there is an insufficient capacity within the private recycling market to handle these materials in a more beneficial way besides landfilling.
- Oppose legislation that restricts the City’s ability to adopt local regulations for hazardous materials, including review and approval of the location of facilities that use or store hazardous materials or hazardous waste.
- Oppose air quality legislation that restricts a local agency’s land use authority.
- Oppose all state and/or federal legislation that would allow for lower water quality testing limits based on any other parameters than scientific evidence.
- Oppose legislation that would impose a tax on residential water service customers, including requirements characterized as voluntary contributions.
- Oppose the expansion of the State listing of endangered or threatened species without economic impact analyses and valid scientific data.
- Oppose any additional listings to the California Endangered Species Act when such listings threaten development and the local economy and impose an undue financial burden on local agencies.
- Oppose all unfunded mandates on local governments to address climate change (which is outside the City’s control).
- Oppose expanding the current unfunded mandate to meet Environmental Protection Agency regulations aimed at the National Pollutant Discharge Elimination System (NPDES).



Grants and Funding

General Area of Review: Competitive, Discretionary, Formulaic Sources of Funding for Capital Projects and Operations.

- Support and pursue funding for projects that improve the quality of life in Hesperia.
- Support and pursue funding to increase public safety service levels in the City and unincorporated areas.
- Support measures that allow the City to compete for its fair share of regional, state and federal funding.
- Support initiatives that promote dedicated funding streams to cities for critical service areas.
- Support legislation that provides incentives or grant opportunities for community improvements such as cultural services for the education, entertainment, and enrichment of the community.
- Support legislation that provides sustainable funding support for disaster preparedness, Homeland Security, Court Security and other local emergency management and law enforcement activities.
- Support legislation that provides funding and resources for local governments to implement Healthy Cities programs and policies aimed at reducing obesity, childhood obesity, high rates of diabetes, heart disease, and other health conditions.
- Support tax credits, grants, loans, and other incentives to assist the public, businesses, and local agencies that invest in energy efficient equipment and technology, and fuel efficient, low emission vehicles.
- Support and pursue funding that specifically benefits the City's transportation and public works projects, including for new railroad grade crossings.
- Support legislation or policy, whether state or federal, that creates and makes available grant funds for economic development and tax increment financing (TIF) programs.
- Support legislation that maintains or enhances funding for parks, trails, and recreation services and facilities.
- Support legislation that provides funding for water, wastewater, and stormwater infrastructure; flood prevention, water resources planning and development; water quality improvement; and water resources related regulatory reform.
- Support legislation that addresses full reimbursement of law enforcement costs of state and federal mandates.
- Support legislation that ensures communities of all sizes remain eligible for funding, not just large urban areas or communities identified through overly prescriptive eligibility criteria.
- Support legislation that directs proceeds from cap-and-trade auction revenues to projects in the City that result in improved air quality, active modes of transportation, and the reduction of harmful pollutants.
- Support legislation that provides funding to implement unfunded mandates such as the organic waste reduction mandates included in SB 1383.



Housing, Community Development and Planning

General Area of Review: Housing, Land Use, Development, Annexation, Incorporation, Building Standards, Mobile Home, and Sign Regulations.

- Support efforts to establish binding mutual development standards for unincorporated areas, limit county development within a City's sphere of influence and facilitate logical annexations that support planned growth.
- Support legislation that protects land use authority, including decision-making related to water supply, zoning and infrastructure investment.
- Support strong City input on regional land use and planning decisions, ensuring local concerns are prioritized in regional and state planning efforts.
- Support legislative strategies that promote efficient, sustainable, and resilient land use, housing, and infrastructure development.
- Support state and federal investments in infrastructure (water, roads, public transit) that complement housing growth and community development.
- Support a streamlined right-of-way acquisition process.
- Support land use patterns that maintain safe residential neighborhoods, enhance economic prosperity, preserve open space, and improve the overall quality of life in Hesperia.
- Support legislation that upholds local control over cannabis cultivation, distribution and retail operations, including enforcement mechanisms for illegal activities.
- Support legislative programs that promote homeownership affordability, workforce housing initiatives, and financial assistance programs that address the national housing crisis.
- Support legislation that preserves municipal authority over the public right-of-way including fair and reasonable compensation for use of the right-of-way.
- Support legislation that facilitates the creation and maintenance of Payment in Lieu of Taxes (PILOT) agreements that fund the development of affordable housing projects.
- Support legislation to relax eligibility regulations related to affordable housing production requirements.
- Support state and federal legislation that enhance the viability of public housing authorities (PHAs), including funding mechanisms, and protects the authorities and powers of PHAs.
- Support legislation that preserves local control over housing and land use decisions while promoting flexible, incentive based approaches to housing development.
- Oppose legislation that limits or restricts local government control over land use, growth impact fees, or planning decisions based on Hesperia's specific needs.
- Oppose unfunded state-mandated affordable housing production requirements without corresponding financial support for infrastructure, services and public safety.
- Oppose measures that remove local authority over housing decisions that best fit the City and its population.
- Oppose restrictions on local ability to generate funding or establish public-private partnerships for affordable housing and infrastructure projects.
- Oppose legislation that increases administrative burdens and costs associated with affordable housing without increasing provision of services at the local level.
- Oppose efforts by any regulatory commission from promulgating rules and regulations that infringe on local land use decisions and management of the public right-of-way.



