



San Bernardino County 2012 General Plan Annual Report

General Plan Effective April 12, 2007

May 2012

**Land Use Services Department
Planning Division**



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General Plan Effective April 12, 2007

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Introduction

The San Bernardino County General Plan Update was adopted on March 13, 2007 with an effective date of April 12, 2007. This 2012 General Plan Annual Report covers the period from January 1, 2011 to December 31, 2011.

The General Plan provides a comprehensive “vision” for the future physical development of the County. However, it can only be successful if the vision is realistic and can be implemented. The County implements the General Plan through the review of privately initiated development requests, such as subdivisions, conditional use permits, building permits and the specific development standards applicable to each of these projects as required by the County Development Code. In addition, the County undertakes public development through construction of infrastructure and facilities. Finally, the County considers a variety of administrative and financial tools that facilitate public and private development activities.

Section 65400 of the California Government Code requires San Bernardino County to prepare an annual report on the status of the County's General Plan and progress on its implementation. This annual report was sent to the Board of Supervisors on March 31, 2012. It was sent to the Governor's Office of Planning and Research, and the State Department of Housing and Community Development as required by state law. The State's annual reporting requirements will be augmented by a more thorough internal review and evaluation process that will coincide with the timeframe established by the State. Monitoring and evaluation of implementation of the 2007 General Plan to meet County objectives will be accomplished through an integrated monitoring and reporting process that will serve as a feedback mechanism to the Board of Supervisors.



Purpose of the Annual Report

The California Supreme Court has called the general plan “the constitution for future development.” The general plan expresses the community’s development goals and embodies public policy relative to the distribution of future land uses — both public and private. California law [Government Code Section 65400(b)(1)] requires all jurisdictions to submit to their legislative bodies an annual report on the status of the general plan and progress achieved toward its implementation. The Planning Agency who is responsible for investigating and recommending reasonable and practical means for implementing the general plan, must submit the annual report to the governor’s Office of Planning Research (OPR) and the California Department of Housing and Community Development (HCD) each year. The County’s General Plan Annual Report explains how the adopted goals, policies, and programs in the General Plan are implemented in all land use decisions. It also identifies necessary “course adjustments” or modifications to the General Plan as a means to improve the County’s implementation.

The Board of Supervisors’ and Planning Commission’s Receipt of the 2012 General Plan Annual Report

The Planning Commission received the 2012 General Plan Annual Report on May 8, 2012. The Board of Supervisors received the 2011 General Plan Annual Report on May 8, 2012.



Structure of the General Plan

Every city and county in California is required by law to have a general plan for its future development. A general plan is a blueprint that guides the “physical development of the county or city, and any land outside its boundaries which bears relation to its planning” (California Government Code §65300).

As required by state law a general plan must include seven elements – Land Use, Circulation, Housing, Conservation, Open Space, Noise and Safety. In addition, San Bernardino County has chosen to address Economic Development and has included it as an optional element.

The eight elements of the San Bernardino County General Plan are as follows:

1. The Land Use (LU) Element designates the general distribution and intensity of land uses within the unincorporated area of the County and includes those goals, policies and programs to ensure a compatible land use pattern.
2. The Circulation and Infrastructure (CI) Element identifies the general location and extent of proposed transportation and infrastructure facilities and utilities and includes those goals, policies and programs to ensure that adequate facilities are provided as development occurs.
3. The Housing (H) Element is a comprehensive assessment of current and future housing needs for all segments of the County population and includes those goals, policies and programs to ensure those needs are met.
4. The Conservation (CO) Element addresses the conservation, development, and use of natural resources and includes those goals, policies and programs to ensure these resources are preserved to the greatest extent possible.
5. The Open Space (OS) Element describes measures for the preservation of open space for the protection of natural resources and includes those goals, policies and programs to ensure an enhanced quality of life for the citizens of the County.
6. The Noise (N) Element identifies major noise sources and contains goals, policies and programs intended to protect the community from exposure to excessive noise levels.
7. The Safety (S) Element establishes goals, policies and programs to protect the community from risks associated with natural and man-made hazards such as geologic, flooding, and fire hazards.
8. The Economic Development (ED) Element establishes policies to encourage and guide economic development within the County.

The General Plan consists of the General Plan text, 14 Community Plans, the separately bound Housing Element, and a series of over 300 maps. These documents are described as follows:

General Plan Text: The General Plan Text contains the goals, policies and programs that will guide future development within the County. It also identifies a set of tools that will ensure the policies of the plan are carried out. It describes the planning area, provides an overview of existing conditions, summarizes the issues raised during the preparation of the General Plan, and identifies the environmental resources and constraints associated with the General Plan. The General Plan text consists of 11 chapters. Chapter I introduces the plan and its vision. Chapters II through IX present the seven required elements and one optional element of the General Plan. Chapter X presents the tools to guide development in the County by implementing the policies of the Plan. The General Plan ends with Chapter XI, which is the glossary of terms used in the Plan.

Community Plans: The primary purpose of community plans is to guide the future use and development of land within the community plan areas in a manner that preserves the character and independent identity of the individual communities within these areas. By setting goals and policies that are distinct from those applied countywide, the community plans outline how San Bernardino County will manage and address growth while retaining the attributes that make each of the 14 community plans unique.

To facilitate consistency, the community plans build upon the goals and policies of each element of the General Plan. However, to avoid repetition, those goals and policies defined within the overall General Plan that adequately address the conditions of the community are not repeated, with some exceptions, in the community plans. Instead, the policies that are included within the community plan should be regarded as refinements of broader General Plan goals and policies that have been customized to meet the specific needs or unique circumstances within these individual communities.

The Community Plans are an integral part of the overall General Plan and are consistent with the General Plan. They are as follows:

1. Bear Valley (BV) Community Plan
2. Bloomington (BL) Community Plan
3. Crest Forest (CF) Community Plan
4. Hilltop (HT) Community Plan
5. Homestead Valley (HV) Community Plan
6. Joshua Tree (JT) Community Plan
7. Lake Arrowhead (LA) Community Plan
8. Lucerne Valley (LV) Community Plan
9. Lytle Creek (LC) Community Plan
10. Morongo Valley (MV) Community Plan
11. Muscoy (MS) Community Plan
12. Oak Glen (OG) Community Plan
13. Oak Hills (OH) Community Plan
14. Phelan/Pinon Hills (PH) Community Plan



Specific and Area Plans: The purposes of Specific Plan Land Use Zoning Districts are to designate an area that encompasses the boundaries of an adopted Specific Plan. They are also intended to allow joint planning efforts among adjacent land owners and jurisdictions. Specific Plans usually provide sites for a combination of residential, commercial, industrial, agricultural, open space, recreational and similar compatible uses as determined in the Plan. The East Valley Area Plan contains detailed land use regulations to guide growth and development within the boundaries of the plan for the East Valley. The Plan contains maps which delineate land use designations and the circulation network within the area along with establishing a Land Use Zoning District designation for each parcel, establishing the circulation design guidelines and the site design standards and guidelines.

The Specific and Area Plan are also a part of the overall General Plan. They are as follows:

1. Aqua Mansa Specific Plan (AMSP)
2. East Valley Area Plan (EVAP)
3. Glen Helen Specific Plan (GHSP)
4. Kaiser Specific Plan (KSP)

Housing Element: The Housing Element promotes the development of a wide variety of housing to meet the needs of all economic segments of the community. While this goal is a high priority for the State, the County must achieve housing goals while maintaining internal consistency among the other elements of the General Plan. The Housing Element correlates all housing issues into a set of coherent development policies. The goals, policies, and programs of this element relate directly to other elements and issues addressed in the General Plan, and the complete Housing Element is separately bound. A summary version of the Housing Element is included in the body of the General Plan text and includes all goals, policies and programs.

The purpose of the Housing Element is to set forth planning strategies to support the production of housing consistent with the vision specified for the County. The California Legislature has found that a suitable living environment—clean, safe, affordable housing—is of vital statewide importance and a high priority. The Legislature requires local governments to address this priority while considering economic, environmental, and fiscal factors and community goals set forth in the General Plan.

General Plan Mapping Series

- **Land Use Zoning District Maps (series of over 125 maps):**

The County has elected to use the “one-map” system to ensure consistency between the General Plan and zoning. Consequently, the Land Use Zoning District Maps constitute the General Plan designations as well as the zoning for the County. These maps are published using the U.S. Geographical Survey quadrangle maps as the base maps. However, they are parcel-specific in that they show the designated land use zoning district for each parcel. Three overlays – Additional Agriculture, Agricultural Preserve, and the Sign Control – are also shown on these maps as a suffix to the land use zoning district.

- **Hazard Overlay Maps (series of over 90 maps):**

These maps are published using the U.S. Geographical Survey quadrangle maps as the base maps. Unlike the Land Use Zoning District Maps, the Hazard Overlay Maps use only the street network as an overlay because the delineations of the various hazards are not intended to be parcel-specific. The hazards on these maps include airport safety, dam inundation, fire, flood, and noise.

- **Geologic Hazard Overlay Maps (series of over 70 maps):**

These maps are published using the U.S. Geographical Survey quadrangle maps as the base maps. These maps use only the street network as an overlay because the delineations of the various hazards are not intended to be parcel-specific. The hazards included on these maps include state and county designated earthquake fault zones, generalized landslide susceptibility, existing landslides, generalized liquefaction susceptibility, and rockfall/debris-flow hazard areas.

- **Circulation Maps (series of five maps):**

These maps show the road designations for all roads with the following classifications throughout the County: Freeway, Major Arterial Highway, Major Divided Highway, Major Highway, Secondary

Highway, Controlled/Limited Access Collector, Mountain Major Highway and Mountain Secondary Highway.

- **Resource Overlay Maps**

These maps show various natural resources that have been mapped throughout the County. They include the following:

- **Biotic Resources Overlay Maps (several maps):**

These maps are published using the street network as the base maps because the delineations of the various resources are not intended to be parcel-specific.

In 2011, the San Bernardino County Museum (SBCM) completed a methodical investigation for the biological mapping to update the Biotic Resources Overlay Maps. These efforts included reviewing approximately 200,000 Museum specimen locations, reviewing over a hundred general and focused biological reports conducted Countywide, reviewing biological studies undertaken by (SBCM), and evaluating the biological databases of all agencies within San Bernardino County that maintain and update data. These include Department of Agriculture (U.S. Forest Service), Department of Interior (U.S. Fish and Wildlife Service, Bureau of Land Management, National Park Service, Bureau of Reclamation), Department of Defense, California Department of Fish and Game, SANBAG, and various water agencies in the County. The new maps are anticipated to be presented to the Board of Supervisors in the second quarter of 2012 for adoption.

