cog
Council of Governments

cta
County Transportation Authority

AGENDA

Special Meeting of the City/County Manager's Technical Advisory Committee

Thursday, June 20, 2024

10:00 AM

LOCATION:

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

TELECONFERENCE LOCATIONS:

Needles City Administration & Utility Office
817 3rd Street, Needles, CA 92363

Call to Order

Attendance

Transportation

1. **10-Year Delivery Process and Timeline - Andrea Zureick, SBCTA**

   Receive a presentation on the 10-year delivery process and timeline.

2. **An Overview of Projects - Kristi Harris, SBCTA**

   Receive an overview of current Project Delivery projects.

Attachment No. 1: Pg. 6

3. Long Range Multimodal Transportation Plan (LRMTP) – Initial Discussion of Priority Transit Corridors - Steve Smith, SBCTA

Receive information on SBCTA priority transit corridors. SBCTA is working with stakeholders at all levels to develop a comprehensive, Long Range Multimodal Transportation Plan (LRMTP) that captures the transportation vision for the County through 2050. Part of this vision involves improvements to service and efficiency that can be made to our existing bus transit routes, both in the Valley and elsewhere. Omnitrans prepared their original Systemwide Plan of priority routes in 2010. The E Street Bus Rapid Transit (BRT) line has been in service for 10 years. The West Valley Connector BRT is under construction. As part of the LRMTP, Omnitrans, and SBCTA are looking broadly at what investments should be made to other Priority Transit Corridors in the Systemwide Plan and will be seeking input from local jurisdictions over the next few months regarding potential investments on routes serving their jurisdictions. This is an initial conversation, with follow-up discussions to occur both in the Valley and other subareas and with other operators. The attachment to this item explains the proposed approach. Guidance is being sought from City/County Manager's Technical Advisory Committee (CCMTAC) members regarding the best way to obtain input from the jurisdictions (e.g. meet with groupings of cities vs. individually, who should be consulted, etc.).

Attachment No. 1: Pg. 19

Council of Governments

4. Effective Partners During California Environmental Quality Act Tribal Consultation - Dr. Alexandra McCleary, San Manuel Band of Mission Indians

Receive a presentation on how tribes, developers, and lead agencies (cities/counties) can be effective partners during California Environmental Quality Act Tribal Consultation per Assembly Bill 52 (AB 52). This training is designed to build awareness of the nature of Tribal Cultural Resources (TCRs), identify best practices to avoid or mitigate impacts to TCRs, and describe how to effectively partner with tribes during the required AB 52 consultation.

Attachment No. 1: Pg. 27

5. San Bernardino Council of Governments (SBCOG) 2.0 Update and Upcoming Sub-Regional Meetings – Monique Arellano, SBCOG

Receive a SBCOG status report. Staff will be working with the City Manager's on a sub-regional basis to meet and gather input to update the SBCOG Work Plan.

Attachment No. 1: Pg. 34

6. Smart County Master Plan – Monique Arellano, SBCOG

Receive an update on the project and a look ahead.

Attachment No. 1: Pg. 39

7. Housing Trust Update – Monique Arellano, SBCOG

Receive an update on funding status and a look ahead.

Public Comment

Brief Comments from the General Public

ADJOURNMENT

The City/County Manager's Technical Advisory Committee will be **Dark** on July 4, 2024. The next meeting of the City/County Manager's Technical Advisory Committee is scheduled for September 5, 2024.

Meeting Procedures and Rules of Conduct

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

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

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

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

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

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

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item, except Board agenda items that were previously considered at a Policy Committee meeting where there was an opportunity for public comment. Individuals in attendance at SBCTA who desire to speak on an item may complete and turn in a "Request to Speak" form, specifying each item an individual wishes to speak on. Individuals may also indicate their desire to speak on an agenda item when the President asks for public comment. When recognized by the President, speakers should be prepared to step forward and announce their name for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The President or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

Any individual who wishes to share written information with the Board may provide 35 copies to the Clerk of the Board for distribution. If providing written information for distribution to the Board, such information must be emailed to the Clerk of the Board, at clerkoftheboard@gosbcta.com, no later than 5:00 pm the day before the meeting in order to allow sufficient time to distribute the information. Information provided as public testimony is not read into the record by the Clerk. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda. Any consent item that is pulled for discussion shall be treated as a discussion item, allowing further public comment on those items.

Public Comment –An opportunity is also provided for members of the public to speak on any subject within the Board's jurisdiction. Matters raised under "Public Comment" will not be acted upon at that meeting. See, "Public Testimony on an Item," above.

Disruptive or Prohibited Conduct – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the President may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive or prohibited conduct includes without limitation addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, bringing into the meeting any type of object that could be used as a weapon, including without limitation sticks affixed to signs, or otherwise preventing the Board from conducting its meeting in an orderly manner.

Your cooperation is appreciated!

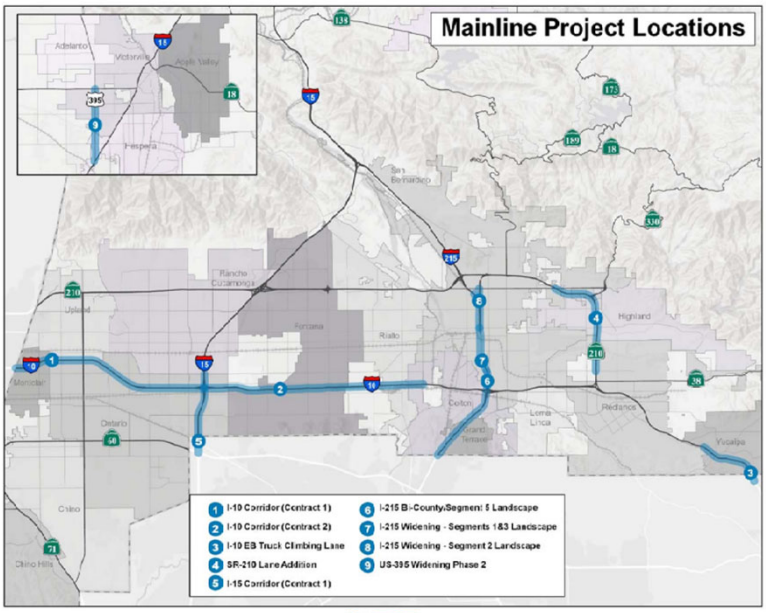
Attachment No. 1 to Agenda Item No. 2
Project Delivery Update
(PowerPoint)

Project Delivery Update

Kristi Lynn Harris, P.E.
Director of Project Delivery

sbcta
San Bernardino County Transportation Authority

1



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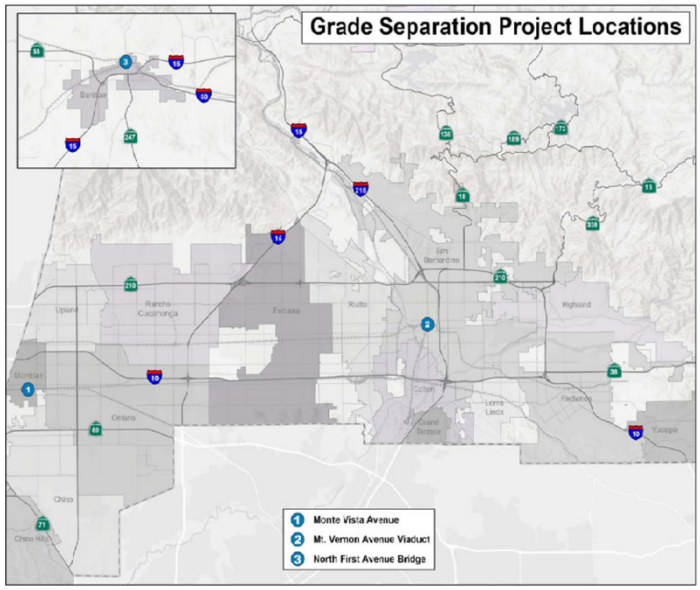
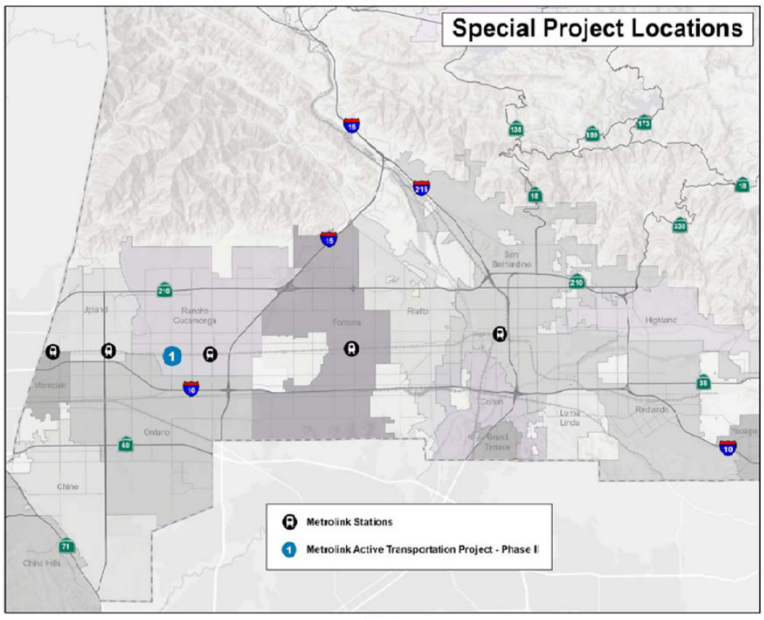
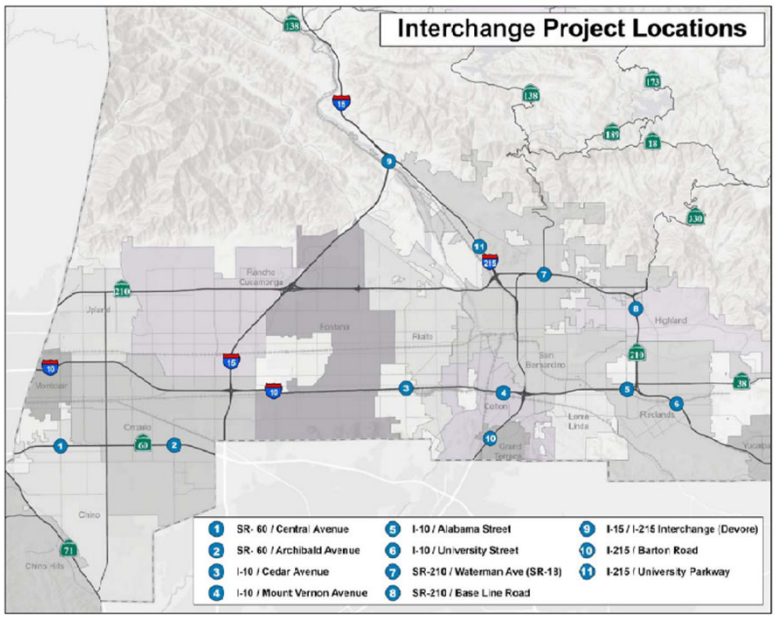