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- Oppose legislation that would inappropriately limit local government authority to impose growth impact fees.
 - Oppose legislation similar to SB 375 which unfairly ties road and transportation funding to high-density housing mandates that do not align with local planning objectives.
 - Oppose legislation like SB 9 that forces cities to approve high-density development on single-family parcels without considering infrastructure, local conditions or community input.
 - Oppose legislation that limits or removes local authority to manage the right-of-way concerning broadband deployment.
 - Oppose legislation similar to AB 98 that would impose new design and build standards for new or expanded logistics uses across the state.

Local Control

General Area of Review: Preservation of Local Authority and Decision-Making Powers.

- Support enhanced local control over public nuisances, (e.g., adult entertainment facilities, problem alcohol establishments, drug paraphernalia establishments, etc.).
- Support legislation that strengthens local control over gaming issues.
- Support the creation of more affordable, innovative, and quality childcare options while maintaining strict adherence to childcare regulations and guidelines.
- Support efforts to increase opportunities for community-wide citizen volunteer programs.
- Support legislation to fund summer youth employment and training programs and expand funding for year-round youth employment and leadership in order to better prepare youth for future self-sufficiency and prevent youth violence and crime.
- Support efforts to promote and finance programs to combat pet overpopulation, increase pet adoptions and spay/neuter programs and educate citizens on the dangers and nuisance of roaming, uncontrolled animals and other animal control issues that risk public health and safety and quality of life.
- Support programs and efforts aimed at assisting with the clean-up of abandoned and/or inoperative vehicles.
- Support for expansion of aviation services at Southern California Logistics Airport (SCLA), provided no quality of life or economic competitiveness issues are impacted in Hesperia.
- Support legislation and regulatory efforts that provide people with the social, economic, and physical environments needed to make healthy choices and lead healthy lifestyles.
- Oppose any legislation that preempts local authority or transfers jurisdiction over local programs.
- Oppose legislation and the promulgation of rules and regulations that allow any regulatory agency to encroach on or supersede local authority including, but not limited to, the City's right to franchise for the right to operate in the public right-of-way.
- Oppose legislation that supports federal, or state issued mandates which infringe upon an individual's freedom of choice regarding medical decisions, such as vaccine mandates.



Public Safety

General Area of Review: Law Enforcement, Fire Safety, Emergency Communications, Emergency Services, Disaster Preparedness, and Nuisance Abatement.

