

AGENDA

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

Thursday, December 5, 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

Council of Governments

1. Update on the San Bernardino Smart County Master Plan – Monique Reza-Arellano, SBCOG

Receive a presentation on the final draft of the San Bernardino Smart County Master Plan and request for any comments.

Attachment No. 1: Pg. 5

2. Assembly Bill 98 (AB 98) Update – Taylor Libolt Varner, National CORE/Amplify

Receive an update and overview of AB 98 and the requirements for implementation.

Attachment No. 1: Pg. 12

3. Housing Trust/Senate Bill 440 (SB 440) Update – Monique Reza-Arellano, SBCOG

Receive an update on the status of the Housing Trust and SB 440.

4. MS 4 Permit Update – Monique Reza-Arellano, SBCOG

Receive an update on the discussions with the San Bernardino Council of Governments Board of Directors (Board) and Board Ad Hoc Committee.

Transportation/Council of Governments

5. Equity Framework – Monique Reza-Arellano, SBCOG

Receive an update on the Equity Framework Project for San Bernardino County Transportation Authority and San Bernardino Council of Governments.

Attachment No. 1: Pg. 18

Transportation

6. Draft Long-Range Multimodal Transportation Plan Update – Ginger Koblasz, SBCTA

Receive a presentation on the Draft Long-Range Multimodal Transportation Plan and the Strategic Priority Action Plan that was recently provided to San Bernardino County Transportation Authority policy committees.

Attachment No. 1: Pg. 25

7. 2025 Update to the 10-Year Delivery Plan – Andrea Zureick, SBCTA

Receive an update on the development of the 2025 Update to the 10-Year Delivery Plan and discuss proposed cash flow borrowing scenarios between Measure I Programs.

Public Comment

Brief Comments from the General Public

ADJOURNMENT

The next meeting of the City/County Manager's Technical Advisory Committee is scheduled for January 9, 2025.

Meeting Procedures and Rules of Conduct

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

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

Service animals are permitted on SBCTA's premises. The ADA defines service animals as dogs or miniature horses that are individually trained to do work or perform tasks for people with disabilities. Under the ADA, service animals must be harnessed, leashed, or tethered, unless these devices interfere with the service animal's work, or the individual's disability prevents using these devices. In that case, the individual must maintain control of the animal through voice, signal, or other effective controls.

Accesibilidad y asistencia en otros idiomas - Las personas con discapacidad pueden acceder a la sala de reuniones. Se reserva una zona designada con un micrófono accesible que cumple con los requisitos de la ADA para hablar en público. Una sección designada está disponible para sillas de ruedas en el lado oeste de la galería de la sala de reuniones. Si se necesitan dispositivos de ayuda auditiva, otras ayudas auxiliares o servicios de asistencia en otros idiomas para participar en la reunión pública, las solicitudes deben presentarse al Secretario de la Junta al menos tres (3) días hábiles antes de la fecha de la reunión de la Junta. Puede comunicarse con el Secretario llamando al (909) 884-8276 o enviando un correo electrónico a clerkoftheboard@gosbcta.com. La oficina se encuentra en 1170 W. 3rd Street, 2nd Floor, San Bernardino, CA.

Los animales de servicio están permitidos en las instalaciones de SBCTA. La ADA define a los animales de servicio como perros o caballos miniatura que son entrenados individualmente para hacer trabajo o realizar tareas para personas con discapacidades. Según la ADA, los animales de servicio deben tener un arnés o ser atados, a menos que estos dispositivos interfieran con el trabajo del animal de servicio, o que la discapacidad de la persona impida el uso de estos dispositivos. En ese caso, la persona debe mantener el control del animal a través de su voz, señales u otros controles efectivos.

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

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

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

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item, except Board agenda items that were previously considered at a Policy Committee meeting where there was an opportunity for public comment. Individuals in attendance at SBCTA who desire to speak on an item may complete and turn in a "Request to Speak" form, specifying each item an individual wishes to speak on. Individuals may also indicate their desire to speak on an agenda item when the President asks for public comment. When recognized by the President, speakers should be prepared to step forward and announce their name for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The President or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations. Any individual who wishes to share written information with the Board may provide 35 copies to the Clerk of the Board for distribution. If providing written information for distribution to the Board, such information must be emailed to the Clerk of the Board, at clerkoftheboard@gosbcta.com, no later than 5:00 pm the day before the meeting in order to allow sufficient time to distribute the information. Information provided as public testimony is not read into the record by the Clerk. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda. Any consent item that is pulled for discussion shall be treated as a discussion item, allowing further public comment on those items.

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

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

Your cooperation is appreciated!