Grade Separation Project Locations
1 Monte Vista Avenue
2 Mt. Vernon Avenue Viaduct
3 North First Avenue Bridge

3


Special Project Locations
Metrolink Stations
Metrolink Active Transportation Project - Phase II

4



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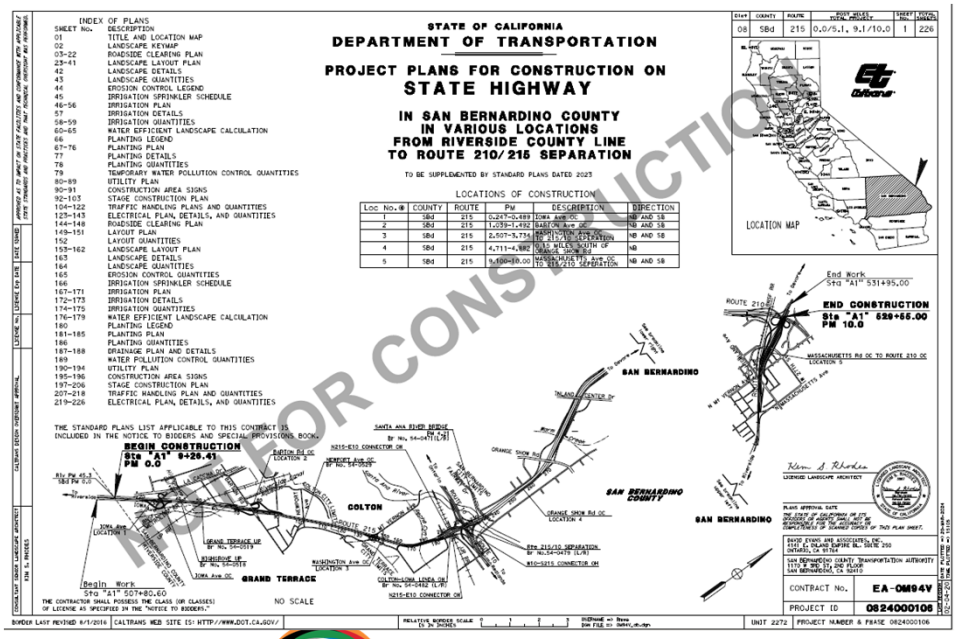
Design	Bid Phase	Construction	Close Out
I-10 Contract 2	I-215 University	I-10 EB Truck Climbing Lanes	I-15 / I-215 Improvement (Devore)
I-15 Contract 1	SR-210 Waterman	SR-210 Lane Addition	I-215 Barton Rd
I-215 Bi-County / Seg 5 Landscape		I-215 Widening Seg 1 & 3 Landscape	Monte Vista GS
US-395 Phase 2 Widening		I-215 Widening Seg 2 Landscape	
I-10 Mount Vernon		SR-60 Central	
		SR-60 Archibald	
		I-10 Cedar	
		I-10 Alabama	
		I-10 University	
		Metrolink ATP (Phase II)	
		Mount Vernon Viaduct	
		North 1st Avenue Bridge Over BNSF	

6

DESIGN PHASE:

I-215 Bi-County / Segment 5 Landscape



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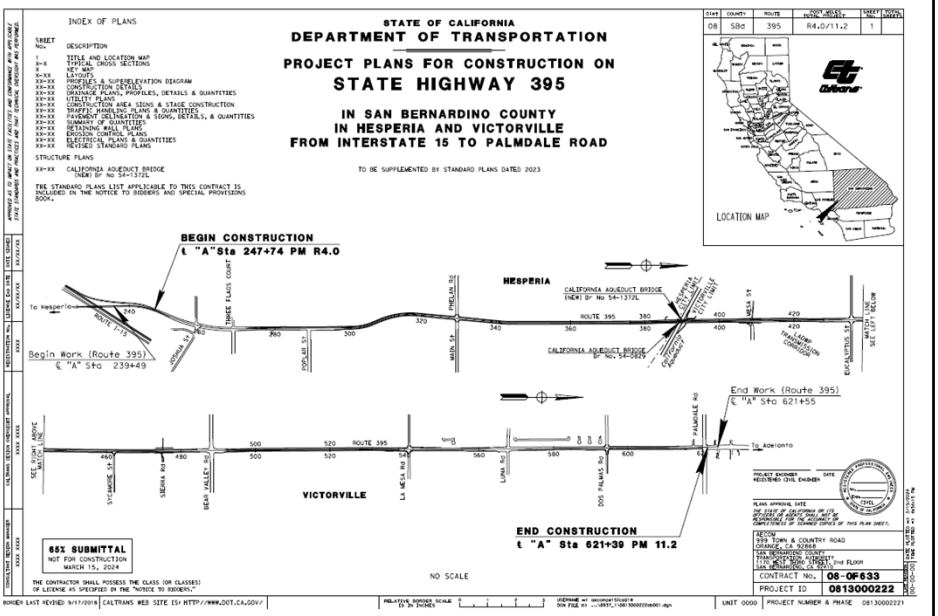
DESIGN PHASE:

US-395 PHASE 2 WIDENING



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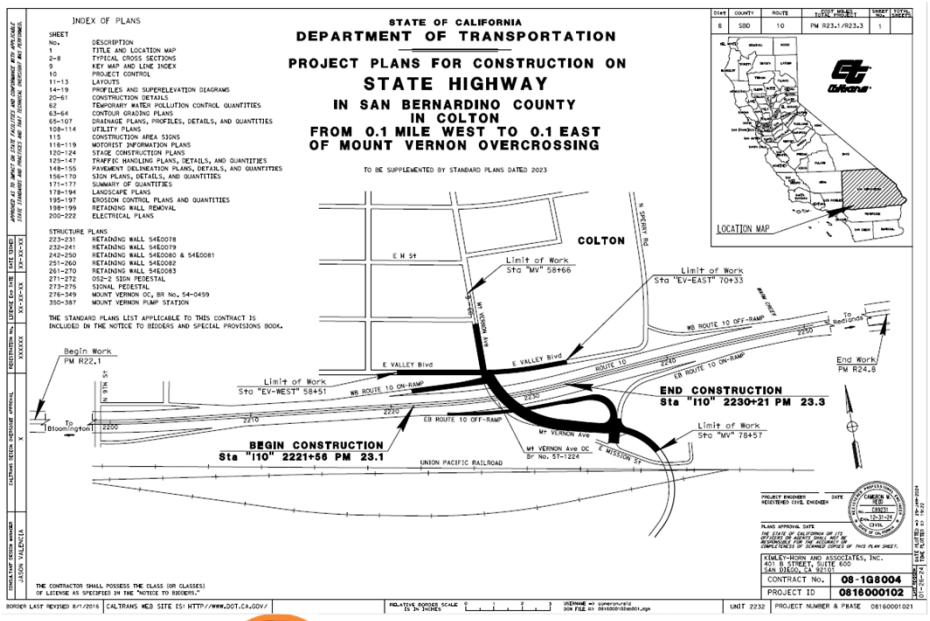
DESIGN PHASE:

I-10 MT VERNON



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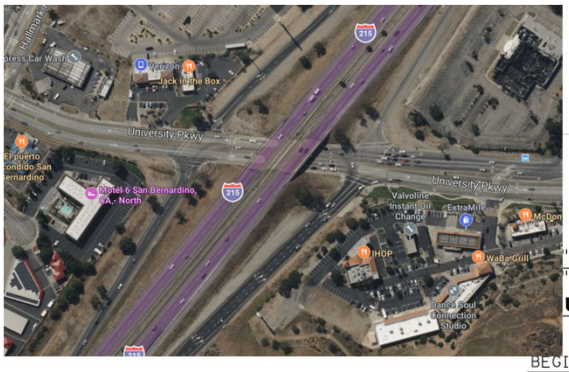
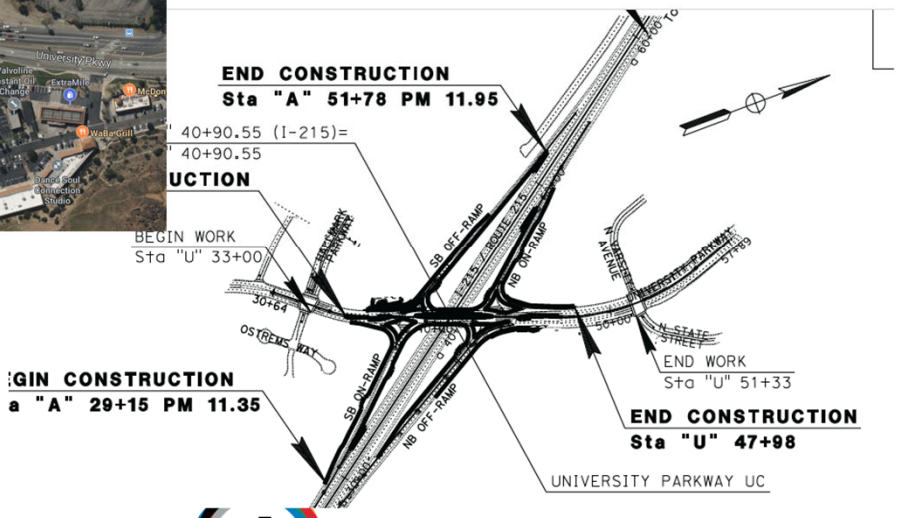
Design	Bid Phase	Construction	Close Out
I-10 Contract 2	I-215 University	I-10 EB Truck Climbing Lanes	I-15 / I-215 Improvement (Devore)
I-15 Contract 1	SR-210 Waterman	SR-210 Lane Addition	I-215 Barton Rd
I-215 Bi-County / Seg 5 Landscape		I-215 Widening Seg 1 & 3 Landscape	Monte Vista GS
US-395 Phase 2 Widening		I-215 Widening Seg 2 Landscape	
I-10 Mount Vernon		SR-60 Central	
		SR-60 Archibald	
		I-10 Cedar	
		I-10 Alabama	
		I-10 University	
		Metrolink ATP (Phase II)	
		Mount Vernon Viaduct	
		North 1st Avenue Bridge Over BNSF	

10



BID PHASE:

I-215 UNIVERSITY



11

BID PHASE:

SR-210 WATERMAN

12

Design	Bid Phase	Construction	Close Out
I-10 Contract 2	I-215 University	I-10 EB Truck Climbing Lanes	I-15 / I-215 Improvement (Devore)
I-15 Contract 1	SR-210 Waterman	SR-210 Lane Addition	I-215 Barton Rd
I-215 Bi-County / Seg 5 Landscape		I-215 Widening Seg 1 & 3 Landscape	Monte Vista GS
US-395 Phase 2 Widening		I-215 Widening Seg 2 Landscape	
I-10 Mount Vernon		SR-60 Central	
		SR-60 Archibald	
		I-10 Cedar	
		I-10 Alabama	
		I-10 University	
		Metrolink ATP (Phase II)	
		Mount Vernon Viaduct	
		North 1st Avenue Bridge Over BNSF	

13

CONSTRUCTION PHASE:
I-10 CEDAR

14

CONSTRUCTION PHASE:
I-10 CEDAR

15

CONSTRUCTION PHASE: I-10 CEDAR

16

CONSTRUCTION PHASE:
I-10 ALABAMA

17

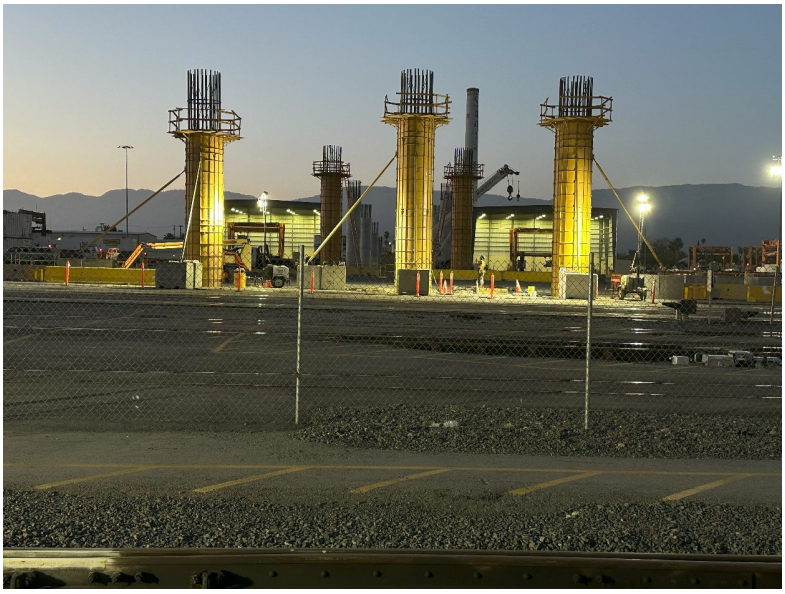
CONSTRUCTION PHASE:
I-10 ALABAMA

18

CONSTRUCTION PHASE:
I-10 ALABAMA

19

CONSTRUCTION PHASE:
MT VERNON VIADUCT



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CONSTRUCTION PHASE:
MT VERNON VIADUCT

21

CONSTRUCTION PHASE:
MT VERNON VIADUCT

22

CONSTRUCTION PHASE:
NORTH 1st AVENUE
OVER BNSF

23

CONSTRUCTION PHASE:
NORTH 1st AVENUE
OVER BNSF

24

CONSTRUCTION PHASE:
NORTH 1st AVENUE
OVER BNSF

25

THANK YOU!

Any questions, please contact me at:
kharris@gosbcta.com
909-884-8276

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Priority Transit Routes for the San Bernardino Valley – What Should Be Included in the SBCTA Long Range Multimodal Transportation Plan (LRMTP)? Draft White Paper by SBCTA and Omnitrans – May 30, 2024

Background and Studies to Date

Preparation of the LRMTP was begun in 2023. It is currently evaluating scenarios and will be gathering public input on the overall plan and potential projects in Summer, 2024. One of the components of the LRMTP that needs to be addressed is what should be the next set of investments in priority transit corridors, particularly for the Valley Subregion. The 2010 *Omnitrans System-wide Transit Corridor Plan* for the San Bernardino Valley identified routes that had the potential for higher-capacity transit, such as BRT (Bus Rapid Transit). The sbX E Street BRT (Green Line) has now been operational for 10 years. The Zero-Emission West Valley Connector (WVC) sbX Purple Line BRT is under construction.

Because the West Valley Connector route was a variation from the original Omnitrans *System-Wide Plan*, a supplemental ridership analysis was conducted by SBCTA and Omnitrans in 2018/2019 to look at a reconfiguration of the routes originally included in the 2010 *System-wide Plan*, particularly in the West Valley. Attachment 1 to this memo is an excerpt from the West Valley Connector report that represents the recommended route re-configuration.

In addition, SCAG published the *Dedicated Transit Lanes Study* in early 2023, which involved an evaluation of priority transit routes throughout Southern California, including San Bernardino County. Omnitrans and SBCTA provided input to the SCAG study, which included most of the same routes as covered in the Omnitrans *System-Wide Plan*, plus several others.

Attachment 2 shows the recommended routes in the SCAG study in three tiers of priority. The SCAG study evaluated multiple criteria, but its ridership analysis was not as detailed as in the SBCTA/Omnitrans 2018/2019 update. The SCAG study looked at routes that could potentially involve a portion of the project incorporating dedicated lanes (such as for E Street and WVC) as well as routes that are more likely to involve Traffic Signal Priority (TSP) and other bus service and operational enhancements. The full study can be found here: Regional Dedicated Transit Lanes Study - Southern California Association of Governments. The corridors listed in the SCAG study were also included in the 2024 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal, but generally with long-term time horizons. It should be noted that the SCAG study also included a 2022 report titled the *Transit Priority Best Practices Report*, available at: Transit Priority Best Practices Report - Southern California Association of Governments. The report provides an excellent summary of the range of lower-cost strategies that can be applied, short of what is normally thought of as full BRT.