- **Open Space Overlay Maps (two maps):**

These maps are published using the street network as the base maps because the delineations of the various resources are not intended to be parcel-specific. The resources on these maps include wildlife corridors, major open space policy areas, regional trails, Areas of Critical Environmental Concern, and the delineation of the scenic corridors listed in the Open Space Element.

- **Cultural Resources Sensitivity Overlay Maps (two maps to date):**

These maps are published using the street network as the base maps because the delineations of the resource sensitivity are not intended to be parcel-specific. These maps show the levels of sensitivity or the potential for the existence of cultural resources for the areas throughout the County.

- **Paleontologic Resources Sensitivity Overlay Maps:**

These maps are only in hard copy form, to date, but are being prepared electronic format. Once the digitized maps are complete, they will be published using the street network as the base maps because the delineations of the resource sensitivity are not intended to be parcel-specific. These maps show the levels of sensitivity or the potential for the existence of Paleontologic resources for the areas throughout the County.

— **Mineral Resources Overlay Maps:**

These maps are only in hard copy form, to date, but are being prepared electronic format. They are published by the California Geological Survey. Once the digitized maps are complete, they will be published using the street network as the base maps because the delineations of the resource locations are not intended to be parcel-specific. These maps show the mineral resource zones throughout the County which indicate the generalized locations of the mineral resources of the County.

— **Alternate Housing Overlay Map:**

This map shows those areas in the Desert Region where alternate housing standards apply. These areas are generally located in the rural portions of the County. These standards are less restrictive than the more urbanized areas.

ENVIRONMENTAL IMPACT REPORT (EIR)

The Final EIR (FEIR) prepared for the General Plan meets the requirements of the California Environmental Quality Act (CEQA). The Planning Commission and Board of Supervisors used the FEIR during the process of considering the draft General Plan to understand the potential environmental implications associated with implementation of the General Plan. CEQA requires a Lead Agency to: “adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation.” One of the methods allowed by the Public Resources Code to implement this requirement is to: “provide that measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements, or other measures. Conditions of project approval may be set forth in referenced documents which address required mitigation measures or, in the case of the adoption of a plan, policy, regulation, or other public project, by incorporating the mitigation measures into the plan, policy, regulation, or project design.” San Bernardino County, as Lead Agency, elected to implement the mitigation monitoring requirements of CEQA by incorporating all mitigation measures presented in the FEIR directly into the General Plan, as General Plan policies. A table describing the relationship between each mitigation measure identified within the FEIR and the corresponding policies within the General Plan is included in the FEIR as Appendix M.

SUPPLEMENTAL PROGRAM ENVIRONMENTAL IMPACT REPORT (SEIR)

In December 2011, a Greenhouse Gas (GHG) Plan was adopted, along with an associated General Plan Amendment and Development Code Amendment. The County General Plan Program EIR (General Plan EIR) was certified in March 2007 and provides a programmatic analysis of the environmental effects of the County of San Bernardino County 2007 General Plan. Findings of fact and a statement of overriding considerations were adopted as part of the actions on the General Plan and EIR in March 2007.

The primary purpose of the Supplemental Program EIR (SEIR) adopted in 2011, is to satisfy California Environmental Quality Act (CEQA) requirements by providing the additional analysis necessary to make the previous General Plan EIR adequately apply to the GHG Plan, associated General plan

Amendment and Development Code Amendment. Because this document is an SEIR, it addresses the environmental effects of implementing the Plan and Amendments in light of the previous environmental review in the General Plan EIR, as provided for under CEQA Guidelines Sections 15162 and 15163. An SEIR provides additional information necessary to make the previous EIR adequately apply to the GHG Plan, associated General Plan Amendment and Development Code Amendment. Accordingly, the SEIR need contain only the information necessary to respond to the GHG Plan and amendment changes, changed circumstances, or new information that triggered the need for additional environmental review (CEQA Guidelines Section 15163).

The impact analysis in the SEIR utilizes General Plan policies and development standard provisions of the Development Code to determine whether implementation of the GHG Plan reduction measures under the County's jurisdiction to implement would result in new significant environmental effects not previously addressed in the General Plan EIR or a substantial increase in severity of previously identified significant environmental effects consistent with CEQA Guidelines Section 15162(a)(1). Specific subsequent activities or projects, their associated locations, and physical effects on the environment from the implementation of the GHG Plan reduction measures under the County's jurisdiction to implement are not known at this time. Thus, this analysis is conducted at a programmatic level in a similar manner that was used in the 2007 General Plan EIR. This level of analysis evaluates possible physical environmental effects of implementation of the GHG Plan reduction measures.

Key Issues

The General Plan EIR and the General Plan CEQA Findings determined that implementation of the General Plan would result in individual and cumulative significant and unavoidable impacts to aesthetics/visual resources, agricultural resources, and biological resources, specifically from the further promotion of renewable energy generating facilities.

Findings and Statement of Overriding Considerations

Because the SEIR determined that the GHG Plan would increase the severity of some of the impacts previously identified in the 2007 General Plan EIR; thereby, leading to significant unavoidable environmental changes, findings must be made pursuant to Section 15091 of the CEQA Guidelines in order to approve or carryout the GHG Plan, associated General Plan Amendment and Development Code Amendment. In addition, prior to the GHG Plan, associated General Plan Amendment and Development Code Amendment approvals, a Statement of Overriding Considerations was required by CEQA Guidelines Section 15093 to provide the rationale that balances the Plan and Amendments benefits against the unavoidable environmental consequences of the Plan and Amendments.

Development Code: The Development Code is the primary tool that implements the General Plan. It was revised as part of the General Plan Update Program to create a high-quality document that is clearly written and easy to understand and use. Many, if not most, of mitigation measures identified in the General Plan are implemented by standards within the Development Code. The following Development Code Amendments were adopted in 2011.

- **Renewable Energy Generation Facilities:** Chapter 84.29 *Renewable Energy Generation Facilities* of Division 4 Standards for Specific Land Uses and Activities is amended to incorporate the mitigation measures identified in the Supplemental Environmental Report

prepared to address the greenhouse gas emission reduction plan and the Greenhouse Gas Performance Standards as specific standards for various renewable energy generating facilities.

- **Greenhouse Gas Emissions Reduction Plan Implementation:** Chapter 84.29 and 84.30 of Division 4, *Standards for Specific Land Uses and Activities*, and *Greenhouse Gas Emissions Reduction Plan Implementation* incorporated the mitigation measures identified in the SEIR and GHG Performance Standards, respectively. Chapter 84.29 incorporated additional mitigation measures, as revised in the Supplemental Program Environmental Impact Report, as specific standards for various renewable energy generating facilities. Chapter 84.30 was added as a new chapter of standards for GHG emissions reductions.
- **Environmental Review:** An addition to Chapter 85.03 of Division 5, *Permit Application and Review Procedure* of the 2007 Development Coded (specifically Section 85.02.040) codifies the process for evaluating Greenhouse Gas emissions reduction as part of the development review process for new development projects.



General Plan Amendments

State law allows a jurisdiction to amend an element of its General Plan only four times in a calendar year. With this in mind and since the County uses the “one-map” system for its General Plan designations and zoning, the County groups all zoning requests into “cycles.” The County has four or fewer “cycles” during any year to comply with state law.

The General Plan Update Program was adopted as the First Cycle 2007 General Plan Amendments. Since our last report, there has been one amendment to the Conservation Element adopted by the Board of Supervisors in 2011. The following is a summary of this amendment:

- First Cycle 2011 General Plan Amendment to the Conservation Element was adopted on December 6, 2011 and included an addition of General Plan Policy CO 4.13 and two programs to the Air Quality Section of the Conservation Element, specifically calling for the reduction of greenhouse gas emission. This amendment to the Conservation Element is Countywide.

General Plan Goal and Policy Annotations

The goals, policies and programs within the San Bernardino County General Plan are annotated in accordance with a specific methodology. The initial letter(s) identifying a specific goal, policy or program indicates from which element of the General Plan it comes. The initial letter(s) are as follows:

LU	Land Use Element	OS	Open Space Element
CI	Circulation and Infrastructure Element	N	Noise Element
H	Housing Land Use Element	S	Safety Element
CO	Conservation Element	ED	Economic Development Element

The number(s) before the period indicate the goal, and the number(s) after the period indicate the policy under a specific goal. Programs under specific policies are listed numerically. Sub-Programs are listed alphabetically. For example, LU 1.2 Program 1 means Program 1 under Policy 2 under Goal 1 of the Land Use Element.



A prefix may also be added to a goal, policy or program which indicates that that specific goal, policy or program applies only to a region within the county. Prefixes include the following:

Regions: “V” for Valley, “M” for Mountain and “D” for Desert.

General Plan Implementation

Chapter X of the General Plan outlines the General Plan Implementation Program. Its introductory declaration states, "While the San Bernardino County General Plan provides a comprehensive 'vision' for the future physical development of the County, the General Plan can only be successful if the vision is realistic and can be implemented. The County implements the General Plan through the review of privately initiated development requests, such as subdivisions, rezoning, conditional use permits, and building permits. In addition, the County undertakes public development through redevelopment and construction of infrastructure. Finally, the County considers a variety of administrative and financial tools that facilitate public and private development activities."

There are two primary tools to implement the General Plan: 1) the adoption of the County Development Code (Title 8 of the County Code), and 2) review of privately and publicly initiated development requests.

The Development Code is regularly monitored to ensure it is current, accurate and complete. It is periodically amended to correct all identified errors or problems. Quoting from the Section 81.01.020 of the Code, "The purpose of this Development Code is to implement the San Bernardino General Plan by classifying and regulating the uses of land and structures within unincorporated San Bernardino County; by preserving and protecting the County's important agricultural, cultural, natural, open space and scenic resources; and by protecting and promoting the public health, safety, comfort, convenience, prosperity, and general welfare of residents and businesses in the County. More specifically, the purposes of the Development Code are to:

- Provide standards and guidelines for the continuing orderly growth and development of the County that will assist in protecting the character and identity of San Bernardino County and its distinct communities.
- Conserve and protect the County's important agriculture, cultural, natural, open space and scenic resources.
- Create a comprehensive and stable pattern of land uses upon which to plan transportation, water supply, sewerage, energy, drainage/flood control and other public facilities and utilities.
- Encourage the most appropriate uses of land in order to prevent overcrowding of land and avoid undue concentration of population, and maintain and protect the value of property.
- Ensure compatibility between different types of development and land use."

