

AGENDA
City/County Manager's Technical Advisory Committee

Thursday, August 4, 2022

10:00 AM

LOCATION:

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

TELECONFERENCE LOCATION:

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

Call to Order

Attendance

Council of Governments

1. San Bernardino County Transportation Authority/San Bernardino Council of Governments (SBCTA/SBCOG) Regional Early Action Planning (REAP) 2.0 (2021) Program Overview – Josh Lee (SBCTA/SBCOG)

Now that SBCTA/SBCOG has a bit more information regarding how the REAP 2.0 funding will be shaped and programed at Southern California Association of Governments (SCAG) level, SBCTA/SBCOG staff will give an overview of the REAP 2.0 Program for San Bernardino County. SBCTA/SBCOG is planning on submitting 5 proposals to SCAG pending SBCTA Board of Directors approval:

1. Planning efforts to continue some of the work related to REAP 1.0,
2. San Bernardino County (SBC) Vehicle Miles Traveled Mitigation Bank,
3. SBC Housing Trust,
4. Projects near Tunnel to Ontario International Airport Project, and
5. First Mile/Last Mile strategies around our Metrolink station areas.

Attachment No. 1: Pg. 5

Attachment No. 2: Pg. 18

2. Lifestream Blood Bank – Monique Reza-Arellano (SBCOG)

Lifestream Blood Bank will provide information on low levels of blood supply in the Inland Empire and the potential impact on the local communities.

Transportation

3. Measure I Board Workshop – Otis Greer (SBCTA)

This will be a review of the workshop held on June 29, 2022 with the SBCTA Board of Directors on Measure I, and a discussion of the City County Manager Technical Advisory Committee AD Hoc Committee.

Public Comment

Brief Comments from the General Public

ADJOURNMENT

The next meeting of the City/County Manager's Technical Advisory Committee is scheduled for **September 1, 2022.**

Meeting Procedures and Rules of Conduct

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

Accessibility - The meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk 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.

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 by two-thirds vote of the Board of Directors or unanimous vote of members present 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 Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

Public Testimony on an Item – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a “Request to Speak” form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for each item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations. Members of the public requesting information be distributed to the Board of Directors must provide 40 copies of such information in advance of the meeting, except for noticed public hearings. Information provided as public testimony is not read into the record by the Clerk.

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

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

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

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 Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive 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!

Minute Action

AGENDA ITEM:

Date: August 11, 2022

Subject:

Regional Early Action Planning 2.0 Grant Applications

Recommendation:

That the following be reviewed and recommended for final approval by the Board of Directors, acting as the San Bernardino County Transportation Authority (SBCTA) and San Bernardino Associated Governments (SBCOG), at a regularly scheduled Board meeting:

A. Authorize SBCTA/SBCOG staff to submit the following applications to the Southern California Association of Governments (SCAG) for the Regional Early Action Planning (REAP) 2.0 grants:

1. Senate Bill 743 Vehicle Miles Traveled Mitigation Crediting/Banking Program under the County Transportation Commission (CTC) Partnership Program.
2. First/Last Mile transit service enhancements at selected Metrolink stations under the CTC Partnership Program.
3. San Bernardino County Housing Trust Program under the Housing Supportive Infrastructure Program.
4. Tunnel to Ontario International Airport / Cucamonga Station Land Use Strategy under the CTC Partnership Program.
5. Other Supplemental Planning Work Left from REAP 1.0 under the Sub-regional Partnership Program 2.0.

B. Authorize the Executive Director, or his designee, to approve the scope of work and sign the applications that would eventually become part of the regional application being submitted by SCAG to the California Department of Housing and Community Development by the end of December 2022.

C. Authorize the Executive Director, or his designee, to negotiate and execute future Restricted REAP 2.0 Grant Agreements between SBCTA/SBCOG and SCAG to receive reimbursement grant funding, subject to approval as to form by General Counsel.

Background:

On July 7, 2022, the Southern California Association of Governments (SCAG) Regional Council (RC) adopted the Regional Early Action Planning Grant Program for 2021 (REAP 2021 or REAP 2.0) Program Development Framework. The REAP 2.0 was established by the State of California in the Fiscal Year 2021/22 Budget to support transformative and innovative projects that implement a region's Sustainable Communities Strategy (SCS) and help achieve goals of more housing and transportation options that reduce reliance on cars. Approximately \$600 million is available statewide to support transformative and innovative projects, and the SCAG region's formula share is expected to be around \$246 million. Approximately 80 percent of these funds are from the Coronavirus State and Local Fiscal Recovery Funds (SLFRF), established as a part of the American Rescue Plan Act (ARPA), and the balance are state General Funds. These new funds will be provided as grants to regional entities, primarily metropolitan planning organizations (MPOs) such as SCAG. All REAP 2.0 funds are to be

Entity: San Bernardino Council of Governments, San Bernardino County Transportation Authority

obligated by June of 2024 and expended by June 2026, with a final closeout report due June 2026. The California Housing and Community Development Department (HCD) is the lead for the program and is working collaboratively with the Strategic Growth Council (SGC), Governor's Office of Planning and Research (OPR), and State Air Resources Board (CARB), to develop detailed guidelines for implementation.

SCAG staff is currently proposing three (3) main programmatic areas to distribute the \$246 million of REAP 2.0 funding. The program areas have been developed to closely resemble the draft HCD REAP guidelines. The three program areas include: 1) Early Program Initiatives – Connect SoCal Implementation Strategy that includes a Sub-Regional Partnership Program, 2) County Transportation Commission (CTC) Partnership Program, and 3) Housing Supportive Infrastructure Program.

The proposed 3 SCAG programmatic areas are aligned with the REAP 2.0 priorities. There are four core objectives that every proposed project needs to address and meet:

1. Coronavirus Economic Recovery, and
2. Accelerating infill housing development, and
3. Reduce Vehicle Miles Travelled, and
4. Affirmatively Further Fair Housing.

1. Early Program Initiatives: SCAG will expand certain existing programs in the Connect SoCal Implementation Strategy to offer additional support to cities in implementing Connect SoCal.