- Support adequate financing of jails and criminal justice facilities. Address the need to devote equal time and energy to develop effective alternatives to incarceration, including early intervention of at-risk youth and counseling and rehabilitation programs.
- Support measures that protect the public against disease and disability and promote health.
- Pursue additional opportunity for participation in regional Restoration of Competency (ROC) programs.
- Support legislation that limits the placement of sex offender and parolee homes within the City limits.
- Support increased authority and resources devoted to cities for abatement of graffiti and other acts of public vandalism.
- Support legislation that provides local law enforcement agencies authority to recover any costs associated with complying with any federal, state or court-ordered licensing, registration, and testing requirement.
- Support legislation that has the potential to reduce incidents of violence in the community, especially through the development of treatment and intervention programs for youth.
- Support legislation that protects senior citizens from criminal exploitation.
- Support legislation that provides greater protection to victims of crime.
- Support efforts of the Reducing Crime and Keeping California Safe Act.
- Support efforts to resolve the medicinal cannabis collective issue through judicial or legislative action.
- Monitor impacts of regulation of medical cannabis and recreational cannabis.
- Support legislation that continues efforts to maximize opportunity for reimbursement for inmate medical and mental health care, as well as assisting with continuity of care post-release and pursuing funding for increased needs resulting from realignment. Mitigate liabilities in areas such as health, mental health, Americans with Disabilities Act (ADA) and other areas of legal concern.
- Support legislation establishing protocols and funding for shared, statewide emergency response communications.
- Support legislation that protects society against identity theft.
- Support legislation that protects juveniles from sexual predators on the internet.
- Support legislation aimed at reducing gang violence and support enhanced sentences for criminal offenses committed by gang members.
- Support legislation that provides education for public safety training.
- Support legislation that protects Proposition 36, which addresses homelessness, addiction, and theft through an alternative approach to prosecution and sentencing.
- Support legislation that addresses the impacts of long-term jail sentences.
- Support legislation and funding to provide law enforcement/public safety agencies greater access to wireless communication necessary to support a national wireless broadband network capable of use by any public safety entity to serve and protect communities throughout the nation.
- Support legislation that promotes programs that enhance the benefits of mutual aid agreements between local governments.
- Support measures that encourage disaster preparedness and emergency planning.



- Support statewide efforts to coordinate disaster preparedness programs in local jurisdictions, and support guidelines to identify the strengths and weaknesses of local preparedness efforts.
- Support additional funding for local agencies to recoup the costs associated with fire safety in the community.
- Support legislation that strengthens the City's ability to prohibit the use and sale of fireworks and that allows the San Bernardino County Fire District to prohibit and otherwise control fireworks.
- Support legislation that supports the physical and financial ability of the San Bernardino County Fire District to actively ban the sale and/or transportation of fireworks.
- Support legislation that promotes fire safety, education, and prevention with the goal of reducing injury, loss of life, and property damage.
- Support statewide efforts to coordinate solutions to the systemic overcrowding of local Hospital Emergency Rooms and reduce Ambulance overdependence or Ambulance Patient Offload Delays (APOD).
- Support legislation that provides the San Bernardino County Fire District the authority to recover any costs associated with complying with any federal, state, or court-ordered licensing, registration, and testing requirement.
- Oppose programs that have the potential to compromise officer safety.
- Oppose unfunded mandates on local government in relation to tracking of paroled sexual predators.
- Oppose any State or local fire related tax or fee increase that does not go back to local agencies.

Revenue and Taxation

General Area of Review: Finance Administration, Taxation Reform, General and Special Revenue, and Revenue Sources at the federal, state, and local levels.

- Support efforts to protect local government revenue sources and the provisions of Proposition 1a: The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century and Proposition 22: Local Taxpayer, Public Safety, and Transportation Protection Act of 2010.
- Support legislation/initiatives that guarantee all local historical funding sources shall be a dedicated revenue source for local governments.
- Support legislation designed to protect, without unnecessarily restricting, the investments of local government agencies.
- Support local control of the awarding of contracts and the accountability of local officials for those actions.
- Support legislation that facilitates and enables the timely collection of delinquent assessments and strengthens or maintains the lien position of those assessments.
- Support legislation that would require the State to comply with its obligation and original intent of the State Mandated Costs claim process to reimburse cities for costs incurred because of State-mandated programs and processes.
- Support measures that promote fiscal stability, predictability, and financial independence at the local level.
- Support efforts that preserve and promote the City's ability to maintain and grow its revenue base.
- Support regional cooperation on common interests and goals by providing access to share incremental growth in ERAF (Educational Revenue Augmentation Fund) property tax.



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- Support legislation that provides a more balanced mix of property tax revenues related to public service costs among cities, counties, and special districts.
 - Support full cost reimbursement to the City for all federal, state, and county-mandated programs.
 - Support legislation that provides for adequate transparency of the City's investment activity.
 - Oppose measures that diminish the City's revenue sources that are required to maintain critical services.
 - Oppose imposition of state, federal, and regional mandates upon local governments, as well as federal mandates on the state, especially those for which no funding exists.
 - Oppose taxes or fees on local refuse programs to fund statewide programs.
 - Oppose legislation that would preempt or threaten local taxation authority.
 - Oppose any change in revenue allocations that would negatively affect local government, including sales, use and property tax, tax increment, gas tax (HUTA), transient occupancy tax (TOT) and vehicle in-lieu fees (VLF).
 - Oppose restrictions on the City's ability to adopt its own investment policies.
 - Oppose any legislation that would require municipalities to participate in investments that do not meet the objectives set forth in the City's policies.