The second primary tool to implement the General Plan, the review of privately and publicly initiated development requests, is accomplished on a project-by-project basis. This is achieved by conditioning each project and requiring mitigation measures to ensure compliance with the General Plan. Before the County can approve any project that has been submitted for review, the County must find that the project is consistent with the General Plan and any appropriate Community Plan or Specific Plan. If such findings cannot be made, the project must be denied.

There are 141 goals, 656 policies, 398 programs and 285 sub-programs contained in the General Plan, and the County estimates that approximately 72.84% of the goals, policies and programs of the General Plan are implemented by these two primary tools. Other implementation tools include the following: specific plans, development agreements, the capital improvement program, airport comprehensive land use plans, household hazardous waste plans, source reduction and recycling plans, storm water facilities plans, public facilities and financing plans.

Other actions to implement the General Plan may be expressly required by specific goals or policies included in the Plan. For example, the preparation and adoption of an additional plan of some type may be required by a specified County department or agency. The following is a list by General Plan Element of some of the additional work or requirements that have already been accomplished by direction of the plan; by department(s) or agency(ies) implementing goals, policies or programs stated in the plan.

Land Use Element

The Land Use (LU) Element - designates the general distribution and intensity of land uses within the unincorporated area of the County and includes those goals, policies and programs to ensure a compatible land use pattern. Within the LU Element there are approximately 27.45% of the goals, policies and programs accomplished by the development review process. Approximately 72.55% of the remaining goals, policies and programs are implemented or are in development, depending on the availability of staff time and funding, by the following departments or agencies in accordance with the plan. The following are some highlights from different County departments or agencies of the implementation of these goals, policies or programs.

LU 2.1 - Promote varied approaches to residential development to foster a variety of housing types and densities and more efficient use of the land.

Community Development and Housing (CDH) Department

CDH has 8 multifamily affordable housing projects in various stages ranging from new construction to rehabilitation of existing complexes for a total of 647 units of which 474 are set aside as affordable units. The units are evenly split between both urban and rural locations. Funding for 3 additional projects for approximately \$4M is anticipated before the end of the calendar year 2012.

LU 3.1 - Continue to prepare and update demand estimates for commercial land relative to population patterns.

Economic Development Agency (EDA)

EDA utilizes various tools and services to determine the demand for industrial land based on changes in population including GIS mapping, business analytics, and real estate information services.

LU 5 LU 5.2 - Provide sufficient incentives to encourage development of areas designated for commercial and industrial uses to be developed to provide employment opportunities.

Redevelopment Agency (RDA)

Assembly Bill X1 26 (the “Dissolution Act”) mandates the elimination of every redevelopment agency in California. The County of San Bernardino acting as the Successor Agency to the Redevelopment Agency of the County of San Bernardino (“Successor Agency”) will be taking various actions relating to the wind-down of the Redevelopment Agency. The former Redevelopment Agency will not have the ability to participate in these activities.

Mohawk Industries Incentive Agreement (San Sevaine)

This agreement structured a business assistance incentive between Mohawk Industries (“Mohawk”), the RDA, and the County. Mohawk purchased and moved into an 849,254 square foot distribution facility, which also included a point of sales location that generates sales tax. Initially Mohawk employed 115 people with an annual payroll of over \$4 million. The agreement stipulates that the County will provide the RDA, in the form of a payment or reimbursement, an amount measured by a percentage of sales taxes received by the County with respect to Mohawk’s sales.

At this location Mohawk conducted sales in FY 2010-11; it produced additional sales tax for the County. Due to the fact the Agreement is now in its fifth year and the County retains a larger portion of sales tax produced. The County will retain \$250,000 of the sales tax and approximately \$124,636 will be reimbursed to Mohawk.

This is an activity that the Successor Agency can continue to meet since it is an enforceable contract.

California Steel Industries, Inc. – North Side Predevelopment Agreement (San Sevaine)

On July 14, 2009, the Board approved an agreement that provides for reimbursement in an amount not to exceed \$500,000 to assist CSI in the entitlement process for redevelopment activities on CSI’s property. Plans for the proposed development were submitted to the County’s Land Use Services Department in September 2010 and approved by the County Planning Commission on October 6, 2011. The proposed CSI Industrial Park development project will consist of the redevelopment of 29.5 acres on the north side of the property from outdoor storage and rail yard to an industrial park to house up to five business partners. This Industrial Park is key to the growth strategy of CSI as well as the addition of its recently installed \$70 million clean burning furnace. The improvements will benefit the project area by eliminating physical blighting conditions; construction of building new buildings thereby creating new quality jobs and retaining existing jobs. CSI has determined to cancel the contract with the RDA and finish the development without the RDA assistance.

Recovery Zone Bond Program (County-Wide)

Assembly Bill X1 26 (the “Dissolution Act”) mandates the elimination of every redevelopment agency in California. The County of San Bernardino acting as the Successor Agency to the Redevelopment Agency of the County of San Bernardino (“Successor Agency”) will be taking various actions relating to the wind-down of the Redevelopment Agency. The former Redevelopment Agency will not have the ability to participate in these activities.

Technical Assistance

Assembly Bill X1 26 (the “Dissolution Act”) mandates the elimination of every redevelopment agency in California. The County of San Bernardino acting as the Successor Agency to the Redevelopment Agency of the County of San Bernardino (“Successor Agency”) will be taking various actions relating to the wind-down of the Redevelopment Agency. The former Redevelopment Agency will not have the ability to participate in these activities.

LU 4.1 – Program 1 - Develop information and data based on industrial land uses, trends, employment and production. Monitor changes in location of industrial lands and demand for such lands, and identify opportunities and constraints for new industrial development.

Economic Development Agency (EDA)

Currently in the planning process (CEDDS or EDA strategy).

LU 4.1 – Program 2 -Develop demand estimates for industrial land based on analysis of trends of industrial land absorption and development.

Economic Development Agency (EDA)

EDA utilizes various tools and services to determine the demand for industrial land based on changes in population including GIS mapping, business analytics and real estate information services.

LU 6 - Promote, where applicable, compact land use development by mixing land uses, creating walkable communities, and strengthening and directing development towards existing communities.

Department of Public Health (DPH)

In 2008, DPH held one-day workshop for land use planners, engineers, city and county staff as well as the business community titled "Land Use Planning and Health". The seminar included workshops such as Connections between the Built Environment and Health, “What is a Healthy Community?”, and “Creating Mindset for Change.” This event provided information to attendees in how transportation, housing, land use planning, and economic development are interconnected in determining the health of the community. The event was a huge success with over 200 attendees. Another event is scheduled for 2012.

LU 6.2 - to support the expansion of opportunities for future employment, promote use of grants for upgrading infrastructure in urban infill areas.

Redevelopment Agency (RDA)

And

Enterprise Zone Application for VVEDA

The RDA in a cooperative effort with the Town of Apple Valley, the Cities of Victorville and Adelanto submitted to the State for approval an application for an enterprise zone for the Victor Valley. The State

of California established the Enterprise Zone Program in 1986 in an effort to stimulate economic growth in the most economically distressed areas of the State. The Board approved the submittal of the VVEDA application in August 2010 and the State responded in January 2011 that another city was awarded the enterprise zone, but the VVEDA application was rank among the best.

Rosemary/Iris Voluntary Sales Program

Assembly Bill X1 26 (the “Dissolution Act”) mandates the elimination of every redevelopment agency in California. The County of San Bernardino acting as the Successor Agency to the Redevelopment Agency of the County of San Bernardino (“Successor Agency”) will be taking various actions relating to the wind-down of the Redevelopment Agency. The former Redevelopment Agency will not have the ability to participate in these activities.

Underground Utility Program

Assembly Bill X1 26 (the “Dissolution Act”) mandates the elimination of every redevelopment agency in California. The County of San Bernardino acting as the Successor Agency to the Redevelopment Agency of the County of San Bernardino (“Successor Agency”) will be taking various actions relating to the wind-down of the Redevelopment Agency. The former Redevelopment Agency will not have the ability to participate in these activities.

LU 6.3 - Program 1 - Prioritize capital improvements and public works to upgrade urban infill areas, including supporting creation of improvement districts, except where prohibited by other regulations and policies.

Economic Development Agency (EDA)

This is an ongoing effort in progress for the EDA.

In addition, the Workforce Development Department, part of the EDA, continues to work with community leaders, and has expanded employment resource center services by outstationing staff in the Morongo Basin, Big Bear and surrounding mountain communities, Chino Hills, and Needles in order to provide services to businesses and job seekers in their local communities.

Department of Public Works (DPW)

This program is implemented partially through the Regional Transportation Development Mitigation Plan.

Redevelopment Agency (RDA)

State Highway 173 and Hook Creek Road Improvement Project

State Highway 173 and Hook Creek Road Improvement Project PAC members and the general community expressed concerns with traffic congestion at the intersection of State Highway 173 (SH-173) and Hook Creek Road. In response, RDA met with County Public Works to prepare a preliminary feasibility analysis and cost estimate to design and construct right-turn pocket off SH-173 onto Hook Creek Road and a left and right turn lane at the T-intersection at

Hook Creek Road onto the highway. County Public Works also conducted a traffic count study on Hook Creek Road. A meeting was held with Caltrans, Public Works, and RDA in November 2008 to review the congestion concerns and safety issues and to determine what cooperative efforts were necessary to alleviate existing problems. County Public Works developed preliminary plans and requested the right of way be acquired. The right of way was acquired and plans were submitted to Caltrans in September 2009. Caltrans has approved the plans and construction was completed in the Fall of 2011.

Interstate 10 at Cherry Ave Interchange Improvements - Design and Specifications

In cooperation with the County's Department of Public Works (DPW), the City of Fontana, Caltrans and the San Bernardino County Transportation Authority the RDA has budgeted funding for interchange improvements at Interstate 10 and Cherry Avenue As part of the state Trade Corridors Improvement Funds ("TCIF") program. The project involves replacing the existing five-lane Cherry Avenue Bridge with an eight-lane bridge and adding an additional lane to all four ramps, plus intersection improvements at Cherry Avenue and Valley Boulevard. The total project, which includes three phases: 1) design and specifications, 2) right of way acquisition activities, and 3) construction involves funding from multiple sources including developer fees, Measure I funds, RDA, and Proposition 1B TCIF grant funds. The first phase, Design and Specifications was completed during FY 2010/11. The construction phase is anticipated to begin in early 2012 with anticipated completion in 2014.