- a. Sustainable Communities Program (SCP): The Call-for-Projects provides resources to local jurisdictions to conduct Greenhouse Gas / Vehicle Miles Traveled (GHG/VMT) reducing planning activities and demonstration projects with a nexus to housing production in the SCAG region.
- b. Go Human: SCAG is seeking to expand local resources and toolkits to help cities, counties and community-based organizations promote safe walking and biking.
- c. Regional Data Platform (RDP): SCAG seeks to partner with sub-regional agencies and other partners to expand support and training for local jurisdictions to use the RDP as well as provide additional features and functions to help further align local efforts with regional goals through performance dash boarding features.
- d. *Sub-regional Partnership Program 2.0 (SRP2.0): SCAG will work with the sub-regional Council of Governments (COGs) to develop a Sub-regional Partnership Program (SRP) similar to the sub-regional partnership program developed under REAP 1.0 but based on REAP 2.0 goals and objectives. SCAG staff has shared a set of draft guidelines with the sub-regional COGs with a funding level that was similar to REAP 1.0. (Approximately \$23 million). There will be a formula share of 12 percent allocated to San Bernardino COG (SBCOG) (\$2.76 million).*

2. CTC Partnership Program: SCAG will develop a new partnership program with the region's six County Transportation Commissions, to fund the development of plans, programs, pilot projects, and certain signature GHG/VMT reducing capital projects with a strong nexus to housing, consistent with the goals and objectives of REAP 2.0. *SCAG staff*

has shared a set of draft guidelines with the CTCs with a funding level of around 40 percent of the total REAP allocated to SCAG. (Approximately \$100 million). There will be geographic “guidance” built into the program funding distribution, but not a formula share of the funding like the SRP.

3. Housing Supportive Infrastructure Program - The Housing Supportive Infrastructure program builds on the concepts put forward in the Key Connections in Connect SoCal 2020, as well as current work funded through the REAP 1.0 program. This program will have 4 main priority areas:

- a. Utilities to support housing development: Identify transformative programs to invest in the utilities (sewer, storm water, electric, broadband) needed to environmentally clear, entitle and ultimately build the housing needed to meet the region’s 6th cycle Regional Housing Needs Assessment (RHNA) goals.
- b. ***Housing Trust Funds: Support establishment of and investing in catalyst housing funds, regional or sub-regional housing trust funds, and revolving loan funds to leverage efforts to deliver affordable housing.***
- c. Preservation of expiring covenants and naturally occurring affordable housing: Target existing affordable housing with expiring covenants and develop programs to extend covenants and preserve these units as affordable.
- d. ***Technical Assistance: Through the outreach process, SCAG will identify additional technical assistance needs for cities, counties and other partners.*** Technical Assistance may include programs to:
 - i. ***Help public agencies use their surplus land for affordable housing development,***
 - ii. Continue land use planning efforts that implement 6th cycle Housing Elements,
 - iii. Ensure the region can secure grant funding for affordable housing development.

In response to the REAP 2.0 program framework and draft guidelines shared from SCAG, San Bernardino County Transportation Authority (SBCTA)/SBCOG staff currently has several projects that would fit and compete well within these three program areas. On November 3, 2021, staff provided an update on the progress of the REAP 1.0 housing element technical assistance funding program. In that agenda item, staff shared a brief summary of each proposal currently included in this item. Staff noted that additional details on each of the concepts would be provided to the SBCTA Board of Directors (Board) as the REAP 2.0 guidelines are completed and SCAG program direction becomes clearer. Based on the current schedule of the REAP 2.0 shared with SBCTA/SBCOG, staff is bringing these proposals forward to be authorized by the Board to submit under the SCAG REAP 2.0 grant program.

It is important to note that more detail will be added for purposes of the actual applications to SCAG. It is also possible that a variation of these concepts may emerge as we get closer to the application deadline. Details of the applications will be developed and reviewed by staff familiar with the subject matter, under the oversight of the Executive Director. Specific funding requests are expected to total in the vicinity of \$30 million for all the proposals combined, but the final allocation of requests will be discussed with the Executive Director. The proposals below should

not be considered a final set, as additional ideas may come to light over the next two months. However, substantial outreach has occurred with local jurisdictions particularly with the VMT Mitigation Bank and the Housing Trust proposals, so that the core concepts will likely not vary significantly from what is seen here.

1. SB 743 VEHICLE MILES TRAVELED (VMT) MITIGATION CREDITING/BANKING PILOT PROGRAM – Proposal under the CTC Partnership Program

Overview

With the passage of Senate Bill (SB) 743 and adoption of VMT as the preferred California Environmental Quality Act (CEQA) transportation impact metric, project applicants (transportation and land use) that have identified significant VMT impacts are required to mitigate to the fullest extent feasible. SBCTA completed an initial countywide study on the implementation of SB 743 in 2020. This ‘Phase 1’ of implementation included resources for all jurisdictions in San Bernardino County related to threshold options, a web-based screening tool, sample implementation documentation, and mitigation options. Subsequently, at the request of the member jurisdictions, SBCTA, in partnership with SCAG, has also completed a ‘Phase 2’ study to examine the potential of establishing a regional CEQA mitigation program for VMT impacts in San Bernardino County.

A mitigation bank attempts to create a monetary value for VMT reduction on a per mile basis, such that a developer or an agency building a VMT-generating land use or transportation project could purchase VMT reduction credits already verified through an established program. The money exchanged for credits could be applied to individual, local, regional, or state VMT reduction programs or projects such as housing specific projects included in a regional housing trust program. The SBCTA VMT mitigation pilot project uses a VMT reduction framework based on VMT-reducing mode choices individuals make for their commute trips (HBW or Home-Based Work trips), as measured against a verified individual baseline.