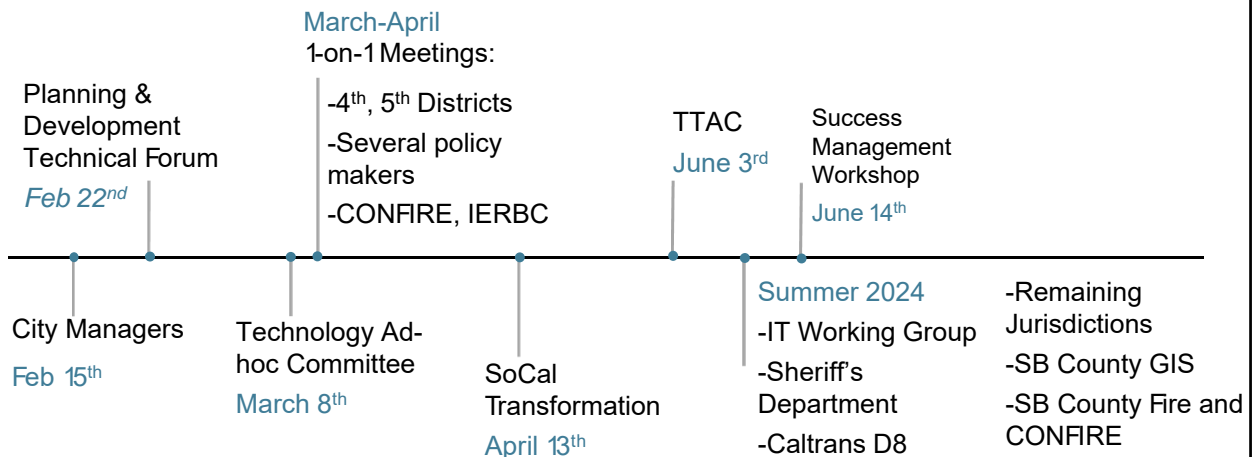
Attachment No. 1 to Agenda Item No. 1
San Bernardino Smart County Master Plan
(PowerPoint)

San Bernardino Smart County Master Plan



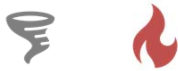

Monique Arellano
Chief of the Council of Governments and Equity Programs



Stakeholder Outreach



Market Drivers

			
<p>Maturing Technology and Accelerating Advanced Analytics</p>	<p>Domestic Production is on the rise, contributing to economic growth</p>	<p>Natural disasters are occurring more frequently, creating public safety challenges, and impacting transportation systems</p>	<p>Funding levels are unprecedented, providing diverse opportunities</p>

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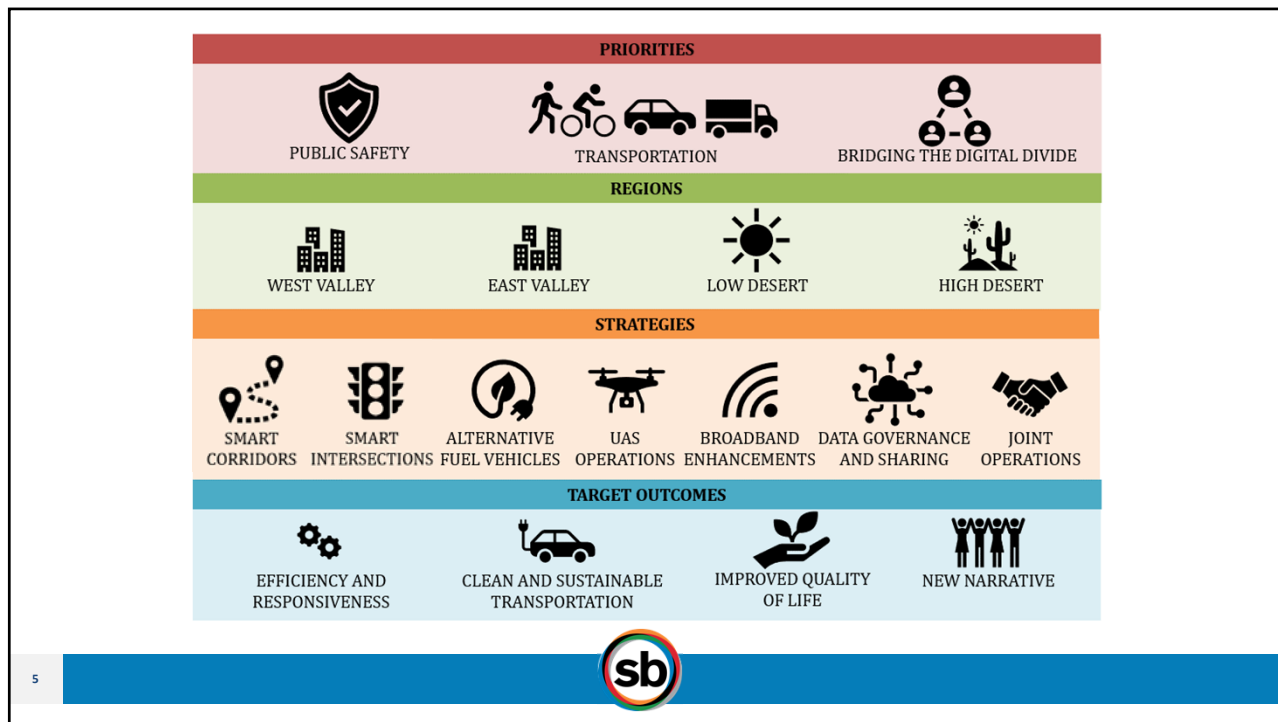
Goals of the Plan