Priority Transit Routes and the LRMTP

The ongoing development of the LRMTP provides an ideal opportunity to take a step back from the several studies and determine the nature and location of the next set of investments in priority transit routes for the San Bernardino Valley. Sufficient analysis has been conducted to provide some of the key inputs, but what is needed now is coordination with local jurisdictions on both the local interest and what those investments may entail for specific routes. The limitations and opportunities for funding are important to consider in framing this assessment of priority transit routes. The Measure I Express Bus/BRT Program has approximately $125 million in projected uncommitted funds from now through 2040. These are funds that are above and beyond the funding commitments for operating the sbX Green Line and West Valley Connector. Outside grant funding could also

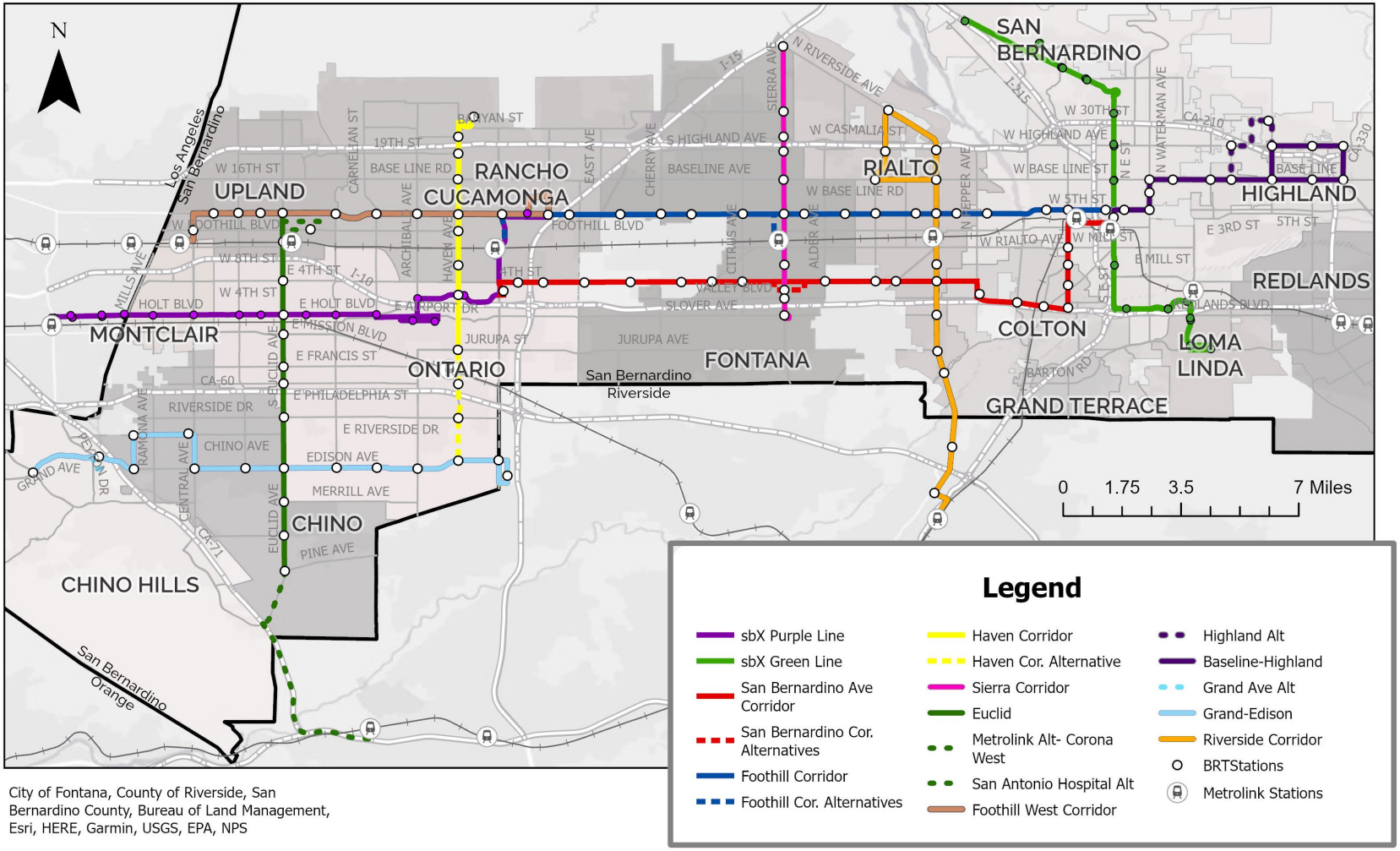
play a significant role, and could be effectively leveraged with the Measure I funds. Two basic approaches are available to determine "where we go from here:"

1. Move forward with one or more corridors, similar to the process employed for the sbX Green Line and WVC.
2. Focus on multi-corridor TSP, queue jumps, station improvements and operational investments that could improve service on a multiple-route or system-wide basis, drawing from strategies that are described in the SCAG *Transit Priority Best Practices Report*.

In consultations between Omnitrans and SBCTA staff, and as a four-month initiative that will inform the LRMTP, the following steps are proposed:

1. Adopt the initial approach to follow Option 2, with direct outreach to local jurisdictions and the public. This would begin as a collaboration with local jurisdictions to help the LRMTP converge on a set of investments in multiple priority transit corridors in the Valley. This would undergo public review as part of the LRMTP outreach process, and the SBCTA and Omnitrans Boards could then consider these investments in the process of reviewing the draft LRMTP in Fall 2024. It is possible that the evaluation could result in a set of multi-corridor investments, but also leave open the possibility of converging on just one or two routes in which to invest more heavily (closer to Option 1 above), depending on local jurisdiction and public feedback. The engagement process and Board deliberation will determine the outcome.
2. Criteria for guiding the investment in transit priority corridors may include:
    a. Strategies that may be feasible and cost-effective in each of the corridors in the *System-wide Plan*, drawing from the toolkit of strategies in the SCAG *Transit Priority Best Practices Report*.
    b. Level of interest by the jurisdictions through which each corridor passes and willingness to entertain the strategies in 2a. Not every jurisdiction may be interested in TSP or "queue jumps," for example.
    c. Level of current ridership in each corridor and potential for ridership growth, based on the 2018/2019 SBCTA ridership study.
    d. Potential for a particular route or combination of routes to qualify for outside state and federal funding. Priority would be placed on routes and investments that could attract these outside dollars.
    e. Ability to leverage existing transit investments to realize network and connectivity benefits that grow ridership on the overall system.
    f. Transit improvements that involve an increase in service frequency or route expansion will require long-term operations funding to be available.
3. Prepare a draft Transit Priority Corridor Investment Plan that could be incorporated into the draft LRMTP. These would be planning-level cost estimates, with a short narrative describing pros and cons for each corridor, uncertainties, local interest, potential for outside funding, etc. These would be highlighted in summary statements or one-page fact sheets for each corridor, with an overview section explaining the methodology.
4. Receive input on the draft investment plan as part of the LRMTP review process. This would include input from local jurisdictions, the public, and SBCTA/Omnitrans Boards.
5. Revise the investment plan for incorporation into the final LRMTP.
6. Outline next steps for project programming, seeking grant funding, and schedule.

Attachment 1. BRT Systemwide Plan as Updated in the West Valley Connector Study, 2019



City of Fontana, County of Riverside, San Bernardino County, Bureau of Land Management, Esri, HERE, Garmin, USGS, EPA, NPS

Attachment 2. Priority Transit Corridors from SCAG Dedicated Transit Lanes Study

TABLE 12. TIER 1 CORRIDORS

County	Corridor	Extent	Direction	Subregion	Type
Imperial (1)	SR 98—E Cole Blvd	City of Calexico	EW	IVAG	TSP
Los Angeles (17)	Amar Rd	Baldwin Park Blvd—Valley Blvd	EW	SCVCOG	TSP
	Azusa Ave	E Sierra Madre Ave—Valley Blvd	NS	SGVCOG	TSP
	Beverly Blvd	N Crescent Heights Blvd—N Toluca St	EW	Central LA	TSP
	Central Ave	SR 91 Express Lanes—E 1st Street	NS	Central LA	TSP
	E Gage Ave	S Central Ave to E Slauson Ave	EW	GCCOG	TSP
	E Imperial Hwy	S Broadway Ave to Carmenita Rd	EW	GCCOG	Bus Lane
	Firestone Blvd	Central Ave to Orange County Line	EW and SW/NE	GCCOG	TSP
	Glendale Blvd—N Verdugo	Honolulu Ave/Verdugo Blvd—San Fernando Rd	NS	AVCJPA	TSP
	I-405 HOV Seg 1 (SFVCOG)	I-5N to Orange County Line	NW/SE	SFVCOG	Express Lane
	N Hollywood Way	Golden State Fwy—Ventura Fwy	NS	AVCJPA	TSP
	Nordhoff St	Tampa Ave—Osborne St	EW	SFVCOG	Bus Lane
	S Hoover St	Wilshire Blvd to W Jefferson Blvd	NS	Central LA	TSP
	Slauson Ave	Sepulveda—Rosemead Blvd	EW	GCCOG	TSP
	Valley Blvd	N Mission Rd—SR 71	EW	SGVCOG	TSP
	Victory Blvd	Valley Circle Blvd—N Victory Blvd	EW	SFVCOG	Bus Lane
	W 3rd St	La Cienega Blvd to S Flower St	EW	Central LA	TSP
	W Pico Blvd	Gateway Blvd to S Figueroa St	EW	Multiple	TSP
Orange (1)	Bristol Street	Memory Lane to Anton Blvd	NS	OCCOG	TSP
Riverside (0)	No Tier 1 Corridors				
San Bernardino (2)	Haven Ave	Chaffey College to Bellegrave Ave	NS	SBCOG	TSP/Bus Lane
	Highway 62	Kickapoo Trail to Wilshire Ave	EW	SBCOG	TSP
Ventura (0)	No Tier 1 Corridors				

Please note corridor names replicate the nomenclature used by the SCAG regional travel model for consistency.