Interstate 10 at Cherry Ave Interchange Improvements – Right of Way Acquisition Activities

Acquisition for the Interstate 10 at Cherry Avenue Interchange described in detail above was begun and completed during the 2010/11 fiscal year. The March 2010 Agreement between the RDA and DPW advanced funds for acquisition of the additional right-of-way needed to provide interchange improvements. As mentioned under Phase I Design and Specification above, this project is multi-jurisdictional. Needing to keep the project on track to meet State and Federal funding matches, the RDA advanced the City of Fontana and San Bernardino County Transportation Authority their shares to continue and complete the project's right-of-way acquisition costs. DPW will be reimbursed from the City of Fontana and San Bernardino County Transportation Authority in accordance with a cooperative agreement dated March 25, 2010. All reimbursements collected will be held by DPW to fund future needed capital improvement projects within the Project Area.

This is an activity that the Successor Agency can continue to meet since it is an enforceable contract.

Cherry Avenue Road Widening Project - Phase I and Phase II

This project includes street widening and median improvements on Cherry Avenue between Whittram Avenue and Foothill Boulevard. The project involves widening of the roadway from four to six lanes with a landscaped median, and includes the installation of curbs, gutters, sidewalks and fencing/gates for affected residences. The total length of the project is approximately 0.75 mile. The County Public Works Department is coordinating with the City of Fontana on the northern portion of the project, which has been annexed by the City. Design and Right of Way acquisition is complete. Construction of Phase I was in 2010-2011 and construction of Phase II will be 2012-2013.

This is an activity that the Successor Agency of the RDA can continue to meet since it is an enforceable contract.

Cherry Ave Bridge Widening - Design and Specification

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San Bernardino Avenue Median and Landscape Improvements- Commerce Avenue to Cherry Avenue

Pursuant to previous agreements from 2007 and 2008, the City of Fontana and the RDA cooperated in the street improvements and raised medians along San Bernardino Avenue. In May 2010 the RDA entered into an agreement to reimburse the City of Fontana for improving and landscaping medians, parkways, and constructing curbs, gutters and sidewalks. The improvements will minimize turning movements to provide increased vehicular capacity, improve traffic and pedestrian safety and provide corridor beautification. The street improvements have been completed; however the landscaping will follow during FY 2011/12.

This is an activity that the Successor Agency can continue to meet since it is an enforceable contract.

Disposition of RDA-Owned Tax-Defaulted Properties

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Water and Road Improvement Project - Phase 2 (Cedar Glen)

The RDA has committed approximately \$4.5 million of redevelopment funds for water and road improvements in Cedar Glen. The Phase I improvements included major repairs to the water system including the drilling and installation of a new domestic water well, 450,000-gallon water reservoir, 3.5 miles of pipelines, grading, drainage facilities and minor road improvements. Construction of Phase I projects was completed in November 2010.

Phase II improvements will include the addition of 1.0 million gallons of additional water storage, drilling and equipping additional domestic water well, approximately 20,000 linear feet of pipeline, approximately 20,000 linear feet of road grading and the installation of additional drainage structures. These improvements will have the greatest impact to the area, as this area has the largest number of developable parcels. A contract for design services was awarded in September 2010 and due to weather conditions construction could not commence until May 2011. The recent bond proceeds will allow the RDA to complete Phases 3 and 4 of the water and road project over the next several years.

This is an activity that the Successor Agency of the RDA can continue to meet since it is an enforceable contract.

Strategic Plan for Green Tree and Mountain View Acres Areas (VVEDA)

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Department of Public Works (DPW)

This program is also implemented partially through Regional Transportation Development Mitigation Plan in collaboration with DPW.

LU 8.3 – Program 1 - Create a County Fire Master Plan that will identify the various areas of the County and provide standards of coverage commensurate with the various characteristics of the County but whose goal is to achieve the levels of service established by the National Fire Protection Association (NFPA) 1710 and 1720.

County Fire Department

As development dropped off, the resulting reductions in revenue and staffing resulted in a redirection of activities. Focus was directed at immediate activities rather than long term strategies.

LU 8.3 – Program 3 - Apply the County Fire Master Plan standards to all developments and to areas that have a high potential for development such that the impacts of future developments are mitigated in advance by commensurate improvements to the fire service delivery system in the County.

County Fire Department

A Fire Master Plan has not been developed.

LU 9.1 - Encourage infill development in unincorporated areas and sphere of influence (SOI) areas.

Local Agency Formation Commission (LAFCO)

LAFCO may be involved when adopting Sphere Overlays.

Redevelopment Agency (RDA)

Strategic Plan for Green Tree and Mountain View Acres Areas (VVEDA)

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Affordable Housing Opportunity Land/Real Property Purchase Program (San Sevaine)

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Affordable Housing Consultant RFP (San Sevaine)

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LU 9.2 - Discourage leap-frog development and urban sprawl by restricting the extension or creation of new urban services or special districts to areas that cannot be sustained in a fiscally responsible manner.

LAFCO

LAFCO is involved in this policy and discourages leap-frog development and urban sprawl.

LU 9.2 - Program 1 - Consider the adoption of regulations and plans, whenever possible, such as the adoption of overlays, specific plans, zoning studies, infrastructure support plans, and other appropriate mechanisms that encourage annexation and the use of city standards within sphere of influence areas.

LAFCO

LAFCO may be involved when adopting Sphere Overlays.

LU 9.4 - Ensure land use proposals in sphere of influence (SOI) areas receive appropriate review.

LAFCO

LAFCO coordinates with City/Special District (if applicable).

LU 9.4 - Program 1 - Consider establishing special development standards for SOI areas that more closely conform to city development standards in specific SOI areas where the County and the city have shared development and land use objectives.

LAFCO

LAFCO, in conjunction with the City, establishes special development standards for SOI areas that more closely conform to city development standards in specific SOI areas where the County and the city have shared development and land use objectives.

LU 9.4 - Program 2 - Adopt a Sphere Standards Overlay to guide development areas in those SOI areas where special development standards are warranted.

LAFCO

In conjunction with the City - LAFCO to be apprised of any agreements made between County and City for on-going or future City sphere review per GC Section 56425 (b)

LU 9.5 - Require all development to connect into sewer systems when reasonably available or when required by the State Department of Public Health or the Water Quality Control Board.

LAFCO

LAFCO may be involved through either an annexation process or approval of an Out-of-Agency service agreement when proposed development is outside the boundaries of the wastewater provider.

LU 9.5 - Program 1 - Require service connections for projects that are less than 1 mile away from sewer availability. Exceptions, such as for waste water treatment plants, individual on-site and multiple-owner septic systems, holding tanks, and experimental systems, may be approved, subject to review and approval by the County Division of Environmental Health Services (DEHS), the appropriate regional water quality control board, and the wastewater agency. Service connections under this policy may be provided by connections to a municipal sewer system, the sewer system of another regional agency, or a sewer system to be operated by a County Service District.

LAFCO

LAFCO may be involved through either an annexation process or approval of an Out-of-Agency service agreement when project is outside the boundaries of the service provider.

LU 9.5 - Program 2 - Assign development requirements for projects within city spheres of influence after consideration of city requirements as identified in city general plans and zoning codes.

LAFCO

In coordination with the affected City, LAFCO assigns development requirements for projects within city spheres of influence after consideration of city requirements as identified in city general plans and zoning codes.

LU 9.6 - Encourage communities with development densities and intensities comparable to adjacent incorporated cities to annex to incorporated cities.

LAFCO

LAFCO encourages communities with development densities and intensities comparable to adjacent incorporated cities to annex to incorporated cities.

LU 10.1 - Adopt community plans with goals, policies and programs to recognize unique characteristics, issues, and opportunities for communities within the County.

Department of Public Works (DPW)

This policy is also implemented through coordination with Land Use Services and Special Districts along with DPW.

LAFCO

Community Plans must also take into consideration the service providers for the community; boundaries should take into account LAFCO designated community.

LU 11 - Promote mutually beneficial uses of land to address regional problems through coordination and cooperation among the County, the incorporated cities, Southern California Association of Governments (SCAG), San Bernardino Associated Governments (SANBAG), the various special districts and other local, state, and federal agencies.

LAFCO

LAFCO promotes mutually beneficial uses of land to address regional problems through coordination and cooperation among the County, the incorporated cities, Southern California Association of Governments (SCAG), San Bernardino Associated Governments (SANBAG), the various special districts and other local, state, and federal agencies.

LU 11.8 - Ensure the security needs of prisons and similar detention facilities are provided for by the facilities' operator(s) when reviewing development activities. Locate new facilities in areas that minimize land use conflicts.

Department of Environmental Health Services (EHS)

EHS enforces Title 15 and Title 24 of the State Code to ensure the health and safety of the inmates.

LU 12 - Promote the redevelopment of existing communities through application of state community redevelopment laws, relying on the County's redevelopment agency to assist in the implementation of the General Plan through projects within designated redevelopment project areas.

Redevelopment Agency (RDA)

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LU 12.1 - Redevelopment sponsored programs shall promote new development through redevelopment sponsored programs which will eliminate existing blighted conditions and assist in the prevention of future blight.

Redevelopment Agency (RDA)

Graffiti Abatement program

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Façade Improvement Program

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Landscaping Improvement Program

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Business Sign Program

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Demolition Program

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Agency of the County of San Bernardino (“Successor Agency”) will be taking various actions relating to the wind-down of the Redevelopment Agency. The former Redevelopment Agency will not have the ability to participate in these activities.

Underground Utility Program

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Land Use Services Grant Program (Cedar Glen)

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Home Rehabilitation Loan and Grant Programs (Cedar Glen)

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LU 12.2 - The Redevelopment Agency shall prepare and enforce development standards through the County Redevelopment Agency for the project areas that promote aesthetic enhancements and minimize impacts among adjoining uses.

Redevelopment Agency (RDA)

Community Visioning and Strategic Plan

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LU 12.3 - Redevelopment shall promote the preservation of existing and construction of new affordable housing units through financial assistance to existing qualified homeowners and developers proposing new housing development.

Redevelopment Agency (RDA)

Affordable Housing Consultant RFP (San Sevaïne)

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Affordable Housing Development Assistance (All Areas)

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LU 12.4 - The Redevelopment Agency shall assist in the funding of public infrastructure improvements within redevelopment areas which will help eliminate blight inducing conditions such as street flooding, or unsafe roads.