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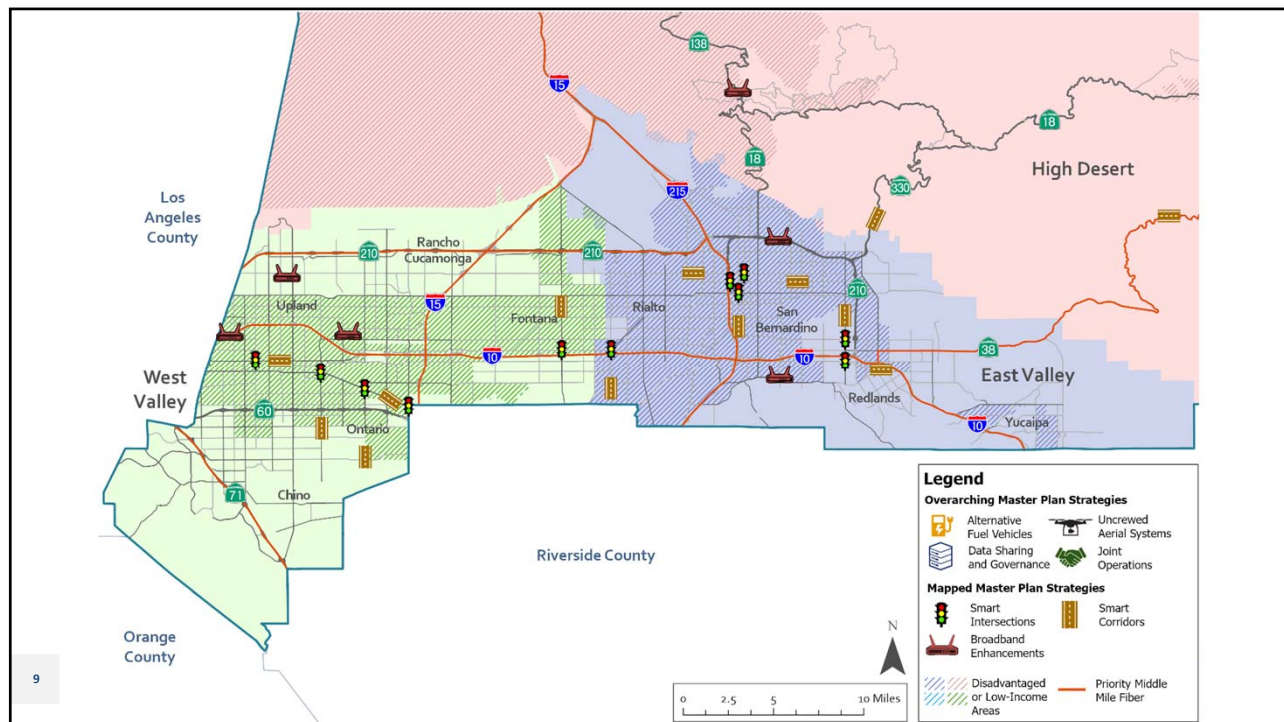
Goals



Strategies mapped to Priorities

	Public Safety	Transportation	Bridging the Digital Divide
Smart Corridors	Secondary	Primary	
Smart Intersections	Secondary	Primary	
Alternative Fuel Vehicles	Secondary	Primary	
Uncrewed Aerial Systems Operations	Primary	Secondary	
Broadband Enhancements		Secondary	Primary
Data Sharing	Primary	Secondary	
Joint Operations	Primary		









Toolkits

- Data Sharing
- Data Governance
- AI Governance
- Smart Intersections/
Smart Corridors
- Broadband
- Alternative Fuel Vehicles
- Uncrewed Aerial Systems Operations
- Performance Measurement

Benefits to Stakeholder Group

County and SBCTA Member Agencies 	Public-Safety Services Providers 
Transportation Service Providers 	The General Public 



Toolkit Example



Immediate Next Steps

Strategy	Immediate Next Step
Smart Corridors	Issue a Request for Information to identify candidate corridors and determine priority corridor recommendations.
Smart Intersections	Identify local champions and develop ITS specifications to prepare for sensor implementation at key intersections.
Broadband Enhancement	Assess existing infrastructure, establish local partnerships, and seek ways to leverage the Broadband Middle-Mile Network project.
Data Governance and Sharing	Create a working group to establish a data governance framework. Continue work on the CAD-to-CAD data sharing system.