Transportation, Communication and Public Works

General Area of Review: Transportation, Construction, Telecommunications, and General Public Works Related Areas.

- Support increased transportation funds allocated to local jurisdictions for discretionary projects.
- Support legislation to enhance transportation funding equity within the State.
- Support efforts to encourage flexibility in federal funding and regulations to better meet the needs of small to medium size communities.
- Support legislation that facilitates cooperative programs among government agencies in order to help the City meet its basic needs, including transit, street, highway, road and bridge construction and maintenance, and safe corridors for bicyclists and pedestrians.
- Support new processes to expedite the permitting and environmental review and approval of transportation projects.
- Support legislation that requires the California Public Utilities Commission (PUC), Federal PUC and railroad operators to adopt and fund programs to construct grade separations necessary for public safety and welfare.
- Support legislation that would lift the minimum requirement of payment of prevailing wages on municipal Public Works projects to amounts greater than \$500,000.
- Oppose the reduction/elimination of previously dedicated funds for any transportation projects, especially those that are currently nearing construction and have been delayed by agency actions beyond the City's control.
- Oppose transportation proposals that would adversely affect the quality of life in Hesperia by increasing traffic congestion, air pollution, or other problems.
- Oppose legislation that ties transportation funds to compliance with land use, housing, or climate change goals.



2026 Federal Legislative Policy Statements

The following categories of policy statements are broad and are not intended to be all-inclusive but will be used as a reference tool and guideline for the City's federal advocacy efforts in 2026.

- Support funding that specifically benefits the City of Hesperia's transportation and public works projects. Support efforts to ensure funding to semi-urban/rural areas, and provide a permanent, direct percentage of unrestricted federal transportation funds to local government transportation departments for priority work in such areas.
- Support streamlined environmental processing for federal regulatory permits issued by the US Army Corps of Engineers, US Fish & Wildlife Service, Federal Highway Administration, and various other state and federal agencies for the purpose of expediting public infrastructure projects.
- Support efforts to establish regional recognition of the limits of authority by the US Army Corps of Engineers under the Clean Water Act.
- Support direct federal funding from the Economic Development Administration for economic development and public works projects.
- Support federal legislation that recognizes the importance of sales and use tax to local municipalities and equitably distributes sales tax collections on e-commerce transactions.
- Support direct federal funding to cities, without matching requirements, to use in drug prevention, intervention, and enforcement efforts.
- Support efforts to ensure the protection of sufficient radio spectrum to meet public safety's current and future needs. Public safety needs should have priority over private, or for-profit, communication systems.
- Support legislation that enhances and continues the Healthy Forests Initiative which protects public safety and welfare by caring for forest areas and ensuring that losses from wildfires are minimized.
- Support efforts to secure a Federal Foreign Trade Zone (FTZ) designation for the City.
- Support local/regional control and administration of federal programs and strategic placement of federal personnel to ensure expedited decision-making.
- Support responsible and equitable legislation to help stabilize the housing market.
- Oppose cuts to the Community Development Block Grant (CDBG) and HOME programs. Advocate for a more streamlined application process and for greater flexibility of local appropriation and use of monies.
- Oppose any legislation that mandates a Social Security tax for public employers and employees.
- Support legislation to modify inappropriate sections of the Federal Fair Labor Standards Act (FLSA) as it relates to regulating public sector employment.
- Oppose any changes to the Mortgage Interest Deduction.
- Oppose any efforts by government sponsored entities (FNMA & Freddie Mac) that will destabilize the housing market including bulk sales of real estate owned properties (REOs).



Monthly Overview

2026 State Legislative Calendar

Below is an overview that summarizes major legislative events and key dates that occur month-to-month. The 2026 Legislative Calendar is created by the Office of the Secretary of the Senate.