Project Need

Currently, as there are no regional-level mitigation programs that are operational in the State, all VMT mitigation must be attempted at the project level as on-site mitigations. To better understand how on-site mitigation costs may vary and how they compare to the mitigation costs of a regional program, SBCTA evaluated various on-site mitigation options in Phase 2. SBCTA then analyzed sample projects with potentially significant impacts to see what the mitigation cost would be using the potential mitigation costs per VMT. Based on the calculations and sample projects studied, potential cost of mitigation varies substantially by project location and type (active transportation infrastructure, vanpool program, transit pass subsidy, telework program). However, based on the sample projects that were reviewed, on-site mitigations were generally far more expensive than the average cost of paying into a regional mitigation program. On-site mitigations are also much less likely to result in a significant VMT reduction. It was quite natural then for the SBCTA member jurisdictions to look toward having a regional mitigation option established for San Bernardino County (County) in addition to the onsite mitigation options for VMT increasing projects. A VMT Mitigation Bank provides the most cost-effective and feasible approach to reducing VMT since it deals with only the actual

verified credits (i.e. VMT saved) rather than hypothetical future VMT reduction credits using modelling.

Here are several of the on-site and regional VMT reduction mitigation measures evaluated in Phase 2:

1. VMT Reducing Transit Pass Programs
2. Vanpool Programs
3. Deployment of active transportation facilities
4. Telework Programs
5. Carpool and school pool Programs and subsidies
6. Ridematch Programs or Shuttle Service Programs

Estimates were made as to the potential cost of mitigating the VMT increase from a hypothetical residential development in the High Desert to below the threshold of significance for CEQA purposes. The results showed that the cost per unit could vary widely depending on the type of mitigation applied. The range was from a low of approximately \$2,500 per unit to a high of \$47,000 per unit for the least efficient method tested. In other words, the cost of mitigation can be substantial. The most efficient methods identified were in the range of \$.05 to \$.08 per VMT and assuming that mitigation would occur over a period of 20 years, which is typical of CEQA analyses. Bicycle infrastructure is among the least efficient mitigation methods. Telework is generally the most efficient. It is unfortunate that, in a period of excessive housing costs, additional costs would be added. But this has become State of California's policy since SB 743 was enacted in 2013. SBCTA/SBCOG have never endorsed this policy, but in seeking to streamline new development and transportation improvements, it becomes necessary to devise a least-cost mechanism for doing so.

Project Scope for REAP 2.0 Application

Subject to Board approval, SBCTA would develop a regional VMT mitigation bank using a mode-choice based framework, in which commuters would be paid for reducing their VMT, with telework as the initial regional mitigation measure. Initially, the program would focus on incentivizing individuals to earn VMT reduction credits by making choices to reduce their travel. After establishing a verified home-based work trip (HBW) "baseline," individuals who volunteer for the program can generate credits whenever they choose to telework for a particular day. The volunteers would need to live or work in the County. The verified VMT reduction credit would then be assigned an economic value and the volunteers would be paid a share of that value as an incentive for reducing their VMT. The purchased credit would be banked by SBCTA then sold to development projects or transportation projects that would need to reduce VMT impacts under CEQA. While telework would be the only program included in the bank initially, additional projects and programs already established under the Inland Empire (IE) Commuter Rideshare Program could be added in the future (e.g. choices to ride transit or vanpool/carpool).

Consistency with REAP Requirements

Three of the requirements for REAP 2.0 proposals to be consistent with the guidelines include:

- The proposal should be innovative, impactful, and transformative
- Should help to achieve housing goals through VMT reduction
- Should spur economic development in disadvantaged communities

The VMT Mitigation Bank pilot program is consistent with the REAP 2.0 guidelines in the following ways:

- **Innovative, Impactful and Transformative:** The proposed VMT Mitigation Bank is innovative/transformative in that it would incentivize the “trip-makers” to make modal choices that personally reduce their VMT. They will be paid as they accumulate credits relative to a baseline, and this pool of earned and verified credits can be sold in the VMT marketplace, with prices set based on supply/demand relationships. Under REAP Guidelines: *Transformative means “housing, planning, infrastructure investments supporting infill housing, and other actions that enable meeting housing goals that also result in per capita vehicle miles traveled reductions, including accelerating infill development, supporting residents through realizing **multimodal communities**, shifting travel behavior through **reducing driving**, and increasing transit ridership.”* From a transportation perspective, the proposed project would result in exactly the changes envisioned in the guidelines.
- **Achieving Housing Goals with VMT Reduction:** One of the consequences of SB 743 is that it adds another challenge for the County in increasing housing production. The 6th Cycle RHNA allocated 138,110 new units to be planned in the County from 2021 – 2029. This is a monumental task, and SBCTA, with our local partners, are meeting this challenge to produce more housing while advancing the implementation of the VMT-reducing elements of the SCS head-on. This program aligns directly with the REAP objectives of reducing VMT: *“Increase travel options to homes, jobs, and services that support multimodal communities and reduce the number and/or length of vehicle trips.”* Since the majority of the credit purchase will come from the housing sector, much of the proceeds will be slated to go back into the housing sector through the proposed San Bernardino County Housing Trust.
- **Spurs economic development in a disadvantaged community:** San Bernardino County has some of the most disadvantaged communities in the State. While the County has a growing employment base, it has traditionally operated as an outlying community that provided affordable housing for workers commuting to Los Angeles and Orange counties. During COVID-19, some County cities saw an increase in their business activity as people who were able to telework stayed home. We expect to see similar benefits to local disadvantaged communities with implementation of the program, especially with our small business community.

2. **FIRST/LAST MILE TRANSIT SERVICE ENHANCEMENTS AT SAN BERNARDINO COUNTY METROLINK STATIONS** (Including Redlands Passenger Rail Stations and Ontario-East Station) – Proposal under the CTC Partnership Program

Overview

In San Bernardino County, there are seven Metrolink stations on the San Bernardino Line (SBL) – Montclair, Upland, Rancho Cucamonga, Fontana, Rialto, San Bernardino Depot, and Downtown San Bernardino – and one station (Ontario) on the Riverside Line southeast of Ontario International Airport (ONT). There are four more extended station areas through the

soon to be operational SBCTA Redlands Passenger Rail Project (RPRP, branded “Arrow”). The SBL is currently served by 30 trains per day (38 trains per day pre-pandemic) and the Riverside Line is served by 7 trains per day. The *Customer-Based Ridesharing and Transit Connectivity Study* (2018) examined several options for first/last mile connections between Metrolink stations and major nearby destinations. It also analyzed a possible shuttle connection from the downtown San Bernardino Metrolink Station/Transit Center to downtown employers in the area.