The scope of transit priority treatment on any specific corridor will be based on local planning process assessing feasibility of strategies.

TABLE 13. TIER 2 CORRIDORS

County	Corridor	Extent	Direction	Subregion	Type
Imperial (1)	SR 78/SR 86 (Brawley)	Highway 111—Main Street	EW	IVAG	TSP
Los Angeles (16)	Atlantic Blvd N	Main Street—W Riggin St/Avenida Cesar Chavez	NS	SGVCOG	Bus Lane
	Hawthorne Blvd	Century Blvd to Rolling Hills Rd	NE	SBCCOG	Bus Lane
	I 105 Express Lane	I-405 to I-605	EW	Multiple	Express Lane
	I-605 Express Lanes	I-10 to I-405	NS	Multiple	Express Lane
	La Brea Ave	Sunset Blvd—Coliseum St	NS	Central LA	Peak Hour Bus Lane
	Long Beach Blvd	Slauson—SR 91	NS	GCCOG	TSP
	Roscoe Blvd	Tampa Ave—Lankershim Blvd	EW	SFVCOG	Bus Lane
	Rosemead Blvd	I-5—Huntington Dr	NS	SGVCOG	TSP
	S San Pedro St	E 1st St to E Jefferson Blvd	NE/SW	Central LA	Bus Lane
	S Western Ave	Beverly Blvd St to W 38th Pl	NS	Central LA	Bus Lane
	San Fernando Road	Glendale Fwy—Metrolink Burbank	NW/SE	AVCJPA	TSP
	Sierra Hwy Lancaster-Palmdale	E Ave S—Ave A	NS	North LAC	TSP
	Sierra Hwy Santa Clarita	I-5—Davenport Rd	NE/SW	North LAC	TSP
	Telegraph Rd	S Downey Rd to Pioneer Blvd	NW/SE	GCCOG	Bus Lane
	U.S. 101 Express Lane	N Bronson Ave to U.S. 5	NW/SE	Central LA	Express Lane
	Walnut Grove Ave	E La Tunas Dr—San Gabriel Blvd	NS	SGVCOG	TSP
Orange (2)	Katella Ave	From 55 freeway to 605 freeway	EW	OCCOG	TSP
	I-605 Express Lanes	Orange County Section	NS	OCCOG	Express Lane
Riverside (3)	Alessandro Blvd	Victoria Ave—I-215	EW	WRCOG	TSP
	Gene Autry Trail/Palm Dr	Desert Hot Springs—Highway 111	NS	CVAG	TSP
	Old RapidLink BRT Riverside to Corona	Metrolink—UC Riverside not operating as of October 2022	EW	WRCOG	TSP
San Bernardino (4)	Central Ave	SR 71—Foothill Blvd	NS	SBCOG	TSP
	Euclid Ave	Foothill Blvd. to Corona	NS	SBCOG	TSP/Bus Lane
	Foothill Blvd East	Victoria Gardens to Highland	EW	SBCOG	TSP/Bus Lane
	Foothill Blvd West	Montclair Transit Center to Victoria Gardens	EW	SBCOG	TSP
Ventura (4)	Oxnard Blvd	City of Oxnard to S Pleasant Valley	NS + EW	VCOG	TSP
	Rose Ave	Lei/Sanford St—U.S. 101	NS	VCOG	Bus Lane
	Ventura Rd	101 to E Hueneme Rd	NS	VCOG	TSP
	Victoria Ave	Channel Islands Beach—Foothill Rd	NS	VCOG	TSP

Please note corridor names replicate the nomenclature used by the SCAG regional travel model for consistency.

The scope of transit priority treatment on any specific corridor will be based on local planning process assessing feasibility of strategies.

TABLE 14. TIER 3 CORRIDORS

County	Corridor	Extent	Direction	Subregion	Type
Imperial (5)	2nd Street (Calexico)	SH 111—E Rivera Ave	EW	IVAG	TSP
	I-8 (El Centro)	Between Highway 111 and Forester Road—connector for transit	NS	IVAG	Bus on Freeway
	Imperial Ave (I-8)	W. Main Street—SR 114	EW	IVAG	Limited Stop
	Kloke Rd	Grant St—the Canal	NS	IVAG	TSP
	Rockwood Ave (Calexico)	2nd Street—E Cole Blvd	NS	IVAG	TSP
Los Angeles (10)	Alameda Street	E 37th St to E Slauson Ave	NS	GCCOG	Bus Lane
	W Alameda Ave	Riverside Drive—Glendale Rd	EW	AVCJPA	TSP
	Crenshaw Blvd	W 80th St to Amsler St	NE	SBCCOG	Bus Lane
	E Florence Ave	W Blvd to N La Brea Ave	NE/SW	SBCCOG	Bus Lane
	Garfield Ave	SR 91 Express Lane—E Alhambra Rd	NS	GCCOG	Bus Lane
	I-405 HOV Seg 2 (Central LA)	I-5N to Orange County Line	NW/SE	Multiple	Express Lane
	SR 110	I-5 Interchange to I-10 Interchange	NE/SW	Central LA	TSP
	S La Cienega Blvd	Wilshire Blvd to E El Segundo Blvd	NS	WCCOG	TSP
	Sepulveda Blvd	Venice Blvd to W Centinela Ave	NW/SE	WCCOG	Bus Lane
	Ventura Blvd	LA County Line—Burbank	EW	SFVCOG	Bus Lane
Riverside (1)	Van Buren Blvd	Jurupa Rd—Wood Rd	EW	WRCOG	TSP
San Bernardino (6)	Barton Rd	S La Cadena Dr to S San Mateo St	EW	SBCOG	TSP
	Big Bear Blvd	Through the City of Big Bear—Village/ Pine to Stanfield Cutoff	EW	SBCOG	TSP
	Edison Ave	SR 71 to Haven Avenue	EW	SBCOG	TSP
	San Bernardino Ave	Milliken Ave to Sierra Ave	EW	SBCOG	TSP
	Sierra Ave	Armstrong Rd to I-15	NS	SBCOG	TSP
	Valley Blvd	Kaiser Fontana to San Bernardino Transit	EW	SBCOG	TSP
Ventura (2)	Telegraph Rd	Victoria to Mills	EW	VCOG	Bus Lane
	Vineyard Ave	N Oxnard Blvd—Los Angeles Ave	NS	VCOG	Bus Lane

Please note corridor names replicate the nomenclature used by the SCAG regional travel model for consistency.

The scope of transit priority treatment on any specific corridor will be based on local planning process assessing feasibility of strategies.

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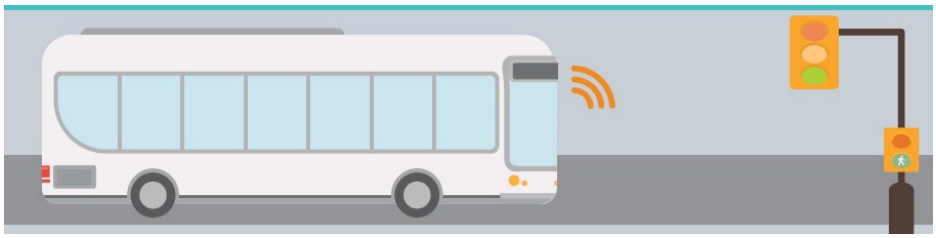
Potential Questions Regarding Local Interest in Having Upgraded Bus Transit Service in Priority Corridors in the Valley (for discussion at the 6/20/24 CCMTAC meeting - see white paper)

This is a sample list of questions that may serve as starting points for conversations with local jurisdictions in the Valley to gauge interest in upgraded bus transit services. These could range from transit signal priority (TSP) to Bus Rapid Transit (BRT) similar to the E Street BRT (Green Line) or the West Valley Connector (WVC). The WVC is currently under construction. Possible discussion questions could include:

1. How familiar are you with the E Street BRT (implemented in 2014, serving San Bernardino and Loma Linda) and the West Valley Connector (currently in construction, connecting Pomona, Montclair, Ontario (including ONT), and Rancho Cucamonga (including Metrolink station) or other BRT projects in the country?
   Transit agencies around the country have upgraded some of their priority transit routes to include features intended to speed up bus transit service. The SCAG study referenced in the white paper (*Transit Priority Best Practices* report) describes the range of opportunities. Examples include: Transit signal priority, queue jump/bypass, off-board fare payment, level boarding, increased bus stop/station spacing, and BRT with dedicated lanes on selected segments (similar to E Street and WVC). See illustrations below for some examples.