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San Bernardino Smart County Master Plan


Questions?



cog

San Bernardino
Council of Governments

Attachment No. 1 to Agenda Item No. 2
2024 Planning Legislation: AB 98 Overview
(PowerPoint)



AMPLIFY
COMMUNITIES

2024 PLANNING LEGISLATION: AB 98 OVERVIEW
City/County Manager's Technical Advisory Committee
December 5, 2024

**AB 98
(Carrillo)**
Planning and
zoning: logistics
use: truck routes.

Key Provisions

1. Required General Plan and Truck Route Updates
2. New Statewide Warehouse Standards
3. South Coast Air Quality Management District Requirements

AB 98: GENERAL PLAN AND TRUCK ROUTE UPDATES

General Plan Update Requirement

Requires general plan circulation elements to include specific truck route requirements by **January 1, 2026** in a "warehouse concentration region" or by **2028** in other places. Authorizes fines up to \$50,000/6 months for non-compliance.



"Warehouse Concentration Region"

Counties of Riverside and San Bernardino

Cities of Chino, Colton, Fontana, Jurupa Valley, Moreno Valley, Ontario, Perris, Rancho Cucamonga, Redlands, Rialto, Riverside, and San Bernardino.

AB 98: GENERAL PLAN AND TRUCK ROUTE UPDATES

- Requires updated circulation elements to identify/establish truck routes to avoid residential areas or areas with concentrations of sensitive receptors
- Establishes truck route standards
- Requires agencies post "conspicuous" signage along truck routes and other locations



AB 98: NEW LOGISTICS USES

Prohibits local agencies from approving new or expanded “logistics uses” near sensitive receptors, unless specified standards are met beginning on January 1, 2026.

Applicable standards depend on factors such as:

- Location in Warehouse Concentration Region
- Size (larger or smaller than 250,000 sf)
- Whether rezoning is required



“Sensitive Receptors” include residences, schools, daycares, parks and recreational areas, nursing homes and long-term care facilities, and hospitals.

AB 98: NEW LOGISTICS USES

Energy Efficiency Standards

21st Century Warehouse: set of energy efficiency standards for new/expanded logistics developments

Tier One 21st Century Warehouse: enhanced/additional efficiency standards for certain larger new/expanded logistics developments



Additional siting standards for new projects include:

- must be located on a roadway classified as an arterial, collector, major thoroughfare, or local road predominantly serving commercial uses
- Sensitive receptor setbacks (i.e. 50- or 100-ft buffers within 900 ft of a sensitive receptor)

AB 98: NEW LOGISTICS USES

Prescriptive Design Standards

Vary based on size, location, and if rezoning is required. Standards include:

- High efficiency and green building standards (PV and battery storage, skylights, HVAC, cool roofing, etc.)
- Separate truck entrances
- Electrification and location of loading bays
- Electrification of fork-lifts and other small off-road equipment
- EV parking and landscaping buffers



AB 98: NEW LOGISTICS USES

Additional Requirements

- Replacement of housing at a 2:1 provision, with displacement assistance required
- Submittal of a Truck Routing Plan prior to Certificate of Occupancy (requires local approval)



AB 98: EXEMPTIONS

The following types of projects may be exempt from certain AB 98 requirements.



Existing developments and proposed expansions of logistics uses in entitlement process prior to September 30, 2024



Projects approved before January 1, 2026



Mixed use logistics projects that create sensitive receptors on site (but none within 900 ft of loading bays)

AB 98: SCAQMD REQUIREMENTS

Requires South Coast Air Quality Management District to collect and analyze air pollution data near operational logistic use developments in the Counties of San Bernardino and Riverside



AB 98: WHAT'S NEXT

Implementation

- Development of Local/Regional Training and Technical Assistance materials
- Local General Plan/code updates

2025 Clean Up

- Listening sessions
- Technical recommendations
- Coordination with other groups



Attachment No. 1 to Agenda Item No. 5
 SBCTA/SBCOG Equity Framework
 (PowerPoint)



cta San Bernardino County Transportation Authority sb cog San Bernardino Council of Governments

SBCTA/SBCOG Equity Framework

CCMTAC
December 5, 2024

Purpose of the SBCTA/SBCOG Equity Framework

- Guide the agency towards its equity goals when implementing project, designing programs, and performing public outreach
 - Support current + future funding
- Strengthen relationships with Community Based Organizations (CBOs) + other local partners

Building on previous work:

2020 – SBCOG forms the **Equity Ad Hoc Committee**

2021 – SBCTA/SBCOG adopts **Regional Equity Resolution**

2022 – **Equity Focus Groups** conducted

2021-2023 – **Regional Equity Study**

2021-2023 – **SB 1000 Toolkit** developed (identifies "priority equity communities" and environmental justice goals, policies, and programs for jurisdictions to use in their General Plans)

Project Timeframe



Shaping the Equity Framework

Staff Working Group

- Develop shared understanding of equity issues (which will help you champion implementing the framework once it is adopted)
- Share their perspectives on and experience with operationalizing equity
- Shape the content and organization of the SBCTA/SBCOG Equity Framework and Toolkit

Policymakers:

Ad Hoc Committee

- Provide input throughout, especially related to defining equity for SBCTA/SBCOG
- Recommend framework to full board for final approval

Community Working Group

- Share expertise about underrepresented communities to inform SBCTA/SBCOG's definition of equity and goals/strategies/policies
- Identify additional community/non-governmental organizations that should be included in a database of possible SBCTA/SBCOG partners
- Share information about SBCTA/SBCOG's work and partnership opportunities with their colleagues and community members



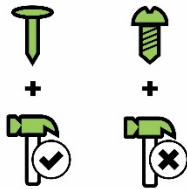
UNDERSTANDING EQUITY



Assumptions about Equity

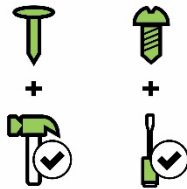
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EQUALITY:
Everyone gets the same thing.



If you have a nail, a hammer is helpful—but what if you have a screw?

EQUITY:
People get what they need.



Different situations require different tools to be successful!

2

Data are critical to identify + reduce inequities

3



EXAMPLE TYPES OF EQUITY

Procedural

- Transparent, fair and inclusive process
- Ensure all are treated openly and fairly
- Increase civic engagement opportunities

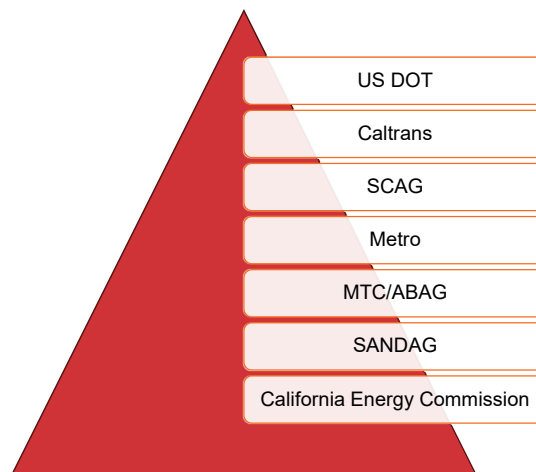
Distributional

- Fairly distribute resources, benefits, and burdens
- Prioritize resources for communities that experience greatest inequities and unmet needs


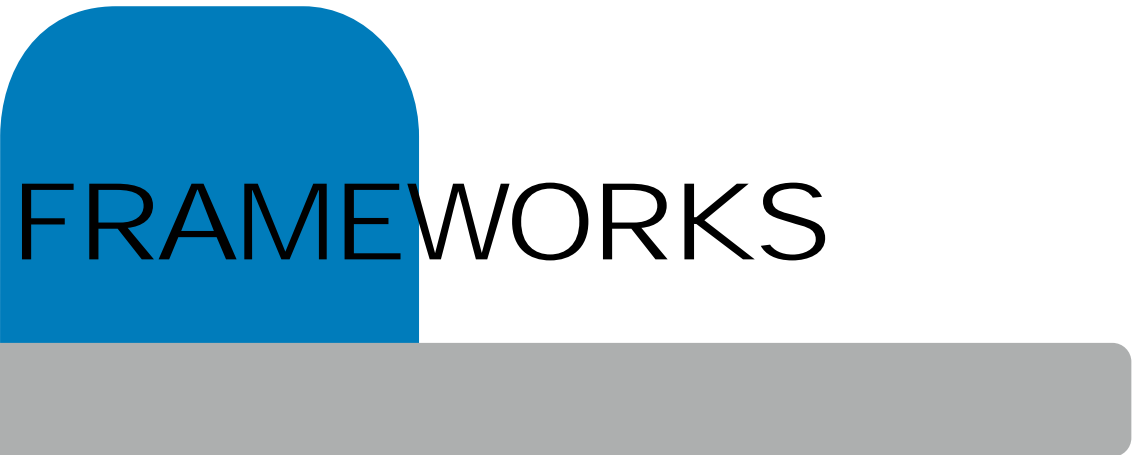
Structural

- Make a commitment to correct past harms and prevent future unintended consequences
- Address underlying structural and institutional systems that are the root causes of social and racial inequities


Equity Definition Examples



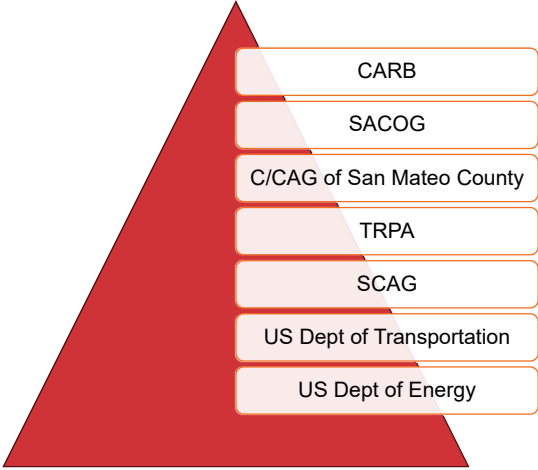
FRAMEWORKS




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Framework Examples



- CARB
- SACOG
- C/CAG of San Mateo County
- TRPA
- SCAG
- US Dept of Transportation
- US Dept of Energy