Need

In Spring 2022, the SBCTA Board approved funding for two shuttle services to provide first/last mile services in two locations: 1) from the Transit Center near downtown San Bernardino to buildings in downtown San Bernardino representing major workplaces and centers of government services, and 2) from the Cucamonga Metrolink Station to Ontario International Airport (ONT). The selection of these locations was based on a working paper that examined primary destinations in proximity to Metrolink stations (but too far to walk) within each of the cities served by the San Bernardino Line.

For example, the Transit Center accommodates a Metrolink station, Omnitrans bus routes, and routes from four other operators. In addition, the Redlands Passenger Rail Project (branded “Arrow”) will begin service in Fall 2022, with its west terminus at the Transit Center. Part of the ridership is projected to include downtown San Bernardino employment centers and services, the largest of which include the County, Caltrans District 8, and the Superior Court. The main County office is a 0.8 mile walk from the Transit Center and Caltrans and the courts are just slightly less; other County offices are slightly more. In the case of ONT, the SBL Cucamonga Station is the closest to the airport, but is four miles from the ONT terminals. This service will be provided by two shuttle buses, timed to meet trains arriving and departing from Cucamonga Station. Both services will be using Compressed Natural Gas (CNG) buses.

A third primary candidate for first/last mile services is the Fontana Metrolink Station. Major destinations in the vicinity of the station include a major regional hospital (Kaiser Medical Center), Fontana Civic Center, and multiple apartment complexes clustered along Sierra Avenue. While several transit routes serve activities along Sierra Avenue, none provide route continuity both north and south of the station. Route 61, with 20-minute peak headways provides connectivity between Metrolink and Kaiser Medical Center.

Scope

The purpose of the Fontana Metrolink First/Last Mile proposal is to provide timely connectivity to arriving and departing trains via a new zero-emission shuttle service. The route would connect the affordable housing communities near the rail station to other locations along Sierra Avenue that provide for the medical needs, shopping, government services. This would become part of a comprehensive system of first mile/last mile strategies to increase transit ridership around the Metrolink station areas, with the opportunity to replicate similar pilot programs in partnership with local jurisdictions and Omnitrans.

A pilot study approach for the shuttle would allow for a minimum 2-3-year period of shuttle operation. Funding participation from the employers would be sought as well, with SBCTA staff

serving as initial interface with the employers. The use of a zero-emission vehicle will be pursued, leveraging REAP funds to access other vehicle purchase incentive programs. To increase ridership, it is also important to look at the land use/housing strategies around the station areas. Fontana is in the process of updating its housing element. SBCTA will partner with them to create synergy between various transportation options and land uses for station area improvements as identified in the housing elements.

Consistency with REAP Principles

- **Provides efficient, zero-emission Transit Center access to/from the Metrolink transit system:** Metrolink is a regional rail system of over 500 miles, with 63 stations throughout the region with an additional nine miles and four stations under construction in San Bernardino County.
- **Affirmatively Furthers Fair Housing:** The San Bernardino County Metrolink Stations are a hub for multiple public transportation systems and Fontana is making excellent progress with Transit Oriented Development (TOD) near its rail station. In partnership with SBCTA, Omnitrans, and the local jurisdictions, locations for future land development to increase housing production in many of the station areas have been identified through the local jurisdiction housing elements that are consistent with the goals of the affirmatively furthering fair housing (AFFH).
- **Improves Place-Based Strategies to Encourage Revitalization:** As CalEnviroScreen indicates, for the most part, the San Bernardino Line station areas are located in some of the most disadvantaged census tracts in the State. The Fontana station is no exception, and the program will dedicate funding in these disadvantaged/historically underserved community to spur economic development in the community around the station areas.
- **Innovative, Impactful and Transformative:** The concept of “first mile/last mile” is certainly not new to the transportation planning sector. However, implementation of the program will bring visible changes with measureable outcomes in ridership.
- **Consistency and Timeliness in Spending:** The program proposal for the REAP 2.0 funding has been in development since 2018. The concept has been vetted through multiple stakeholders including Omnitrans who will operate the service and the jurisdictions who will implement a variety of non-transportation strategies.
- **Replicability:** As previously mentioned, the goal of the pilot programs developed here are to implement the programs and replicate it around other Metrolink station areas in the County.

3. SAN BERNARDINO COUNTY REGIONAL HOUSING TRUST PROGRAM – Proposal under the Housing Supportive Infrastructure Program

Overview

In response to an increasing need for access to affordable housing across the San Bernardino region, the lack of sufficient funding to produce needed affordable housing, due in part to the dissolution of redevelopment, and an increased interest in solutions to comprehensively address regional housing needs, SBCOG/ SBCTA is developing pathways for increased funding to support housing-related programs. One such pathway is the establishment of a regional housing trust fund, which would serve as an additional funding mechanism to support housing programs.

Housing trust funds offer a great opportunity to increase housing supply in the County, California's once affordable residential outpost, now on the rise as an economic hub, but with shrinking housing opportunities. There are a variety of administrative structures for housing trusts, but the most impactful is the regional model. Given the limited capacity of local jurisdictions to devote resources to trust administration, and SBCOG's well-established role in the region, SBCOG is both qualified to and capable of administering a regional housing trust that would address regional housing needs while minimizing duplication of resources across the County.