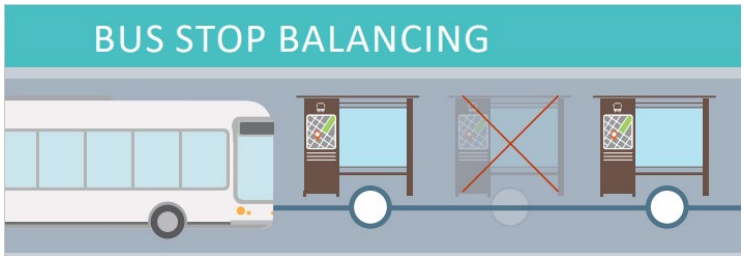
Transit Signal Priority



Queue Jump/Bypass

A queue jump /right turn except bus.

Bus Stop Balance (i.e. longer spacing between stops)



Off-Board Fare Payment and Level Boarding

Station vending machine in San Bernardino, CA.

3. The SCAG report describes the conditions in which each of these and other strategies can be most successful at speeding up bus transit service and attracting more riders. Given that at least one of the Omnitrans routes in the Valley-wide System Plan (see map in the white paper) is in your jurisdiction, to what extent would you be interested in having one or more of these types of measures implemented on a route through your jurisdiction? (Responses could include: very interested, moderately interested, not interested, or need more information)

4. Note that SBCTA has dedicated funding in the Valley Measure I Express Bus/BRT Program to implement express bus and BRT improvements. These local dollars have been effective in attracting multiple times the amount of competitive state and federal grants. Nationally, research shows that funds invested in premium transit of this type have also yielded benefits to economic development and housing. Do you envision areas of your community where premium transit service like BRT could spur economic development and work together with housing goals?

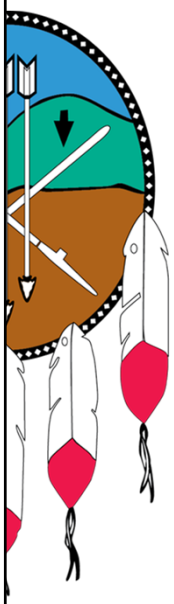
5. Of the routes on the System-wide Plan that pass through your jurisdiction, which route or routes would you prioritize for some of these treatments? One of the inputs to this determination would be the current ridership along existing routes. The benefits will be greater, and the implementation more successful, with routes that already have higher ridership. A table estimating existing daily ridership along each of the routes will be provided in advance of meetings with local jurisdictions. We will have a discussion regarding the route or routes through your community that you think should be prioritized.

6. To what extent would you be interested in having one of these routes converted to full Bus Rapid Transit, with dedicated lanes on selected segments similar to the E Street or WVC routes?

7. What concerns might you have about implementing any of the measures along these routes? What questions or concerns do you have about the concept of BRT in general?

8. If we were to pursue any of these improvements to bus transit service in your jurisdiction, what additional information would you want before making a decision whether to support or not to support?

Attachment No. 1 to Agenda Item No. 4
CEQA Tribal Consultation
(PowerPoint)



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CEQA Tribal Consultation
How To Be an Effective Partner
June 2024

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Training Overview

This training is designed to assist Lead Agencies:

- In their understanding of the nature of Tribal Cultural Resources (TCRs)
- How to effectively avoid or mitigate impacts to TCRs
- How to effectively partner with Tribes during consultation required by the Assembly Bill 52 (AB 52) amendments to the California Environmental Quality Act (CEQA).

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History of CEQA and Tribes

- CEQA, passed in 1970, requires agencies to identify impacts on the environment resulting from the implementation of a proposed project within their jurisdiction.
- In 2014, CEQA was amended by AB 52. The primary goal of AB 52 was:
  - To include California Native American Tribes' knowledge and concerns in the land development planning process.
  - To establish the "Tribal Cultural Resources" category in CEQA.
  - To mitigate impacts in culturally appropriate ways when avoidance is **truly** infeasible
- Prior to this amendment, Tribes had not been part of the CEQA process.

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Challenges of Implementation

- While AB 52 was a very positive step for Tribes and their resources, both Lead Agencies and Tribes found themselves in unfamiliar territory
  - The language in AB 52 that outlines the consultation process is vague and relies on a good faith effort (meaning undefined)
  - Lead Agencies did not have much experience working with Tribes
  - Lead Agencies did not have awareness of Tribal Cultural Resources and Tribes were not used to having the ability to speak to cultural resources beyond archaeological resources
  - All parties were suddenly subjected to a much larger workload but had few resources (i.e. staff) to put toward it

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More Challenges of Implementation

- As a result of the increased workload, which few people were experienced to handle, the early days of consultation were rocky!
- Some Tribes struggled meeting the requirement to send the initial letter to the agency to consult on projects within their jurisdiction
- Some Tribes struggled to respond to the sudden influx of notices
  - San Manuel created an entire position just for CEQA consultation
- Some agencies simply did not consult with Tribes
  - Initially, some agencies were not prepared to implement this new process
  - Lack of notices for projects in developed areas where they felt there was nothing left to preserve (confusing TCRs with archaeological resources)
  - Lack of response from Tribes was mistaken for lack of interest

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Understanding Tribes

- **Not all Tribes are the same!** They value different things, their protocols around treatment and preservation differ, and they are independent from one another – they are sovereign!
- Each Tribal Government has it's own unique structure and process. Consultation is handled by people from all different backgrounds and reporting processes vary.
  - At San Manuel, we have archaeologists on staff who handle consultation, though all staff efforts are guided by a group of cultural advisors within the community.
- Each Tribe has different ways of defining and delineating TCRs and different protocols for treatment or preservation. Even within a Tribe, these definitions and protocols can even be dependent on the location or nature of a project.

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One Size Doesn't Fit All

- Due to the uniqueness of projects, TCRs, and Tribes, not all consultations under CEQA are the same
  - Project timeline is impacted by number of Tribes consulting
  - The location of the project area determines level of cultural sensitivity
  - The type of project can determine the nature and level of a Tribe's concerns
  - The type of TCR within a project footprint and needed avoidance/mitigation can impact costs and timeline
- However, if all parties act in good faith, then the process is efficient and effective at avoiding or mitigating impacts to TCRs

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Roles and Responsibilities

Lead Agency:	Tribal Government:
• Initiator – submits initial notice • Communicator – stays engaged with consulting Tribes • Facilitator – works with all consulting Tribes, applicant, etc. to ensure an agreeable solution is found. Ensures all parties act in good faith. • Enforcer – makes final decisions, including final determination of TCRs, and enforces adopted mitigation/conditions	• Requestor – responds to initial notice • Consulting Party – requests and reviews project information • Subject Matter Expert – identifies present and potential TCRs, identifies concerns about additional investigations needed to ascertain the presence/absence of unknown TCRs, presents culturally-appropriate treatment of TCRs (i.e. clever mitigation), etc.

8

TCRs Defined

Tribal Cultural Resources (TCRs) are defined as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American Tribe"- so what does this mean?

- Tangible: archaeological sites, features, and artifacts; ancestors and associated grave goods; cultural plants and gathering areas; water sources; geographical features/landmarks; etc.
- Intangible: Sacred landscapes tied to stories, historical events, uses, etc.; places of power; places of Creation; traditional lifeways (language, ceremony, weaving, etc.)

Agency partners sometimes struggle to understand TCRs that are intangible, and it can lead to poor decisions by lead agencies when it comes to final determinations of TCRs

- Tribal Cultural Resources are not easy to understand because those who are not part of the tribal community are not meant to fully understand them.
- Please trust and believe your Tribal partners when they identify a TCR for you during the planning process – they are the only subject matter experts who can!

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Tribal Monitoring

- Often during consultation, agencies will encourage Tribes to monitor project construction. Tribal Monitoring is appropriate in certain circumstances, but it is important to note that:
  - It cannot replace a proper cultural resources identification effort (i.e. archaeological investigations, Tribal consultation, etc.)
  - It should never be a substitute for actions that would proactively preserve and protect resources
- Tribal Monitoring does not proactively identify tangible resources during planning and it does not equip any party to avoid resources
  - TCRs disturbed during construction and must be removed and could add delays

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Mitigation/COAs

- Mitigation/COAs must address inadvertent discoveries
  - Most Tribes prefer cultural materials should be reburied on site, following consultation with all
  - Nothing should be taken by one of many consulting Tribes without agreement from all Tribes
- Make sure to keep consulting Tribe(s) that decline to monitor, but who are concerned about inadvertent discoveries. They must be included in discovery conversations and decisions
- Mitigation/COAs cannot violate CA Health and Safety Code
  - Do not include measures naming Most Likely Descendent for inadvertent discoveries of human remains – the Native American Heritage Commission decides this
  - Do not include measures outlining treatment/disposition of human remains beyond CA Health and Safety Code provisions – the Most Likely Descendent Tribe decides this

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Getting an A+ as a Lead Agency

<u>Plan Ahead</u>

- Create an internal process that includes template forms, project trackers, timelines for consultation, etc.
  - Transparency is important!
- Get to know your Tribal partners
  - Every community is different and understanding their values will help during consultation