Department of Public Works (DPW)

This policy is implemented by cooperative agreements that are enforcing for project funding and delivery between Redevelopment Agency and the DPW Transportation Planning Division.

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Redevelopment Agency (RDA)

Strategic Plan for Green Tree and Mountain View Acres Areas (VVEDA)

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State Highway 173 and Hook Creek Road Improvement Project

PAC members and the general community expressed concerns with traffic congestion at the intersection of State Highway 173 (SH-173) and Hook Creek Road. In response, RDA met with County Public Works to prepare a preliminary feasibility analysis and cost estimate to design and construct

right-turn pocket off SH-173 onto Hook Creek Road and a left and right turn lane at the T-intersection at Hook Creek Road onto the highway. County Public Works also conducted a traffic count study on Hook Creek Road. A meeting was held with Caltrans, Public Works, and RDA in November 2008 to review the congestion concerns and safety issues and to determine what cooperative efforts were necessary to alleviate existing problems. County Public Works developed preliminary plans and requested the right of way be acquired. The right of way was acquired and plans were submitted to Caltrans in September 2009. Caltrans has approved the plans and construction was completed in Fall 2011.

Water and Road Improvement Project – Phase 2

The RDA has committed approximately \$4.5 million of redevelopment funds for water and road improvements in Cedar Glen. The Phase I improvements included major repairs to the water system including the drilling and installation of a new domestic water well, 450,000-gallon water reservoir, 3.5 miles of pipelines, grading, drainage facilities and minor road improvements. Construction of Phase I projects was completed in November 2010.

Phase II improvements will include the addition of 1.0 million gallons of additional water storage, drilling and equipping additional domestic water well, approximately 20,000 linear feet of pipeline, approximately 20,000 linear feet of road grading and the installation of additional drainage structures. These improvements will have the greatest impact to the area, as this area has the largest number of developable parcels. A contract for design services was awarded in September 2010 and due to weather conditions construction could not commence until May 2011. The recent bond proceeds will allow the RDA to complete Phases 3 and 4 of the water and road project over the next several years.

This is an activity that the Successor Agency of the RDA can continue to meet since it is an enforceable contract.

Interstate 10 at Cherry Ave Interchange Improvements – Design and Specifications

In cooperation with the County's Department of Public Works (DPW), the City of Fontana, Caltrans and the San Bernardino County Transportation Authority the RDA has budgeted funding for interchange improvements at Interstate 10 and Cherry Avenue As part of the state Trade Corridors Improvement Funds ("TCIF") program. The project involves replacing the existing five-lane Cherry Avenue Bridge with an eight-lane bridge and adding an additional lane to all four ramps, plus intersection improvements at Cherry Avenue and Valley Boulevard. The total project, which includes three phases: 1) design and specifications, 2) right of way acquisition activities, and 3) construction involves funding from multiple sources including developer fees, Measure I funds, RDA, and Proposition 1B TCIF grant funds. The first phase, Design and Specifications was completed during FY 2010/11. The construction phase is anticipated to begin in early 2012 with anticipated completion in 2014.

Interstate 10 at Cherry Ave Interchange Improvements – Right of Way Acquisition Activities

Acquisition for the Interstate 10 at Cherry Avenue Interchange described in detail above was begun and completed during the 2010/11 fiscal year. The March 2010 Agreement between the RDA and DPW advanced funds for acquisition of the additional right-of-way needed to provide interchange improvements. As mentioned under Phase I Design and Specification above, this project is multi-jurisdictional. Needing to keep the project on track to meet State and Federal funding matches, the RDA advanced the City of Fontana and San Bernardino County Transportation Authority their shares to

continue and complete the project's right-of-way acquisition costs. DPW will be reimbursed from the City of Fontana and San Bernardino County Transportation Authority in accordance with a cooperative agreement dated March 25, 2010. All reimbursements collected will be held by DPW to fund future needed capital improvement projects within the Project Area.

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Cherry Avenue Road Widening Project - Phase I and Phase II

This project includes street widening and median improvements on Cherry Avenue between Whittram Avenue and Foothill Boulevard. The project involves widening of the roadway from four to six lanes with a landscaped median, and includes the installation of curbs, gutters, sidewalks and fencing/gates for affected residences. The total length of the project is approximately 0.75 mile. The County Public Works Department is coordinating with the City of Fontana on the northern portion of the project, which has been annexed by the City. Design and Right of Way acquisition is complete. Construction of Phase I was in 2010-2011 and construction of Phase II will be 2012-2013.

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Cherry Ave Bridge Widening - Design and Specification

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LU 12.4 - Program 2 - The Redevelopment Agency shall establish inclusionary housing requirements for new developments in redevelopment project areas in accordance with redevelopment law.

Redevelopment Agency (RDA)

Affordable Housing Consultant RFP (San Sevaie)

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LU 12.4 - Program - 3 - The Redevelopment Agency shall establish programs to provide incentives for the elimination of blight conditions on existing residential and commercial properties that are in conformance with the General Plan.

Redevelopment Agency (RDA)

Façade Improvement Program

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LU 12.4 - Program 6 - with assistance from other County departments, identify and provided funding assistance for public improvements, which will allow for orderly redevelopment within a redevelopment project area.

Community Development and Housing Department

CDH and the Redevelopment Agency are collaborating on future projects with joint funding in redevelopment project areas.

Economic Development Department (EDA)

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Redevelopment Agency

State Highway 173 and Hook Creek Road Improvement Project

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Interstate 10 at Cherry Ave Interchange Improvements – Right of Way Acquisition Activities

Acquisition for the Interstate 10 at Cherry Avenue Interchange described in detail above was begun and completed during the 2010/11 fiscal year. The March 2010 Agreement between the RDA and DPW advanced funds for acquisition of the additional right-of-way needed to provide interchange improvements. As mentioned under Phase I Design and Specification above, this project is multi-

jurisdictional. Needing to keep the project on track to meet State and Federal funding matches, the RDA advanced the City of Fontana and San Bernardino County Transportation Authority their shares to continue and complete the project's right-of-way acquisition costs. DPW will be reimbursed from the City of Fontana and San Bernardino County Transportation Authority in accordance with a cooperative agreement dated March 25, 2010. All reimbursements collected will be held by DPW to fund future needed capital improvement projects within the Project Area.

This is an activity that the Successor Agency of the RDA can continue to meet since it is an enforceable contract.

Cherry Avenue Road Widening Project - Phase I and Phase II

This project includes street widening and median improvements on Cherry Avenue between Whittram Avenue and Foothill Boulevard. The project involves widening of the roadway from four to six lanes with a landscaped median, and includes the installation of curbs, gutters, sidewalks and fencing/gates for affected residences. The total length of the project is approximately 0.75 mile. The County Public Works Department is coordinating with the City of Fontana on the northern portion of the project, which has been annexed by the City. Design and Right of Way acquisition is complete. Construction of Phase I was in 2010-2011 and construction of Phase II will be 2012-2013.

This is an activity that the Successor Agency of the RDA can continue to meet since it is an enforceable contract.

San Bernardino Avenue Road Improvements- Cherry Avenue to Fontana Avenue

Pursuant to previous agreements from 2007 and 2008, the City of Fontana and the RDA cooperated in the street improvements and raised medians along San Bernardino Avenue. In May 2010 the RDA entered into an agreement to reimburse the City of Fontana for improving and landscaping medians, parkways, and constructing curbs, gutters and sidewalks. The improvements will minimize turning movements to provide increased vehicular capacity, improve traffic and pedestrian safety and provide corridor beautification. The street improvements have been completed; however the landscaping will follow during FY 2011/12.

This is an activity that the Successor Agency of the RDA can continue to meet since it is an enforceable contract.

Cherry Ave Bridge Widening - Design and Specification

Assembly Bill X1 26 (the "Dissolution Act") mandates the elimination of every redevelopment agency in California. The County of San Bernardino acting as the Successor Agency to the Redevelopment Agency of the County of San Bernardino ("Successor Agency") will be taking various actions relating to the wind-down of the Redevelopment Agency. The former Redevelopment Agency will not have the ability to participate in these activities.

San Bernardino Avenue Median and Landscape Improvements- Commerce Avenue to Cherry Avenue

Pursuant to previous agreements from 2007 and 2008, the City of Fontana and the RDA cooperated in the street improvements and raised medians along San Bernardino Avenue. In May 2010 the RDA entered into an agreement to reimburse the City of Fontana for improving and landscaping medians, parkways, and constructing curbs, gutters and sidewalks. The improvements will minimize turning movements to provide increased vehicular capacity, improve traffic and pedestrian safety and provide corridor beautification. The street improvements have been completed; however the landscaping will follow during FY 2011/12.

This is an activity that the Successor Agency of the RDA can continue to meet since it is an enforceable contract.

Disposition of RDA-Owned Tax-Defaulted Properties

Assembly Bill X1 26 (the "Dissolution Act") mandates the elimination of every redevelopment agency in California. The County of San Bernardino acting as the Successor Agency to the Redevelopment Agency of the County of San Bernardino ("Successor Agency") will be taking various actions relating to the wind-down of the Redevelopment Agency. The former Redevelopment Agency will not have the ability to participate in these activities.

LU 12.4 Program 6 - With assistance from other County departments, identify and provided funding assistance for public improvements, which will allow for orderly redevelopment within a redevelopment project area.

Department of Public Works (DPW)

This program is implemented by cooperative agreements for project funding and delivery between RDA & DPW Transportation Planning Division.

(Assembly Bill X1 26 (the "Dissolution Act") mandates the elimination of every redevelopment agency in California. The County of San Bernardino acting as the Successor Agency to the Redevelopment Agency of the County of San Bernardino ("Successor Agency") will be taking various actions relating to the wind-down of the Redevelopment Agency. The former Redevelopment Agency will not have the ability to participate in these activities.

This is an activity that the Successor Agency can continue to meet since it is an enforceable contract.

M/LU 1 - Retain the existing alpine character of the Mountain Region.

Economic Development Agency (EDA)

EDA is nearing the completion of a project funded by USDA Forest Service that helped facilitate the removal of bark beetle infested timber from the mountain areas, thus retaining alpine character of the Mountain Region.