January	The laws from the prior year take effect on January 1st. The legislative body reconvenes on January 5th to deliberate on forthcoming year's legislation, with all bill requests due to the Office of Legislative Counsel by January 23rd. Additionally, the Governor is required to submit the budget by January 10th.
February	The final day for bill introduction is February 20. President's Day is observed February 16.
March	Cesar Chavez day is observed March 30. Spring recess commences upon adjournment on March 26 and resumes on April 6.
April	Legislature reconvenes on April 6 after the Spring recess. April 24 is the deadline for policy committees to review and report on fiscal bills.
May	Policy committees must review and report non-fiscal bills by May 1. Their last meeting day is May 8 before reconvening on June 1. May 15 is the final day for fiscal committees to review and report bills to the floor introduced in their house. Memorial Day is observed on May 25. Floor session only May 26 - 29. No committees, other than conference or Rules committees, may meet for any purpose. May 29 is the deadline for each house to pass bills introduced within their house.



June	<p>Committee meetings may resume on June 1.</p> <p>Budget Bill must be passed by midnight on June 15.</p> <p>Last day for a legislative measure to qualify for the November 3 General Election ballot is June 25.</p>
July	<p>Policy committees review and report fiscal bills by July 2. Summer recess commences upon adjournment on July 2 , provided Budget Bill has been passed.</p> <p>Independence Day is observed July 4.</p>
August	<p>August 3 Legislature reconvenes from Summer Recess.</p> <p>August 14 is the deadline for fiscal committees to meet and report bills. August 17-31 Floor Session Only. No committees, other than conference and Rules committees, may meet for any purpose.</p> <p>August 21 is the final day for floor amendments.</p> <p>August 31 is the last day for house to pass bills. Final Recess begins upon adjournment.</p>
September	<p>September 30 is the deadline for Governor to sign or veto bills passed by the Legislature before September 1 and in the Governor’s possession on or after September 1.</p>
October	<p>No events.</p>
November	<p>General Election is November 3.</p>
December	<p>No events.</p>



Elected Officials Representing Hesperia

CALIFORNIA STATE GOVERNOR

Name	Capitol Address	Capitol Numbers
Governor Gavin Newsom	1021 O Street, Suite 9000 Sacramento, CA 95814	Phone: 916-445-2841 Fax: 916-558-3160

CALIFORNIA STATE ASSEMBLY

Name	Capitol Address	Capitol Numbers	Local Address	Local Numbers
Juan Carrillo 39 th Assembly District	P.O. Box 942849 Sacramento, CA 94249	Phone: 916-319-2039 Fax: 916-319-2139	11600 Air Expressway Adelanto, CA 92301	Phone: 760-530-0139 Fax: 760-530-0140
Tom Lackey 34 th Assembly District	P.O. Box 942849 Sacramento, CA 94249	Phone: 916-319-2034	14955 Dale Evans Parkway Apple Valley, CA 92307	Phone: 760-539-1341

CALIFORNIA STATE SENATOR

Name	Capitol Address	Capitol Numbers	Local Address	Local Numbers
Senator Suzette Martinez Valladares 23 rd Senate District	1021 O Street, Rm 7140 Sacramento, CA 95814	Phone: 916-651-4023 Fax: 916-651-4923	11600 Air Expressway Adelanto, CA 92301	Phone: 760-246-2911

SAN BERNARDINO COUNTY BOARD OF SUPERVISOR

Name	District Address	District Numbers
Supervisor Paul Cook First District	14955 Dale Evans Parkway Apple Valley, CA 92307	Phone: 909-387-4830 Fax: 909-387-3029

UNITED STATES CONGRESS

Name	Washington Address	Washington Numbers	Local Address	Local Numbers
Congressman Jay Obernolte California's 23 rd District	1029 Longworth House Office Building Washington, DC 20515	Phone: 202-225-5861	9700 Seventh Ave., #201 Hesperia, CA 92345	Phone: 760-247-1815

UNITED STATES SENATOR

Name	Washington Address	Washington Numbers	Local Address	Local Numbers
Senator Adam Schiff	Hart Senate Office Building #112 Washington, DC 20510	Phone: 202-224-3841	4111 W. Alameda Ave. Suite 608 Burbank, CA 91505	Phone: 818-303-3841
Senator Alex Padilla	331 Hart Senate Bldg. Washington, DC 20510	Phone: 202-224-3553 Fax: 202-224-2200	255 E Temple Street Suite 1860 Los Angeles, CA 90012	Phone: 310-231-4494 Fax: 202-224-0357