<u>Engage During Consultation</u>

- Work closely with your Tribal partners throughout the process and trust their input regarding the presence and treatment of TCRs
- Take your role in the preservation of their history and culture seriously – TCRs may be just one item on a checklist, but to Tribes, they are everything!
- Remember that the lead agency is responsible for holding the applicant to task

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Questions/Discussion

Contact:
Dr. Alexandra McCleary
Director of Cultural Resources
(909) 864-8933 x 50-2023
Alexandra.mccleary@sanmanuel-nsn.gov

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Attachment No. 1 to Agenda Item No. 5
SBCOG 2.0 Implementation 2024
(PowerPoint)

SBCOG 2.0 Implementation 2024

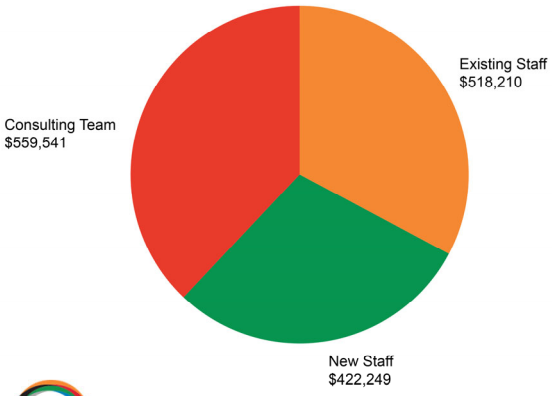
Monique Arellano, Chief of the Council of Governments

San Bernardino Council of Governments

1

SBCOG Baseline Budget/Costs

$1.5 million over 2 years



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SBCOG Elements

Baseline Budget

- Increase budget from $658,000 to $1.5 million
  - $991,873 FY 24-25
  - $1,500,000 FY 25-26 and thereafter

Staff

- Increase staff from 1.3 to 3
- Staff areas:
  - Project management
  - Liaison
  - Regional advocacy
  - Grant writer/coordinator

Resources

- More consultant support

2

Current SBCOG Programs

CITY COUNTY 2024 CONFERENCE

San Bernardino CountyWide VISION

SAN BERNARDINO SMART COUNTY

SAN BERNARDINO REGIONAL HOUSING TRUST

RIGHT CARE RIGHT TIME
EVERY SECOND COUNTS

I·REN
INLAND REGIONAL ENERGY NETWORK

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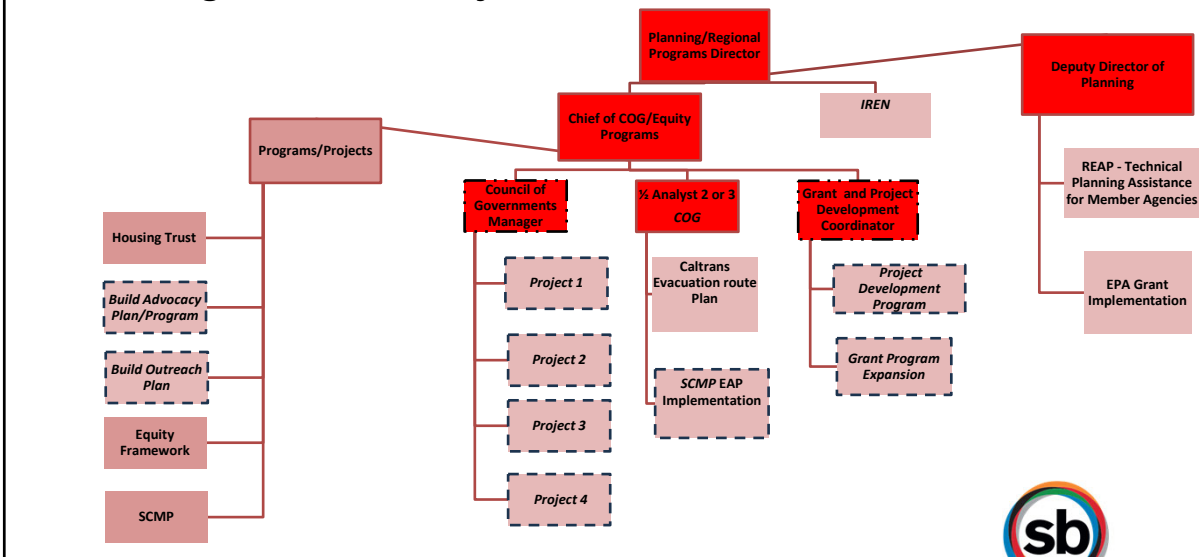
SBCOG Org Chart and Project Distribution



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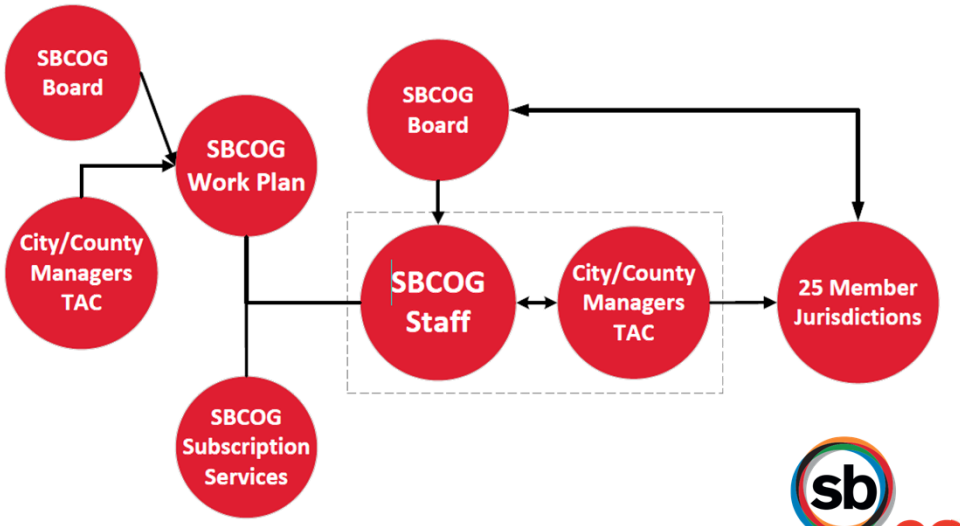
Current SBCOG Work Flow



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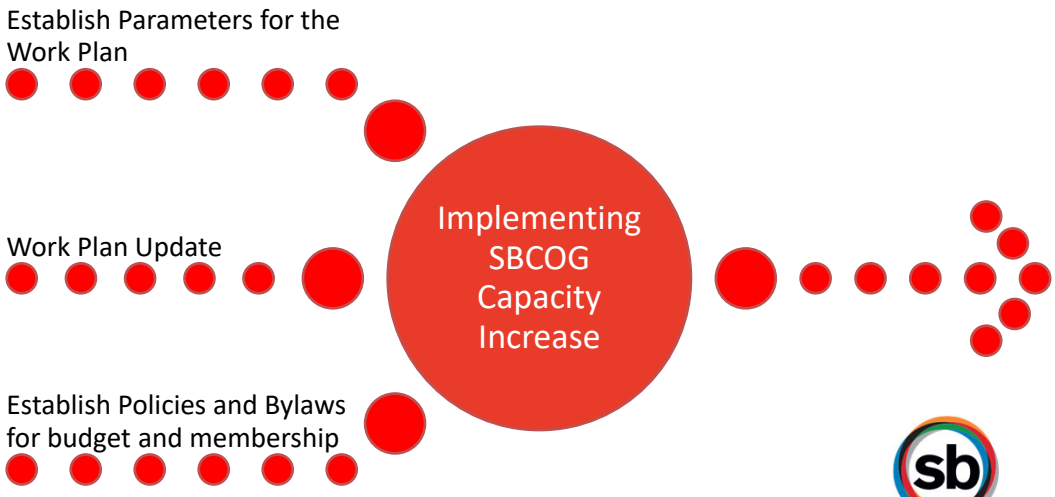
SBCOG 2.0 Implementation



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Potential Priorities, Projects, and Programs

- Grant Writing and Project Development
- Homelessness Strategic Plan
- Fellowship Program
- Clean Cities
- Implement SCMP
- VMT Bank
- Wildfire Prevention and Education
- Regional Advocacy and Engagement
- NGO/CBO engagement
- Small Business 2 Business
- City/County Conference
- Forum for Ambulance Contract
- MS 4 Permits
- Animal Shelter
- Tourism Marketing

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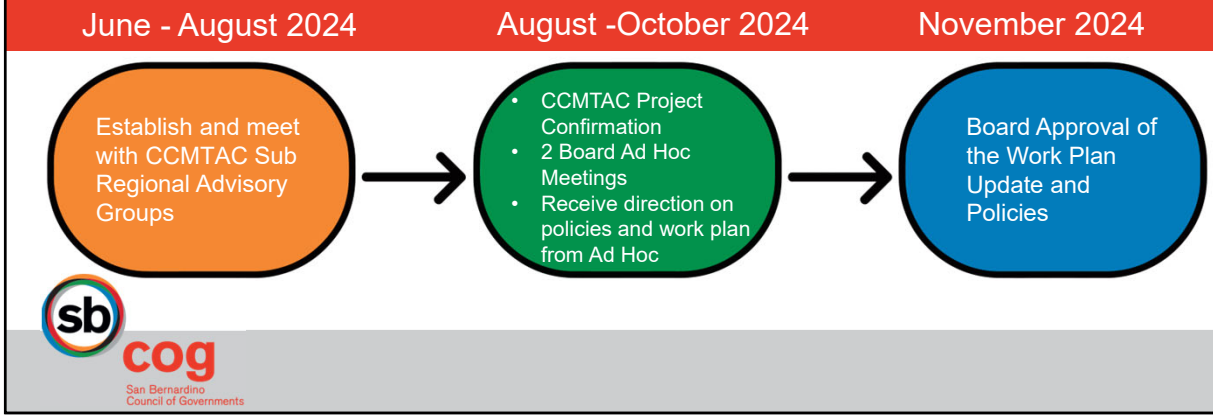
Timeline for SBCOG 2.0 Implementation



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Thank You

Questions?