Redevelopment Agency

Cedar Glen Community Identification Project

Assembly Bill X1 26 (the “Dissolution Act”) mandates the elimination of every redevelopment agency in California. The County of San Bernardino acting as the Successor Agency to the Redevelopment Agency of the County of San Bernardino (“Successor Agency”) will be taking various actions relating to the wind-down of the Redevelopment Agency. The former Redevelopment Agency will not have the ability to participate in these activities.

M/LU 1.5 - Assign General Plan land use zoning districts on the basis of slope and the carrying capacity of the existing infrastructure.

Department of Public Works (DPW)

This policy is implemented through a provision of technical data as needed from DPW in the Transportation Planning and Land Development Divisions.

M/LU 1.9 - Require the use of the Planned Development concept in environmentally sensitive areas that have been assigned residential land use category.

Redevelopment Agency

Disposition of RDA-Owned Tax-Defaulted Properties

Assembly Bill X1 26 (the “Dissolution Act”) mandates the elimination of every redevelopment agency in California. The County of San Bernardino acting as the Successor Agency to the Redevelopment Agency of the County of San Bernardino (“Successor Agency”) will be taking various actions relating to the wind-down of the Redevelopment Agency. The former Redevelopment Agency will not have the ability to participate in these activities.

M/LU 1.15 - Approve Land Use Zoning District changes only when adequate services exist or are assured.

Department of Environmental Health Services (EHS)

EHS provides comments to Land Use Services – Planning Division regarding services for all zone changes.

LAFCO

LAFCO should be consulted regarding potential independent service providers in the mountain communities

M/LU 2.1 - Concentrate future commercial development within existing commercial nodes, centralized areas, or neighborhood centers that are designed with the mountain character in mind to avoid strip commercial development along roads.

Economic Development Department (EDA)

EDA is currently in planning process (CEDDS or EDA strategy). Also, this is also being addressed by the Countywide Vision Project.

M/LU 2.4 - Limit future industrial and service commercial development to that necessary to meet the service, employment, and support needs of the mountain communities and limited export of manufactured goods, and does not adversely impact the mountain environment.

Economic Development Department (EDA)

EDA does not have jurisdiction over this policy, although this policy being addressed by the Countywide Vision Project.

M/LU 2.4 - New industrial uses which generate heavy truck traffic shall be allowed only on State Highways 18 and 38.

Department of Public Works (DPW)

The Land Development Division in the DPW reviews and implements the policy through the project review process when it is feasible.

Circulation and Infrastructure Element

The Circulation and Infrastructure (CI) Element identifies the general location and extent of proposed transportation and infrastructure facilities and utilities and includes those goals, policies and programs to ensure that adequate facilities are provided as development occurs. Within the CI Element there were approximately 58.01% of the goals, policies and programs accomplished by the development review process. Approximately 41.99% of the remaining goals, policies and programs were implemented or are in development, depending on the availability of staff time and funding, by the following departments or agencies in accordance with the plan. The following are some highlights from different County departments or agency(ies) of the implementation of the goals, policies or programs of the General Plan

CI 1 - The County will provide a transportation system, including public transit, which is safe, functional, and convenient; meets the public's needs; and enhances the lifestyles of County residents.

Department of Public Works (DPW)

DPW implemented through General Plan Circulation Element, Department of Public Works Master Plan of Highways, DPW coordination with local transit agencies and SANBAG through the Transportation Planning Division.

CI 1.1 - The County's comprehensive transportation system will be developed according to the Circulation Policy Map (the Circulation Element Map), which outlines the ultimate multi-modal (non-motorized, highway, and transit) system to accommodate the County's mobility needs and provides the County's objectives to be achieved through coordination and cooperation between the County and the local municipalities in the County, adjacent counties and cities within those counties, Caltrans, and SANBAG.

Department of Public Works (DPW)

DPW Land Development, Transportation Planning, Traffic and Environmental Management Divisions along with the Economic Development Agency assist with implementing this goal through the coordination within and between County Departments, Divisions and outside agencies.

CI 2 - The County's comprehensive transportation system will operate at regional, countywide, community, and neighborhood scales to provide connectors between communities and mobility between jobs, residences, and recreational opportunities.

Department of Public Works (DPW)

DPW Transportation Planning Division implements this goal through coordination with Social Service Agencies and SANBAG.

CI 2.1 - Work with adjacent jurisdictions to minimize inconsistencies in existing and ultimate right-of-way and roadway capacity across jurisdictional boundaries.

DPW Transportation Planning Division implements this policy by the Department of Public Works Master Plan which provides variances to conform to cities and minimize inconsistencies.

CI 2.1 – Coordinate financial plans for transportation system improvements with other agencies and jurisdictions in the County.

Department of Public Works (DPW)

DPW Transportation Planning Division implements this goal partially through SANBAG Congestion Management Program & Nexus Study and cooperative agreements with Caltrans, SANBAG and cities

CI 7 - The County will encourage and pursue development of regional transportation facilities, including roads, railroad, and airports, to be a multi-modal transportation hub and promote economic development.

Department of Airports

The Department of Airports participates with the Economic Development Agency in marketing and aviation-related events to raise awareness and interest in County Airports, and with the Department of Real Estate Services to maximize the utilization of land assets at the airports.

CI 8 - The County will have a network of local and regional airports to meet the aviation needs.

Department of Airports

The Department of Airports For Goal CI-8, the Department of Airports continues to operate and maintain six general aviation airports. For eligible capital improvement projects, the Department applies for federal and state grants. The Department is updating master plans for two airports and expects to complete those master plans in 2012.

CI 9.1 - The County will prepare a long-range general aviation plan for County airports and, in cooperation with the airports' jurisdictions and affected cities, develop land use plans for areas surrounding all airports ...”

For all airports in the county, except for Los Angeles/Ontario International Airport, the County utilizes the alternate process pursuant to state guidelines, in lieu of an Airport Land Use Commission (ALUC). There is no County-wide plan under preparation, but rather updates to each County-operated airport master plan, airport layout plan, and land use compatibility plan as resources allow.

CI 2 - The County’s comprehensive transportation system will operate at regional, countywide, community, and neighborhood scales to provide connectors between communities and mobility between jobs, residences, and recreational opportunities.

Department of Public Works (DPW)

DPW along with the Land Use Services Department implement this goal through the coordination with Social Service Agencies and SANBAG.

CI 2.1 - Work with adjacent jurisdictions to minimize inconsistencies in existing and ultimate right-of-way and roadway capacity across jurisdictional boundaries.

Department of Public Works (DPW)

DPW along with the Land Use Services Department implement this goal by Master Plan variances to conform to cities.

CI 2.2 - Coordinate financial plans for transportation system improvements with other agencies and jurisdictions in the County.

And

CI 2.3 - Where appropriate, jointly fund studies and improvements to the transportation system, with cities and other public agencies and developers.

And

CI 2.4 - Work with the California Department of Transportation (Caltrans) and the San Bernardino Associated Governments (SANBAG) on appropriate fair-share mitigation for impacts of development on state highways.

And

CI 2.5 - Work with Caltrans on mitigating the impacts of state highway projects on local communities.

Department of Public Works (DPW)

DPW implements this policy partially through the SANBAG Congestion Management Program & Nexus Study and cooperative agreements with Caltrans, SANBAG and cities.

CI 2.6 - Seek grant funding for transportation system improvements, as appropriate.

Department of Public Works (DPW)

DPW Transportation Planning Division implements this goal by applying for all federal, state and regional transportation grants.

CI 2.7 - Coordinate with Caltrans, SANBAG, the Southern California Association of Governments (SCAG) and other agencies regarding transportation system improvements in the County's Measure I and other adopted Capital Improvement Programs.

Department of Public Works (DPW)

DPW Transportation Planning Division and the County's Architecture & Engineering Department implement this policy through annual submission to SANBAG of Measure "I" 5-yr CIP and Capital Projects Needs Assessment, as well as Regional Transportation Improvement Program project submissions.

CI 2.8 - Continue to participate in SANBAG, which is the County's Transportation Commission and transportation planning coordinator for all local agencies in the County, and regularly attend meetings of SANBAG Plans and Programs Committee and Comprehensive Transportation Plan Technical Advisory Committee meetings to discuss planning items of mutual concern.

Department of Public Works (DPW)

This policy is implemented by the DPW Transportation Planning Division attendance at all SANBAG policy and technical advisory committee meetings.

CI 2.9 - Continue discussions with SANBAG towards finalization of agreements on Measure I extension allocations and the Developer Nexus Fee Program.

Department of Public Works (DPW)

DPW Transportation Planning Division implements through annual submission to SANBAG of Measure "I" 5-yr CIP and Capital Projects Needs Assessment

CI 2.10 - Identify important long-range transportation corridors, in conjunction with plans of regional transportation agencies (such as SCAG and SANBAG) to protect sufficient right-of-way for the development of long-range corridors.

Department of Public Works (DPW)

Implemented through submissions to SCAG Regional Transportation Plan (RTP), participation in High Desert Corridor JPA, and on joint projects with SANBAG.

CI 3 - The County will have a balance between different types of transportation modes, reducing dependency on the automobile and promoting public transit and alternate modes of transportation, in order to minimize the adverse impacts of automobile use on the environment.

Department of Public Works (DPW)

This goal is implemented by County funding transit through the DPW Local Transportation Funds and Transportation Reimbursement Escort Program (TREP) with Measure "I".

CI 3.1 - Program 1 - Promote and institute incentive programs for the use of alternative transportation modes, such as County sponsored vanpools.

And

CI 3.1 - Program 4 – Work with regional agencies (SCAG, Caltrans, SANBAG) to develop ridesharing programs.

Department of Human Resources

HR - Commuter Services (HR-CS) administers the County's rideshare programs that are aimed at improving air pollution and traffic congestion through reducing the number of employee commutes. To encourage participation, HR-CS currently offers a range of incentives to County employees. In an effort to increase participation, HR-CS will introduce enhanced benefits and incentives to County employees. Some examples of current and future incentives include:

- \$2 per day incentive for the first 3 months of participation in the County's rideshare programs is offered by HR-CS, in collaboration with Inland Empire Commuter Services (IECS), a joint project of Riverside County Transportation Commission (RCTC), and San Bernardino Associated Governments (SANBAG).
- \$25 gas cards for eligible carpool and vanpool program participants.
- Gift certificates for car washes for eligible carpool and vanpool program participants (2011).
- \$25 gift certificates to Big 5 Sporting Goods for eligible transit, walk, and bike to work program participants (2011).
- Invitations to the annual rideshare luncheon event.