In 2021, in response to increasing concern around the region's housing shortage, the City/County Managers Technical Advisory Committee (CCMTAC) of SBCOG expressed interest in exploring the feasibility of implementing a housing trust fund for the San Bernardino region. In response to the request of the CCMTAC, in January 2022, SBCOG released a Draft San Bernardino Regional Housing Trust White Paper that details the potential benefits, structures, and an assortment of relevant case studies regarding the formation of a Regional Housing Trust Fund. At the same time, SBCOG saw a funding opportunity being developed for the formation of a regional housing trust under the REAP 2.0 Program from HCD and SCAG. These events have created an opportunity to include an option for establishing a SBC specific housing trust in the region and utilize existing staff resources and expertise related to the pursuit of regional grant funds to better connect housing with regional transportation efforts.

To better inform the formation of the San Bernardino Regional Housing Trust Fund (Housing Trust), staff is currently in the process of developing a report that provides a detailed overview and analysis of background information needed to formally establish the Housing Trust if the member jurisdictions would like to establish one in the County. The report will include a summary of all outreach and engagement conducted for the Housing Trust to-date, an assessment on housing needs within the County, an analysis of funding opportunities for funding programs of the Housing Trust, and inventory of existing, internal SBCTA/SBCOG mechanisms to manage a new JPA, and pipeline affordable housing developments in the County. The analyses will provide the foundation for the Administrative Plan of the Housing Trust, which will detail the purpose and structure, participating jurisdictions, administrative responsibilities, and program objectives of the Housing Trust. Ultimately, the Administrative Plan will be the main policy document that will need to be approved by a new JPA Board.

Scope

The Housing Trust can be established to tackle a variety of housing related issues in the region. With a regional trust fund structure, it can be used for the development and implementation of regional housing strategies to assist jurisdictions in implementing their 6th cycle Housing Elements; to assist in the rehabilitation, preservation, and production of affordable housing; and to implement solutions for assisting those experiencing homelessness in the region.

Housing trust activities are those implementation actions which the housing trust fulfills through the expenditure of funds. Activities can include, but are not limited to, new construction of affordable housing, predevelopment activities for affordable housing development, down payment assistance for first-time homebuyers, gap financing for affordable housing developers, preservation or rehabilitation of existing affordable housing, land acquisition for development of

affordable housing, and establishment of housing or services for those experiencing homelessness. Further, housing activities that a housing trust undertakes can serve a variety of housing needs. Those primary housing needs that have been identified for the Housing Trust include housing for middle income earners or workforce housing, housing for lower-income households, housing for first-time homebuyers, and housing for those experiencing homelessness. Priority activities of the Housing Trust have been identified through outreach conducted for this effort and are detailed in this section.

Following is a summary of initial feedback received from the SBCOG member jurisdictions on the programs and strategies that can be established under the Housing Trust.

- Housing for those Experiencing Homelessness (High Priority)
- Housing Preservation and Rehabilitation (High Priority)
- Land Banking (High Priority)
- Gap Financing for Affordable Housing Developments (High Priority)
- Funds to Support Local Programs (High Priority)
- Provide Technical Assistance (High Priority)
- Workforce and Missing Middle Housing (Medium Priority)
- Community Land Trusts (CLTs) (Medium Priority)
- Coordination with Other Agencies and Organizations (Medium Priority)

Housing trusts use different forms of revenue to raise funds such as grants, loans, donations, taxes, and fees. Some housing trusts will receive a majority of their funding from one funding source, such as fees, but many seek out a variety of funding sources. Ensuring a variety of funding sources, is advantageous for trusts, as it can increase flexibility in how funds may be expended and can help to better leverage funds for additional revenues. Currently, there are some state funding that SBCOG region is not receiving due to not having an established housing trust. For the REAP 2.0 grant funding, SBCOG staff will request funding for both administrative cost involved in establishing a Housing Trust, and program funding that will implement some the identified priority projects to begin operation immediately following the establishment.

Need

In the County, housing is a substantial expense, reflecting the largest single monthly expenditure for many individuals and families. Quality housing is not affordable for everyone, and those with lower incomes are most likely to live in unhealthy, overcrowded, or unsafe housing conditions. Housing supply has not kept pace with population growth throughout the region. Instead, growth is being accommodated through increases in persons per household, resulting in household overcrowding. With a much higher demand (or need) for housing units than there is supply, both home and rental prices have increased to stymie the influx of interest. Significant portions of the County pay more than 30 percent of their gross income towards housing payments, and higher housing costs put lower income households at risk of living in substandard housing or of experiencing homelessness. Without a concerted effort to expand the affordable housing supply, increasing numbers of households will become unable to afford housing the County as rents and housing prices continue to rise.

4. ONTARIO INTERNATIONAL AIRPORT (ONT) LOOP/RANCHO CUCAMONGA STATION LAND USE STRATEGY – Proposal under the CTC Partnership Program

Overview & Scope

SBCTA is currently in the environmental stage with the construction of a new four-mile transit tunnel from the San Bernardino Metrolink line (SBL) Cucamonga Station to Terminals 2 and 4 at the ONT. The tunnel will have three surface stations (the Cucamonga Station, and one adjacent to each ONT terminal). Passengers, employees, and visitors to ONT will be transported in rubber tire, zero-emission vehicles on an “on-demand” basis. The service will be initiated with human drivers; however, it will transition to an autonomous service once the technology becomes available. The tunnel will be built as a closed system to minimize trip times and maximize safety and efficiency. The expected travel time between the Cucamonga Station and the ONT Terminals is approximately 7-8 minutes vs. 30 minutes using surface transit.

The linkage of ONT to the San Bernardino Metrolink Line is critical because of its network connectivity and the growing use of ONT. It connects airport passengers and employees to the 538-mile regional rail system and local transit service. Further, the Cucamonga Station is developing into a major transit hub. Capacity of the SBL is anticipated to nearly double as infrastructure improvements are completed as part of the Southern California Optimized Rail Expansion (SCORE) Program, along with the planned Brightline West privately-funded electrified high-speed rail between Las Vegas and Cucamonga Station, and the West Valley Connector Bus Rapid Transit (BRT) service coming to the Cucamonga Station in the near future. These new features around the Cucamonga Metrolink Station has presented a number of housing opportunities at the station. SBCTA is currently discussing how to maximize REAP 2.0 funding related to the project with the City of Rancho Cucamonga. Potentially, the REAP 2.0 funds could be applied to specific future Transit Oriented Development (TOD) projects at the Station, including a possible infill project. SBCTA staff is discussing various land use related improvements with the Rancho Cucamonga City staff.