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9

Attachment No. 1 to Agenda Item No. 6
San Bernardino Smart County Master Plan
Status Update
(PowerPoint)

San Bernardino Smart County Master Plan

Status Update

SAN BERNARDINO SMARTCOUNTY
...another quality of life enhancement from SBCOG

June 2024

1

Recap of Engagement

February 2023
- City Managers
- Planning & Development Technical Forum

March 2023
- Technology Ad-hoc Committee
- Policy Makers

April 2023
- Policy Makers
- 4th and 5th districts
- CONFIRE, IERBC
- SoCal Transformation

May 2023
- Transportation Technical Advisory Committee

June 2023
- IT Working Group
- Sheriff's Department
- Caltrans D8
- Remaining Jurisdictions
- Success Management Workshop

July 2023
- IT Working Group
- Policy Makers

February 2024
- CCMTAC/IT Working Group Workshop

2

2

Smart County Needs

Need Categories	Addressed in Early Action Plan/Total
Traffic Management	5/6
Freight Management	0/4
Traveler Information	0/5
Public Safety	1/4
Data Sharing	1/8
Equity and Environment	7/11
Operations and Maintenance	0/4
Performance Metrics	0/2
Totals	**14/44**

3

Early Action Plan

- Broadband
- Smart Intersections
- Smart Corridors
- Advanced Traffic Information Systems and Emergency Management Systems
- CAD-to-CAD
- Zero Emission Vehicles

4

San Bernardino
Smart County Master Plan

5

Smart County Next Steps

Framework Element	Considerations
Prioritization	What will benefit the most people? What is the **most critical need**?
Policy & MOUs	Which policies would provide **quick wins**? Which would benefit the most agencies?
Schedule	How long will it take to program these projects? **Where do we want to be in 5 years?**
Operations & Maint.	Should maintenance be approached by **individual agency or regionally**? What MOU's/Cooperative Agreements are needed?
Budget/Funding	What **costs** can we expect if we move forward? How should we fund?
Performance Metrics	What do we want to measure? How do we want to report **findings**?
Sustainability	How do we ensure these recommendations are implemented and **sustainable**?
Outreach	What do local governments need to be able to facilitate **community outreach**?
Staffing Considerations	What **skills and time commitments** are needed to accomplish the recommendations?

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6

Public Safety

Need: Regional/Joint Operations Center to provide more efficient operations throughout the county

Project Ideas

- Emergency Operations Center focus – central dispatch (Chino coordination)
- Genasys (ZoneHaven) - City of Alameda Smart City Plan, Countywide Centralized Asset Management-Central Square Enterprise Asset Management Software, CAD-to-CAD

Considerations

- Is there a desire to have more coordinated regional services?
- What will a regional/joint operations center look like?

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Data Sharing Agreements

Purpose: To share data between agencies and between departments within agencies.

Project Ideas

- Need to review what data makes sense to share, with participation on voluntary basis
- Review, update and sign new data sharing agreements among the agencies
  - Understand each agency's available data
  - Understand each agency's ability to share data (legal vs. policy)
    - Does the agency own the data to be able to share it?
    - Aggregate and de-identify data to remove privacy issues. (PII)
  - Consider all agreement terms, i.e. cost, transfer, storage, usage, destruction

Considerations

- Are there data gaps?
- Is there a central repository for de-identified data?
- Consider contract terms or privacy policy language to ensure data is available to be shared.

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Data Governance

Need: Data governance plans need to be updated to keep up with new technology.

Project Ideas

- Updated Data Governance Plan for each agency
- Create an IT best practices working group to better understand, share experiences and consider how best to execute technology within the region (secure communications, data storage, cybersecurity, data sharing, technology procurement)

Considerations

- How often to plans need updated?
- Can there be shared roles between agencies?
- Are there opportunities for larger trainings for all agencies?

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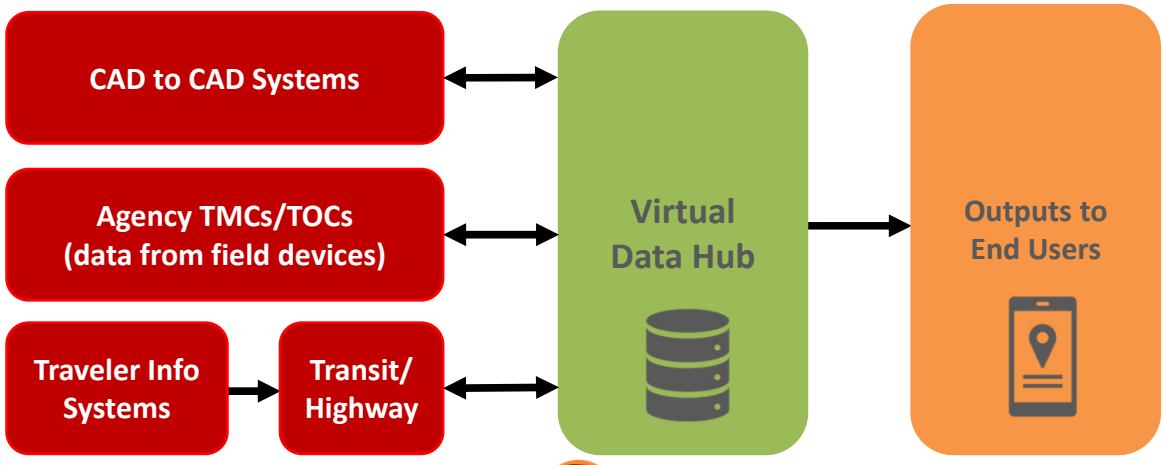
Concept of Operations



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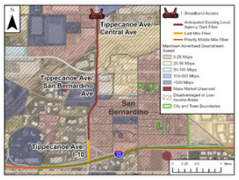
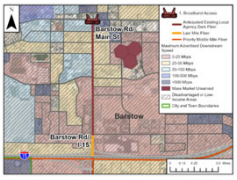
Broadband

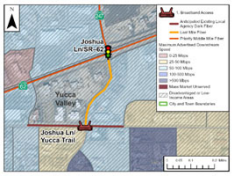
Need/Example: Leverage the State Middle Mile network build-out to: 1) bridge the digital divide; 2) improve agencies' communications network enabling cutting edge ITS capabilities; and 3) enhance connectivity to small businesses which are the job creating engine of the economy

Project Ideas

- Sites have been identified in the Early Action Plan
- Further develop sites with interested agencies to apply for CASF Broadband Infrastructure Grant Account







Considerations

- What locations should take priority? What funding options best align with these?
- What actions are needed to implement the Q1-Q2 2024 grant strategy?

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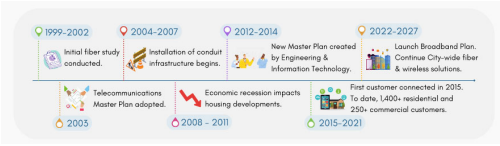
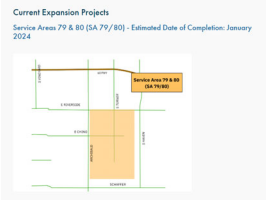
Broadband Expansion Under Full Plan

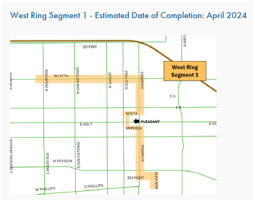
City of Ontario

OntarioNet

Municipal broadband network models that include Small Business Users to expand upon…

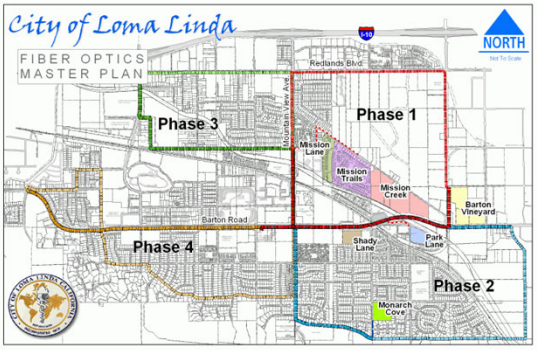






City of Loma Linda

LLCCP



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Projects/Programs to take to the TTAC

- Alternative Fuels
- Traffic Management/Traveler Information
- Freight Management
- Transit

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San Bernardino Smart County Early Action Plan

Questions?

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