The County's vanpool program is maintaining participation levels; however, other strategies are being evaluated to encourage vanpool ridership. HR-CS is seeking ways to improve the vanpool commute by upgrading the vanpool vans to include amenities to provide a roomier and more comfortable ride. HR-CS is also exploring options to lower vanpool member rates such as offering subsidy-incentives and rate reductions. Improving the vanpool commute experience at a lower cost to employees will encourage more participation in the program.

Additionally, in 2011, the Human Resources Department, working collaboratively with the Fleet Management Department, introduced a new carpool program that is expected to increase the County's rideshare participation.

The carpool program was implemented in two phases as follows:

Phase One

- HR-CS increased its fleet of vehicles from 22 vanpool vans by adding an additional 15 4-passenger Hybrid cars that are already within the Fleet Management fleet of vehicles.
- Ridesharing employees were assigned County vehicles for the exclusive use of commuting to and from work.

- The program will be cost neutral to the County, as all costs will be completely funded by the ridesharing participants of each carpool.

Phase Two

- Under the administration of HR-CS, rideshare participants used department assigned vehicles during non-business hours for the purpose of commuting to and from work.
- Participating departments shared the fixed cost of each vehicle with the group of employees who use the vehicle for carpooling.

It is anticipated that once fully established, this program will increase ridesharing participation and the use of clean air vehicles. County departments and ridesharing participants will also realize a cost savings benefit.

In the past, financial incentives have been the most effective strategy for increasing participation in commute reduction programs. It is anticipated that this strategy will continue to work going forward.

In 2011, HR-CS enhanced the existing bike to work and transit programs. Eligible bike to work participants will be offered reimbursements of up to \$20 per month for qualified bicycle expenses under IRS Code Section 132 (f).

In conjunction with the pre-tax benefit already in place, eligible transit pass program participants will receive a \$4 per month subsidy towards the purchase of monthly bus passes.

HR-CS continually works to improve communication and outreach efforts to educate the County's employees of the many benefits of ridesharing.

CI 3.1 – Program 2 - Provide a pattern of land use designations, along with appropriate development standards that facilitates development of local retail uses near residential uses, consistent with Smart Growth and New Urbanism Concepts in new development to reduce the number of automobile trips by providing neighborhood shopping facilities and connectivity through pedestrian and bicycle paths.

Department of Public Works (DPW)

This program is implemented through DPW monitoring SB375 and in participation with SANBAG and SCAG.

CI 3.1 – Program 3 - Promote and encourage the design and implementation of land uses, development standards, and capital improvement programs that maximize the use of public transit facilities and programs, and the availability of local retail uses accessible to local residents by walking or biking to reduce dependence on the automobile.

Department of Public Works (DPW)

This program is implemented through coordination with SANBAG and local transit agencies with the DPW Transportation Planning Division.

CI 3.1 – Program 5 - Designate existing Park-and-Ride facilities on the General Plan Circulation Maps, work with Caltrans to identify appropriate future Park-and-Ride facilities, and develop a program to acquire and develop sites for such facilities in areas where there is an identified need.

Department of Public Works (DPW)

This program implemented through coordination with SANBAG, Caltrans and local transit agencies in cooperation with the DPW Transportation Planning Division, Land Development Division, Traffic Division and Environmental Management Division.

CI 3.2 - Assist Omnitrans, Metrolink, and other transit agencies in coordinating the location and scheduling of public transit routes, services, and facilities for better coordination with bus and rail transit systems.

And

CI 3.3 - Extend public transit between residential areas and industrial/urban employment centers.

Department of Public Works (DPW)

This policy is implemented through DPW Transportation Planning Division participation on transit agencies Joint Powers Agreements and Technical Advisor Committees.

CI 3.4 - Continue and expand transportation services and public transit between Ontario Airport, Orange County Airport and Los Angeles International Airport and consider promotion of future high-speed train and magnetic levitation (Mag-Lev) systems for better long-range airport connectivity.

Department of Public Works (DPW)

This policy is implemented through DPW Transportation Planning Division by having representation on Task Forces, Committees

CI 4 – The County will coordinate land use and transportation planning to ensure adequate transportation facilities to support planned land uses and ease congestion.

Human Resources Department

The Human Resources Department is not directly involved in this process.

CI 4.3 - Development reviews and approvals for proposals affecting state and/or federal roadways shall reflect input from Caltrans and other local and regional transportation agencies to ensure transportation system improvements are implemented in locations where facilities are approaching or exceed capacity.

Department of Public Works (DPW)

This policy is implemented by the DPW Land Development and Traffic Divisions through the project review process. Continually monitoring intersection LOS and placing them on a priority list when needed improvements are warranted.

CI 4.3 – Program 1 - Monitor, on a continuing basis, and compile annual reports on the capacity and level of service of the County-maintained road system.

Department of Public Works (DPW)

This policy is implemented by the DPW Traffic Divisions submits annual reports with roadway data.

CI 4.3 – Program 2 - Continue monitoring and reporting of capacity and levels of service on the countywide Congestion Management Program (CMP) network.

Department of Public Works (DPW)

This policy is implemented by the DPW Traffic Divisions submits a CMP annual report to SANBAG.

CI 4.5 - Coordinate with local and regional transportation agencies and cities to plan and construct new multi-modal transportation facilities on the basis of this General Plan that are consistent throughout the neighboring jurisdictions.

Department of Public Works (DPW)

This program is implemented by the DPW Transportation Planning and Traffic Divisions by maintaining representation on Task Forces, Committees.

CI 4.6 - Ensure that applicants, subdividers and developers dedicate and improve right-of-way per County standards and contribute to their fair share of off-site mitigation.

Department of Public Works (DPW)

This policy is implemented by the DPW Land Development through project review process. The County does require the Developers to pay a fair share contribution as outlined in the SANBAG Congestion Management Program - Traffic Impact Analysis guidelines.

CI 4.7 - Revise existing Local Area Transportation Facilities Plans for those community plan areas that have previously adopted transportation plans in order to implement a fiscally viable program that will provide adequate transportation infrastructure to serve the needs of existing and future development. The boundaries of these plans may need to be amended so as to be as nearly coincident with the boundaries of the community plans as possible.

Department of Public Works (DPW)

This policy implemented through updates to local area transportation facilities plans in progress.

CI 4.8 - Establish new Local Area Transportation Facilities Plans for all community plan areas in order to create an equitable distribution of fair-share costs of transportation infrastructure to all new development, including single-family residential infill. The boundaries of these plans shall be coincident with the boundaries of the community plans to the greatest extent possible.

Department of Public Works (DPW)

This policy implemented by the DPW Transportation Planning Division through interim plans field reviews and analysis of feasibility.

CI 5 - The County's road standards for major thoroughfares will complement the surrounding environment appropriate to each geographic region.

And

CI 5.1 - Implement appropriate design standards for all types of highways as shown in Chapter 83.23 of the Development Code.

Department of Public Works (DPW)

This policy's goal should be reevaluated in light of AB 32 & SB 375 to adjust roadway capacity as development changes by the DPW Traffic Division.

CI 5.2 - Protect and increase the designed roadway capacity of all vehicular thoroughfares and highways.

Department of Public Works (DPW)

This policy implemented by the DPW Road Design Division through road design standards.

CI 6 - The County will encourage and promote greater use of non-motorized means of personal transportation. The County will maintain and expand a system of trails for bicycles, pedestrians, and equestrians that will preserve and enhance the quality of life for residents and visitors.

Department of Public Health (DPH)

DPH has provided grants and other resources to cities and school districts adopting Health Community standards. This includes improving and constructing sidewalks and bicycle lanes to allow for children to walk and bike safely to and from school. In addition, gave the knowledge and knowhow to cities to be successful in applying for Safe Routes to School grants to promote the use of the Pacific Electric Trail to students and parents.

CI 6.1 - Require safe and efficient pedestrian and bicycle facilities in residential, commercial, industrial and institutional developments to facilitate access to public and private facilities and to reduce vehicular trips. Install bicycle lanes and sidewalks on existing and future roadways, where appropriate and, as funding is available.

Department of Public Works (DPW)

This policy is implemented through the coordination with SANBAG & Non-Motorized Transportation Plan.

CI 6.3 - Retain residual road dedication that may result whenever a road is changed to a lower highway designation, thus reducing the required right-of-way, until it is determined that such dedication will not be needed for bicycle, pedestrian or equestrian trail purposes.

Department of Public Works (DPW)

The County will encourage and pursue development of regional transportation facilities, including roads, railroad, and airports, to be a multi-modal transportation hub and promote economic development. DPW/AIR/ED Implemented thru representation on Task Forces, Committees.

CI 7 - The County will encourage and pursue development of regional transportation facilities, including roads, railroad, and airports, to be a multi-modal transportation hub and promote economic development.

Department of Airports

The Department of Airports participates with the Economic Development Agency in marketing and aviation-related events to raise awareness and interest in County Airports, and with the Department of Real Estate Services to maximize the utilization of land assets at the airports.

CI 7.1 - Coordinate with regional, state, and federal agencies to design and fund inter-modal systems that add more rail capacity and grade separations and keep San Bernardino County at the forefront of the logistics industry.

Department of Public Works (DPW)

This policy is implemented thru representation on Task Forces, Committees.

Economic Development Agency (EDA)

This is currently in the planning process (CEDS or EDA strategy).

CI 7.2 - Support the concept of a multi-modal transportation hub by utilizing creative financing mechanisms that can fund the major inter-modal infrastructure needs over the long term, such as a multi-jurisdictional, inter-modal infrastructure financing bank. Currently in planning process (CEDS or EDA strategy)

Department of Public Works (DPW)

DPW implements this policy through funding of capital improvement roadway projects.

Economic Development Agency (EDA)

This is currently in the planning process (CEDS or EDA strategy).

CI 7.3 - With local, regional, federal and state agencies identify the best location for a major new multi-modal facility within the County to enhance the concept of an “Inland Port.”

Economic Development Agency (EDA)

This is currently in the planning process (CEDS or EDA strategy).

CI 8 - The County will have a network of local and regional airports to meet the aviation needs.

Department of Airports

The Department of Airports continues to operate and maintain six general aviation airports. For eligible capital improvement projects, the Department applies for federal and state grants. The Department is updating master plans for two airports and expects to complete those master plans in 2012.