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SBCTA/SBCOG EQUITY PROJECTS INVENTORY

Building on Previous Work

1. Transportation and Transit

- Equity analysis of the budget
- Long-range multi-modal plan
 - Metrolink launch Low-Income Fare is Easy (LIFE)
 - Clean Truck Program
 - Toll Lane Equity Program in Development
 - Carpool/Vanpool Services

2. Workforce Development through SB County Programming

- Small business study with recommendations
- Business Capacity Enhancement
- Job Training/Apprenticeships

3. Data and Mapping

- Regional Equity Study Dashboard
- SB 1000 Toolkit Dashboards for Environmental Justice/Equity Communities


Immediate Next Steps

Wed, Oct 9, 2024	Update to the General Policy Committee
Thurs, Nov 14, 2024	Ad Hoc Committee
Nov 2024 (week of Nov 18)	Community Working Group
Dec 2024	Core team drafts SBCTA/SBCOG equity definition and goals
Jan 2025 (not yet scheduled)	Next Staff Working Group
	→ SWG to give feedback on draft definition and goals, begin identifying strategies and policies/actions




Questions/Comments

Attachment No. 1 to Agenda Item No. 6
SBCTA Long-Range Multimodal Transportation Plan
(PowerPoint)




**SBCTA
Long-Range
Multimodal
Transportation Plan
for San Bernardino
County**




 Metro Valley Study Session
November 14, 2024

AGENDA

- 1 LRMTTP Overview
- 2 Plan Vision, Goals, and Objectives
- 3 Plan Themes and Strategic Priorities



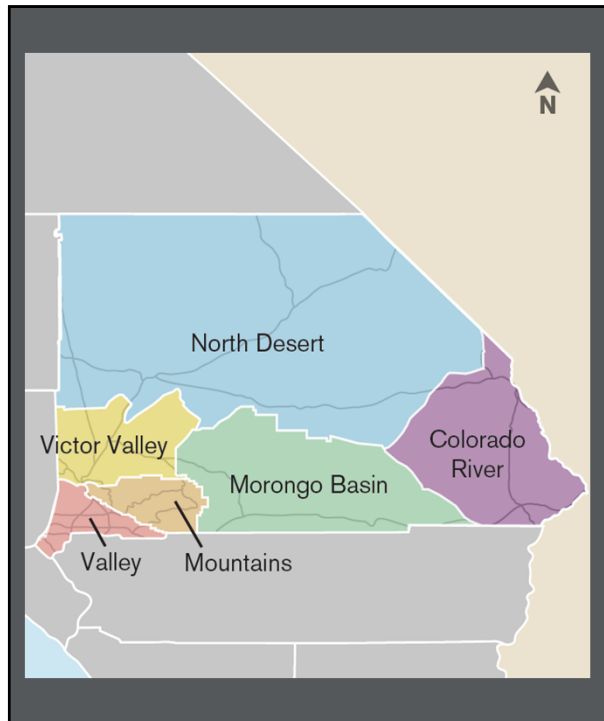


LRMTP Project Process



LRMTP Subregions

- Consistent with Measure I
- Analysis and recommendations will follow the six subregion format



Draft LRMTTP Vision Statement

SBCTA's long-range plan supports integrated, multimodal transportation to strengthen the health of our communities, the environment, and our economy by providing safe, reliable, and equitable connectivity for people and goods in, to, and through San Bernardino County.



LRMTTP Goals and Objectives

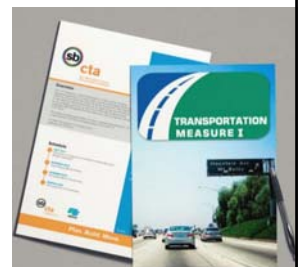
	Goals	Objectives
Connectivity	Improve multimodal mobility and safe access to destinations for all users	<ul style="list-style-type: none"> • Improve multimodal mobility and access to jobs, housing, and key destinations • Improve connectivity between modes and services • Better integrate transit and bicycle/pedestrian facilities with land use planning
Equity	Reduce transportation burdens for low-income communities, communities of color, people with disabilities, and other disadvantaged groups	<ul style="list-style-type: none"> • Reduce cost burden to underserved communities • Improve access to mobility options for disadvantaged groups
Economy	Support a vibrant, resilient economy	<ul style="list-style-type: none"> • Support access to employment, educational institutions, and businesses via all modes, with special emphasis on transit, shared-rides, and non-motorized • Improve freight's economic competitiveness and efficiency • Maintain infrastructure in a state of good repair • Deploy resources in a cost-effective manner
Environment	Enhance environmental health and reduce negative transportation impacts	<ul style="list-style-type: none"> • Reduce VMT, GHG emissions, and air pollution • Strengthen the transportation system's resiliency to withstand and recover from disruptions brought about by natural disasters, climate change, and other factors • Support clean mobility technology, including the freight sector
Quality of Life and Public Health	Enable vibrant, healthy communities	<ul style="list-style-type: none"> • Manage the impact of freight traffic in neighborhoods • Reduce sources of delay on the transportation system • Increase the share of people carpooling, bicycling, walking, and taking transit
Safety	Provide a safe and secure transportation system	<ul style="list-style-type: none"> • Reduce fatalities, injuries, and incidents on the transportation system