Improves Regional Mobility

Provides efficient, zero-emission airport access to/from the regional Metrolink transit system. Rancho Cucamonga is becoming a thriving multimodal center, likely serving as the southern terminus of Brightline high-speed rail service to Las Vegas in near future.

Fastest-growing commercial airport in the U.S since transfer to local control in 2016. ONT is back on a growth track post-pandemic. An efficient connection to the regional transit network will increase convenience of access for many ONT passengers and employees from San Bernardino and Los Angeles Counties.

Supports CAPTI principles. The ONT Tunnel and the Rancho Cucamonga Station area improvements support increased network connectivity across transit modes - commuter rail, high-speed rail, BRT, and local bus - multiplying the sustainability and accessibility benefits and increasing the potential for infill and transit-oriented development.

5. OTHER SUPPLEMENTAL PLANNING WORK LEFT FROM REAP 1.0 – Proposal under the Early Program Initiative: Sub-Regional Partnership (SRP) Program (Formula Funding)

Overview

San Bernardino Council of Governments
San Bernardino County Transportation Authority

Through funding from REAP 1.0, SBCOG was able to contract with consultants to assist the County cities with housing element updates. During this process, SBCOG identified additional projects to better support jurisdictions with affordable housing-related outcomes as they move forward with implementation of the housing elements. Working with the member jurisdictions, SBCOG has developed the initial scope of work under the REAP 1.0 continuation program. However, since the program funding is distributed on a formula basis, the program will build in flexibility to account for new needs as jurisdictions implement programs identified in their respective housing elements.

List of Possible Program Areas

1. Assist in development of construction-level design plans for accessory dwelling units (ADUs)
2. Provide ADU customizable design guidelines for jurisdictions
3. Assist jurisdictions with adoption of ADU ordinances
4. Create Engagement Team outreach required for housing elements for local jurisdictions, especially around issues surrounding AFFH
5. Collect data from housing non-profits to assist with future housing element updates
6. Develop APR submittal tracking form, land use implementation and updating RHNA site selection data base (Coordinate with SCAG Regional Data Platform)
7. Continue to provide staffing assistance on housing element implementation
8. Provide site analysis and develop procedural manual on implementing Surplus Land Act

Details - ADU Assistance:

REAP 2.0 funding will enable SBCOG to develop additional ADU construction plans to accommodate specific city needs. No two cities are alike, and housing construction needs differ, which requires different plan options to be developed. Design guidelines that can be customizable for each city will enable jurisdictions to pick and choose from a pallet of ready-to-go designs which will bring consistency and streamline to the review and permitting process. Additionally, many cities require assistance with the adoption of the ADU ordinances. Skilled consultants can provide much needed assistance to cities that do not have in-house capabilities to stay up-to-date on ordinances and the process of adoption as required by our State.

Community Engagement Assistance:

Within the requirements for housing elements, cities are now being asked to conduct community outreach to connect residents to resources for fair and affordable housing. Cities do not have the resources, budget or staff to conduct the required outreach two-to-four times per year. SBCTA will provide a core team of staff to provide outreach support to cities on a scheduled basis. The process by which the team conducts outreach, develops progress reports and creates forms for the housing element will be replicated for each city. Many of the SBCOG member jurisdictions have asked for assistance with community engagement during the 6th Housing Element cycle, especially in regards to outreach involving AFFH.

Data Collection:

SBCOG is required to provide housing data to include displacement and equity issues affecting cities. SBCTA will fund future data collection and reporting documents for AFFH in support of

our jurisdictions as it will be a requirement every eight years based on the current Housing Element requirements.

Graphic Information System (GIS) Planning:

SBCOG will provide GIS and Database planning services as needed by jurisdictions.

Financial Impact:

This item has no financial impact on the Fiscal Year 2022/2023 Budget.

Reviewed By:

This item is also scheduled for review by the Mountain/Desert Policy Committee on August 12, 2022 and was reviewed by the Planning and Development Technical Forum on July 27, 2022, the Transportation Technical Advisory Committee on August 1, 2022 and the City/County Managers Technical Advisory Committee on August 4, 2022.

Responsible Staff:

Josh Lee, Deputy Director of Planning

DRAFT

Approved
Board of Directors Metro Valley Study Session
Date: August 11, 2022

Witnessed By:

SBCTA/SBCOG REAP 2.0 Grant Application Proposals

Regional Early Action Planning Grants of 2021 (REAP 2.0)

Final Guidelines for Metropolitan Planning Organizations

State of California
Governor Gavin Newsom



San Bernardino County Transportation Authority/Council of Governments

SCAG REAP 2.0 Guidelines: Overview

REAP 2.0 - Overview

Regional Early Action Planning (REAP) 2021 Grant

\$246 million = SCAG region's formula share

Obligated by June 2024

Expended by June 2026

"Transformative Planning and Implementation Activities"

Accelerating infill housing development AND

Coronavirus Economic Recovery AND

Reduce Vehicle Miles Travelled AND

Affirmatively Further Fair Housing

Early Action
Initiatives

- Sustainable Communities Program (SCP)
- Local Information Services / Regional Data Platform
- Subregional Partnership Program 2.0 (Housing Element Support)
- Go Human

CTC
Partnership
Program

- Transit and other multi-modal services that will be critical in supporting VMT reduction
- Fund the development of plans, programs, and pilot projects

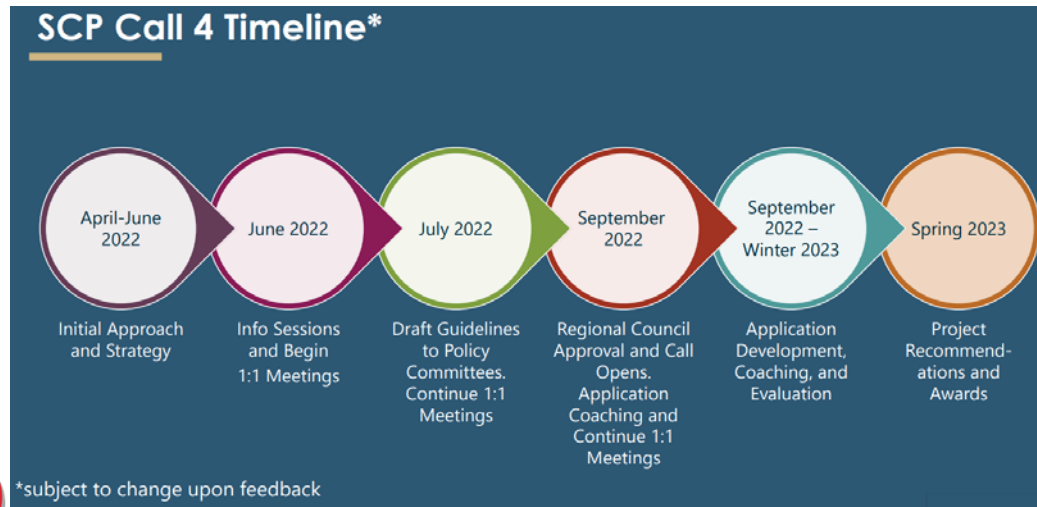
Housing
Supportive
Infrastructure
Program

- Infrastructure and utilities to support housing development
- Preservation
- Housing Trust Funds
- Technical Assistance



SBCTA/SBCOG

SCAG REAP 2.0 Guidelines: Schedule (Sample)



SBCTA/SBCOG

SCAG REAP 2.0 Guidelines:

1. Early Program Initiatives

SCAG will expand certain existing programs in the Connect SoCal Implementation Strategy to offer additional support to cities in implementing Connect SoCal.

1. Sustainable Communities Program (SCP):
2. Go Human:
3. Regional Data Platform (RDP):
4. ***Sub-regional Partnership Program 2.0 (SRP2.0): SCAG staff has shared a set of draft guidelines with the subregional COGs with a funding level that was similar to REAP 1.0. (Approx. 23M) There will be a formula share of 10 percent allocated to SBCOG (\$2.3M).***



SBCTA/SBCOG

SCAG REAP 2.0 Guidelines:

2. County Transportation Commission (CTC) Partnership Program

SCAG will develop a new partnership program with the region's six County Transportation Commissions, to fund the development of plans, programs, and pilot projects with a strong nexus to housing

SCAG staff has shared a set of draft guidelines with the County Transportation Commissions (CTCs) with a funding level of around 40% of the total REAP allocated to SCAG. (Approx. \$100M)



SBCTA/SBCOG

SCAG REAP 2.0 Guidelines:

3. Housing Supportive Infrastructure Program

This program will have 4 main priority areas:

1. Utilities to support housing development: (sewer, storm water, electric, broadband)
2. ***Housing Trust Funds: Support establishment of and investing in catalyst housing funds, regional or subregional housing trust funds, and revolving loan funds to deliver affordable housing.***
3. Preservation of expiring covenants and naturally occurring affordable housing:
4. ***Technical Assistance:***
 - ***Help public agencies use their surplus land for affordable housing development,***
 - Continue land use planning efforts that implement 6th cycle Housing Elements,
 - Ensure the region can secure grant funding for affordable housing development.

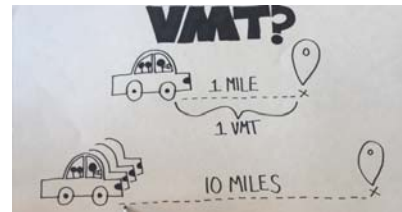


SBCTA/SBCOG

SCAG REAP 2.0: SBCTA/SBCOG Proposals

Pilot SBC VMT Mitigation Bank: Background

- SB 743 and adoption of VMT as the preferred CEQA transportation impact metric
- SBCTA completed an initial countywide study on the implementation of SB 743 in 2020
- 'Phase 1' - threshold options, a web-based screening tool, sample implementation documentation, and mitigation options
- July 1, 2020 Board action: *"Authorize staff to develop options for establishing a mitigation crediting system that would allow for quantification of the trip-reduction and greenhouse gas (GHG) reduction benefits of telework and other TDM options and the voluntary application of those credits to facilitate environmental mitigation of projects in San Bernardino County..."*
- 'Phase 2' - examine establishment of a regional CEQA mitigation program for VMT impacts in San Bernardino County.



SBCTA/SBCOG

SCAG REAP 2.0: SBCTA/SBCOG Proposals

Pilot SBC VMT Mitigation Bank: Conceptual Process

Mitigation bank attempts to create a monetary value for VMT reduction on a per mile basis (Land Use and Transportation Projects)

Supply Side:

- Individuals and companies would volunteer to participate
- Establish a baseline (HBW trips)
- Custom smartphone app logs travel and compare "new travel pattern"
- Cash incentives paid to participants who reduce commute VMT
- Participants who do not reduce commute VMT not eligible to receive incentives
- Reduced VMT credits are banked