Scenario Planning

Scenario Planning Process

- Consider how future trends may affect the transportation system
- Model different potential futures and assess effects on outcomes
- Scenarios considered the system demand (land use and travel behavior) and supply (transportation network)



Context (Demand) Scenarios

“Business as Usual”

- Travel patterns return to pre-pandemic conditions
- Assumes 2019 travel behavior with 2050 population and employment

“Virtual Future”

- Shift to remote work is permanent and grows stronger
- Assumes anyone who can work from home does so, reducing home-based work trips

“Smart Growth”

- Assumes 2019 travel behavior with modified land use
- All future population and employment growth in Valley subarea is concentrated around major transit corridors to test the extremes of smart growth



Transportation (Supply) Scenarios

“Enhanced Network”

- Assumes availability of new funding sources and additional transportation projects
- Corresponds to SCAG “Plan” network
- Assumes “Business as Usual” background context

“Transit Expansion”

- Bus frequency is doubled across Southern California
- Assumes “Smart Growth” background context

Sensitivity Test: Roadway Pricing

- Assumed Business as usual background context and enhanced transportation network with increased automobile operating cost



Key Findings

- Delay is reduced in multiple scenarios, but difficult to reduce Vehicle Miles Traveled (VMT)
- Roadway pricing sensitivity test showed that each 10% increase in auto operating costs would be expected to reduce VMT by 1.7%; costs would be burdensome for drivers (equivalent to raising gas prices over 5 dollars/gallon to reduce VMT 10 percent)
- Major transit expansion across Southern California along with smart growth increases ridership and reduces VMT, but with major increase in operating expenses



Scenario Summary

Performance Measures (Metrics for S.B. County Only)	Business as Usual	Virtual Future	Smart Growth	Enhanced Network	Transit Expansion + Smart Growth
	Value	Change	Change	Change	Change
Total Vehicle Miles Traveled	91,000,000	-4%	-2%	0%	-10%
Person Hours Traveled, work trips	890,000	-30%	-2%	-5%	-12%
Person Hours Traveled, non-work trips	1,510,000	8%	-3%	-6%	-11%
Minutes of delay per capita	5.6	-28%	-1%	-45%	-36%
Transit ridership	137,000	-32%	21%	43%	264%



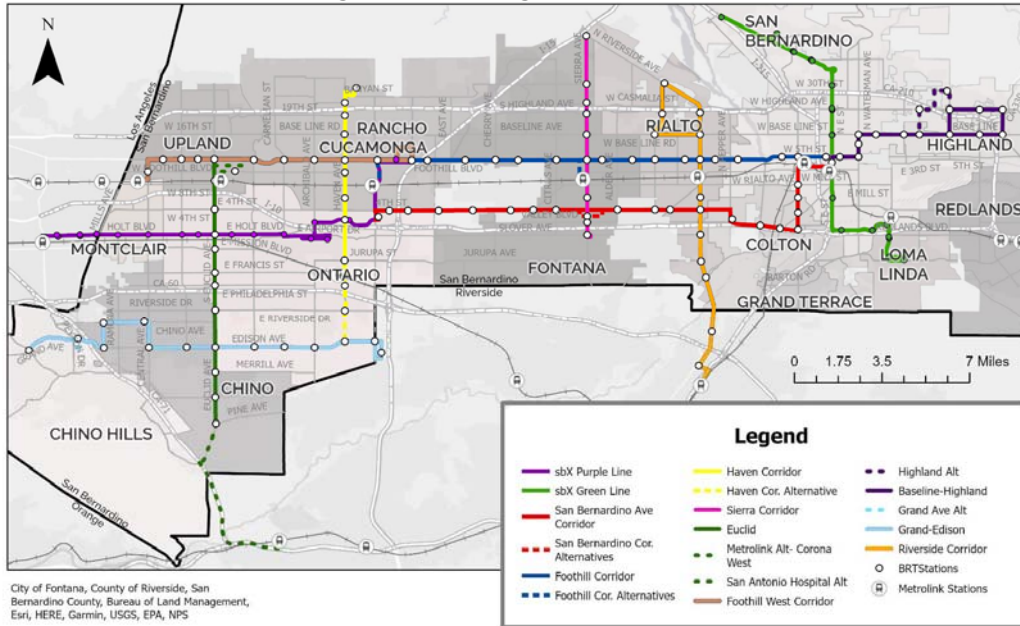
Plan Themes and Strategic Priorities

Strategic Priorities for Multimodal Connectivity

- **Work toward 30-minute frequencies on Metrolink San Bernardino Line**
- **Further investment in higher service levels**
- **Priority treatments on core transit network (“systemwide plan”)**
- **Local coordination on transit-focused land use**
- **Create first/last mile connections**
- **Completion of the I-10 and I-15 managed lane network**
- **Transportation demand management strategies**
 - Non-motorized transportation facilities
 - Vanpooling
 - Carpooling
 - Telework