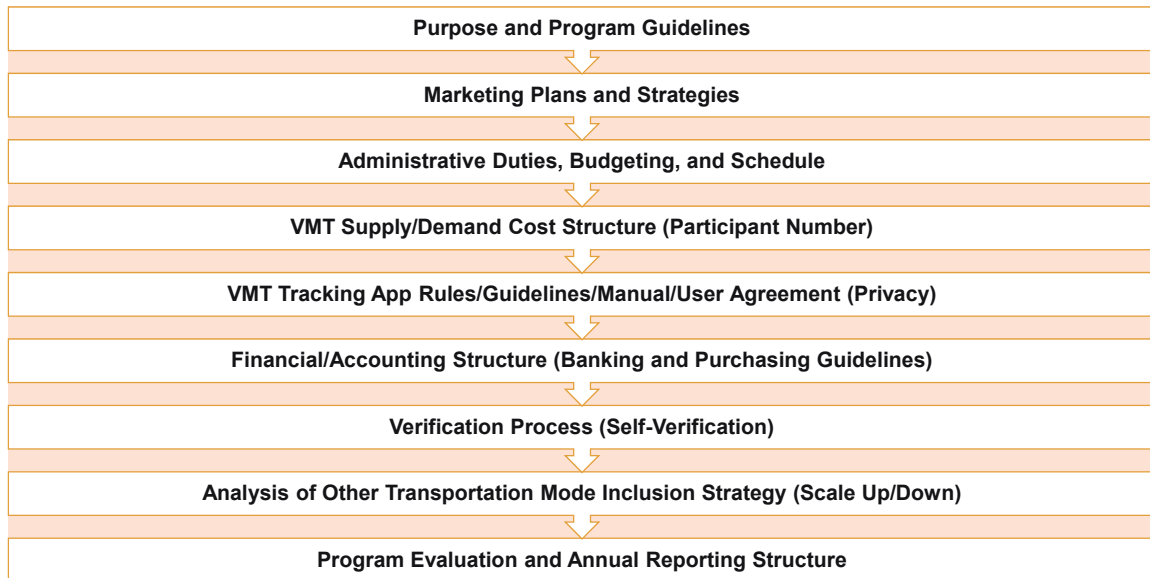
Demand Side:

- CEQA Lead Agencies determine VMT project level mitigation quantity
- Project proponents mitigate VMT through on-site strategies
- Project proponents look for offsite mitigation options
- SBC VMT credits sold to projects in need
- Proceeds are used for more housing projects through the SBC Housing Trust



SBCTA/SBCOG

VMT Mitigation Bank - Administrative Plan Components



9

SCAG REAP 2.0: SBCTA/SBCOG Proposals First/Last Mile Transit Service Enhancements at SBC Metrolink Stations (Incl. RPRP and Ontario-East Station)

- San Bernardino County - 11 Metrolink Stations
- Customer-Based Ridesharing and Transit Connectivity Study (2018)
- SBCTA/Omnitrans/Local Jurisdiction Partnerships – San Bernardino Transit Center & Rancho Cucamonga Station
- Pilot shuttle service candidate: Fontana Station
- Feasibility and pilot program implementation at other Metrolink Stations with Omnitrans
- Look at Land Use/Housing Strategies around the Metrolink Station areas with Local Jurisdictions



SBCTA/SBCOG

SCAG REAP 2.0: SBCTA/SBCOG Proposals

Ontario International Airport (ONT) Loop/Rancho Cucamonga Station Land Use Strategy

- SBCTA is currently in the environmental stage with the construction of a new four-mile transit tunnel from the Cucamonga Station to the Ontario International Airport (ONT)
- Connects airport passengers and employees to the 538-mile regional rail system and local transit service
- Cucamonga Station as a major transit hub
- ONT Loop, SBL Metrolink service improvements (SCORE) Program, Brightline West, West Valley Connector Bus Rapid Transit (BRT), and 6th Street Cycle Track
- Housing opportunities at the station – Future TOD/Infill Developments
- SBCTA/Rancho Cucamonga City partnership



SBCTA/SBCOG

SCAG REAP 2.0: SBCTA/SBCOG Proposals

San Bernardino County Regional Housing Trust

Overview

Need Exist – 1. Limited access to affordable housing, 2. Lack of sufficient funding to produce needed affordable housing, 3. Dissolution of redevelopment, 4. Increased interest in regional solutions by the member jurisdictions, 5. Growing issues of overcrowding, and 6. impacts lower income households harder

One of the Solution: Regional Housing Trust (provides additional funding for the region)

San Bernardino County Advantage:

1. Housing Trust funds offer a great opportunity to increase housing supply
2. SBCOG can be used as the regional vehicle to administer the programs under the new JPA
3. Unique funding opportunity with REAP 2.0 from HCD and SCAG
4. Provides a unique linkage between SBCTA and SBCOG as pressure to integrate housing into transportation from our State mounts
5. SBCOG staff used REAP 1.0 funding to lay the ground work (SBC Regional Housing Trust Whitepaper, Jurisdictional Outreach, Other Housing Trust Outreach, and Started the draft Administrative Plan)



SBCTA/SBCOG

SCAG REAP 2.0: SBCTA/SBCOG Proposals

San Bernardino County Regional Housing Trust

Activities

Following are initial feedback received from the SBCOG member jurisdictions on the programs and strategies that can be established under the Housing Trust.

- Housing for those Experiencing Homelessness (High Priority)
- Housing Preservation and Rehabilitation (High Priority)
- Land Banking (High Priority)
- Gap Financing for Affordable Housing Developments (High Priority)
- Funds to Support Local Programs (High Priority)
- Provide Technical Assistance (High Priority)
- Workforce and Missing Middle Housing (Medium Priority)
- Community Land Trusts (CLTs) (Medium Priority)
- Coordination with Other Agencies and Organizations (Medium Priority)



SBCTA/SBCOG

SBC Regional Housing Trust - Administrative Plan Component



SCAG REAP 2.0: SBCTA/SBCOG Proposals

Other Supplemental Planning Activities Left from REAP 1.0

List of Possible Program Areas

1. Assist in development of construction-level design plans for Accessory Dwelling Units (ADUs)
2. Provide ADU customizable design guidelines for jurisdictions
3. Assist jurisdictions with adoption of ADU ordinances
4. Create Engagement Team outreach required for housing elements for local jurisdictions, especially around issues surrounding Affirmatively Furthering Fair Housing (AFFH)
5. Collect data from housing non-profits to assist with future housing element updates
6. Develop APR submittal tracking form, land use implementation and updating RHNA site selection data base (Coordinate with SCAG Regional Data Platform)
7. Continue to provide staffing assistance on housing element implementation
8. Provide site analysis and develop procedural manual on implementing Surplus Land Act



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Transportation Authority