Transit Connectivity in Valley Subarea



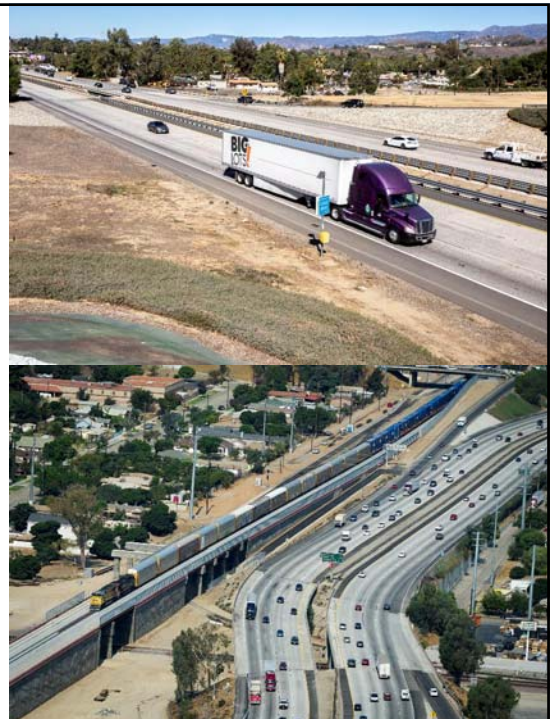
Strategic Priorities for Freight Movement

Designate and improve key freight corridors

- Invest in high-volume highway freight corridors, including strategic bottleneck relief
- Interchange ramp improvements, auxiliary lanes and mainline projects (ex. Northbound truck climbing lane extension from Kenwood Ave. to SR-138)

Work with private sector on key initiatives

- Collaborate with private sector on transition to clean trucks
- Collaborate with private sector on strategic opportunities to shift from truck to rail



Strategic Priorities for Climate Change & Resiliency

Incentivize transit and shared rides

- Managed lanes
- Transit system improvements (ex BRT, Brightline, ONT Connector)

Improved operational resiliency

- Emergency route planning (including AB 98)
- Strategic highway improvements to address severe weather

Support zero-emissions transition

- Collaborate with private sector on transition to clean trucks
- Support transition to zero-emission transit
- Support development of hydrogen production hubs and zero-emission charging/fueling infrastructure



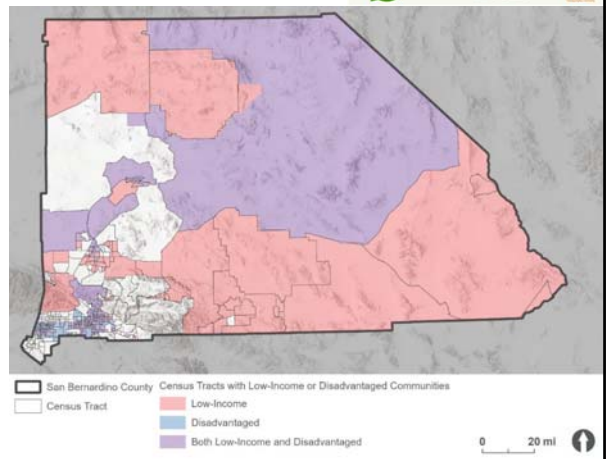
Strategic Priorities for Equity

Partner with local jurisdictions and CBOs

Demand-responsive services

- Continue, expand, and advertise fare reduction programs and free fare events for students, seniors, and low-income transit riders

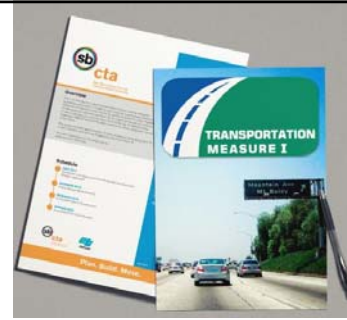
Prioritize multimodal improvements



Strategic Priorities for Funding

Expand sources of funding for transit operations

- Can't afford to build what we can't also operate
- Work with State, Federal, and regional partners to increase operating funds for transit
- Use excess toll revenues (after debt service and operations) for transit and (on I-10 east of I-15) zero-emission projects



Existing Measure I: Sources of Transit Operating \$

- Metrolink/Rail Service (8% of Valley revenue)
- Express Bus/BRT Program (5% of Valley revenue)
- Senior/Disabled Transit (8% for the Valley and up to 6.5% for the Mountain/Desert, with future increases up to 7.5%)

Future Measure I: Increase flexibility of funding programs for both transit capital and operations