CI 8.1 – Program 1 - The County will prepare a long-range general aviation plan for County airports and, in cooperation with the airports’ jurisdictions and affected cities, develop land use plans for areas surrounding all airports to:

- a. **Permit development only in accordance with approved airport land use plans.**
- b. **Review new developments in terms of conflicts between the proposed use and the airport needs.**
- c. **Coordinate the development of air cargo facilities at the major regional airports including Ontario International, San Bernardino International (formerly Norton Air Force Base), and Southern California Logistical (formerly George Air Force Base).**

Department of Airports

For all airports in the county, except for Los Angeles/Ontario International Airport, the County utilizes the alternate process pursuant to state guidelines, in lieu of an Airport Land Use Commission (ALUC). There is no County-wide plan under preparation, but rather updates to each County-operated airport master plan, airport layout plan, and land use compatibility plan as resources allow.

Land Use Services Department

The California Public Utilities Code Section 21670.1 requires that any jurisdiction that designates a body to assume the responsibility of an airport land use commission must ensure that the body includes among its membership at least two members having expertise in aviation. The County has adopted this procedure and determined that the Planning Commission would act as the Airport Land Use Commission for purposes of making land use decisions for areas and development projects within a public use airport sphere of influence as designated by a Comprehensive Airport Land Use Plan. State law also requires that when the designated body does not include members that have aviation expertise, the jurisdiction must augment that body with two members who do. The County’s alternative process requires that two members of the County Airports Commission augment the Planning Commission when the Commission is considering any project that is located within the boundaries of any plan described above. The members of the Airports Commission selected to augment the Planning

Commission shall include the Commissioner that represents the Supervisorial District in which the development project is located. The other member, or both members if it is not feasible to include one member that represents the Supervisorial District in which the development project is located, shall be chosen by the Airports Commission based on availability. This augmentation shall be required even if the Planning Commission already has as part of its regular membership one member who has expertise in aviation. If the Planning Commission already has as part of its regular membership two members who have expertise in aviation, the Commission shall not be augmented with additional members.

CI 9 - The County will ensure the quality of life by pacing future growth with the availability of public infrastructures.

Department of Public Health (DPH)

DPH is aggressively working to move forward with a comprehensive needs assessment to complement the ongoing efforts through the Vision Plan by the CEO and the Board of Supervisors. This plan will target the community most in need of receiving services by the many programs offered by the Department. It will hold focus groups at food banks, homeless shelters, public clinics, etc. The data compiled will help identify future needs of the public and ensure quality health care is obtainable to the public. In addition, DPH will formulate and adopt a strategic plan outlining its goals and objectives and how services and programs can be offered as efficiently and effectively to the community.

CI 9.1 - Control the timing and intensity of future development and ensure that future development is contingent on the provision of infrastructure facilities and public services.

County Fire Department

Ivanpah Fair Share Agreement: Reference Renewable Energy Projects in 1st District. Department created a Fair Share Agreement to equitably distribute the cost of providing Fire services to various proposed projects. The services include staffing equipment and facilities and or facilities improvement. The formula developed will be applied to all future high value projects in the area to contribute their fair share to providing Fire emergency response capabilities to an area that gets practically no financial support for this mitigation.

CI 9.1 – Program 1 - Create a clear framework in the County Development Code that identifies the necessary appropriate infrastructure required to support the density and intensity of proposed development.

County Fire Department

Lytle Creek North Fair Share Agreement is an example of the application of this concept. The County Code/Development Code has not been amended to articulate the principles and overarching concepts that would be needed to define the parameters within the Development Code.

CI 9.2 - Promote the least intensive uses in areas with minimal infrastructure facilities and public services. The more intensive uses are permitted in areas where urban level infrastructure facilities and public services currently exist or can reasonably be extended.

County Fire Department

The Fair Share Agreement was developed based upon a study commissioned by the County to determine the staffing, equipment and facilities necessary to mitigate the impact of multiple large renewable energy projects in the desert portions of the County. The Hoffman report identified numerous variables that would either increase or decrease the significance of the impact of the project. These variables were arithmetic functions of the financial cost of the mitigation. The lower the impact, the lower the cost of mitigation. This allows conscious decisions to be made by the developer as to equipment selection, operational method and of course location.

CI 9.2 – Program 1 - Periodically conduct an analysis of the supply and demand for infrastructure.

Department of Public Works (DPW)

DPW implements this program through updates to the Regional and Local Transportation Fee Plans.

CI 9.3 - Adopt an update to the five-year Capital Improvement Program (CIP) annually consistent with this General Plan, listing the necessary improvements to the County's public services and facilities in collaboration with key service providers and the County Administrative Office. This plan will address the projected demand for public services countywide and within each planning area, and will identify the long-term financial trends and sources of funding for the major public service providers.

Department of Public Health (DPH)

Adopting a five -year CIP will be a part of DPH's effort in conducting a needs assessment and formulating the strategic plan.

Department of Public Works (DPW)

DPW implements this policy through annual submission of CIP project to CEO analysts

CI 9.4 - Ensure that new development pay a fair share of the costs to provide infrastructure facilities required to serve such development. If an applicant is required to pay more than a proportional share, reimbursement agreements or other mechanism shall be used.

County Fire Department

The County Fire Department developed a proposed Development Impact Fee Document to mitigate impacts of projects. Department also created a Fair Share Agreement to equitably distribute the cost of providing Fire services to various proposed projects. The services include staffing equipment and facilities and or facilities improvement.

CI 9.4 - Program 1 - Establish procedures to facilitate reimbursement by future development projects in cases where a new development is required to provide up front infrastructure in excess of its proportion share of need.

County Fire Department

Both the Ivanpah Fair Share Agreement and the Lytle Creek North Fair Share Agreement are examples of satisfying this Policy Goal

CI 9.5 - Make available or establish financial mechanisms (such as assessment and community facility districts) to most efficiently spread the cost of necessary infrastructure improvements as determined by the local public agency over all development benefiting from such improvements. Provide legal written notice to all people affected by such financial mechanism cost.

Department of Public Works (DPW)

DPW implements this policy through Board adopted Regional and Local Transportation Fee Plans.

CI 9.6 - Utilize fiscal impact analyses (FIA) to determine the County's ability to provide adequate services and facilities through the imposition of conditions of approval, fees, special taxes, financing mechanisms, etc., on new development. The FIA will provide guidance to County staff and County decision-makers on the project-specific requirements that may be placed on that individual development project.

County Fire Department

Both the Ivanpah Fair Share Agreement and the Lytle Creek North Fair Share Agreement are examples of satisfying this Policy Goal. In both cases the foundation of creating the mitigation measures of Staffing, equipment and facilities was a financial impact analysis.

CI 9.6 – Program 2 - Establish a standard format and requirement for FIAs. FIAs will address required public services and infrastructure including both short- and long-term County costs and revenues for all new commercial, industrial, or institutional developments of twenty acres or larger and residential development of 500 units or more in urban areas and 200 or more in rural areas. The Fiscal Impact Analyses will include both local and regional impacts. Where fiscal impact analyses identify impacts on the County's ability to continue providing services at their present level, appropriate mitigation measures shall be identified.

County Fire Department

Although FIAs have been created on various projects, the standard has not been created nor codified.

CI 9.10 - Ensure timely development of public facilities and the maintenance of adequate service levels for these facilities to meet the needs of current and future County residents.

Department of Public Works (DPW)

DPW Transportation Planning Division implements this goal through adopted Regional and Local Transportation Fee Plans.

CI 11 - The County will coordinate and cooperate with governmental agencies at all levels to ensure safe, reliable, and high quality water supply for all residents and ensure prevention of surface and ground water pollution.

And

CI 11.1 - Apply federal and state water quality standards for surface and groundwater and wastewater discharge requirements in the review of development proposals that relate to type, location and size of the proposed project to safeguard public health.

Department of Environmental Health (EHS)

EHS is given authority over certain providers from California Department of Public Health, Drinking Water Branch.

CI 11.2 - Support the safe management of hazardous materials to avoid the pollution of both surface and groundwaters. Prohibit hazardous waste disposal facilities within any area known to be or suspected of supplying principal recharge to a regional aquifer.

County Fire Department

Two Hazardous Waste Projects were proposed but only one, Broadwell Basin Residuals Repository received an approval from the Board of Supervisors. The other project, Hidden Valley Resources did not make it to the Board of Supervisors. Regardless, no Hazardous Waste site was ever developed from the proposals.

CI 11.2 – Program 1 -Prohibit nonessential water uses during declared emergencies in the directly affected water supply area, with coordination between the County Division of Environmental Health Services (DEHS) of the Department of Public Health and responsible authorities.

County Fire Department

This Department works very closely with Environmental Health Services and Department of Public Health during a declared emergency. All County Departments responses to declared emergencies are coordinated through this Department's Office of Emergency Services.

CI 11.3 - Support the development of groundwater quality management plans with emphasis on protection of the quality of underground waters from non-point pollution sources.

And

CI 11.4 - Cooperate with sewerage agencies to encourage the development of general sewerage plans that will protect groundwater quality.

And

CI 11.5 - Work with Regional Water Quality Control Boards to establish uniform criteria for appropriate sewerage options for new development.

And

CI 11.5 - Program 1 - Provide local input to the Lahontan, Colorado, and Santa Ana Water Quality Control Board Basin Plan review and update process to closely reflect the water quality concerns impacting water resource and land use planning decisions.

And

CI 11.6 - Cooperate with state, regional, and responsible authorities to expand water sampling programs to determine ambient groundwater quality conditions affecting public, agricultural, and private wells. Identify the sources, extent, and types of organic and inorganic groundwater contaminants, and evaluate their impacts on groundwater resources.

And

CI 11.6 - Program 1 - Establish setbacks from ephemeral and perennial streams regulating the location of septic systems, habitable structures, and other impervious or potentially polluting uses.

California Regional Water Quality Control Board Santa Ana Region (CRWQCB)

CRWQCB is responsible for these policies and programs.

CI 11.6 - Program 2 - Work with special districts and other water agencies responsible for delivery of water resources to develop a water resource information system regarding aquifer degradation. Monitor development and consumption trends to assess aquifer stability.

And

CI 11.7 - Assist in the development of additional conveyance facilities and use of groundwater basins to store surplus surface or imported water.

And

CI 11.8 - Encourage local distribution systems to interconnect with regional and local systems, where feasible, to assist in maximizing use of local ground and surface water during droughts and emergencies.

And

CI 11.8 - Program 1 - Except in the IVDA Area, develop guidelines discouraging the creation of new, small, private water systems where an existing large water system can more reliably serve the public interest, as determined by the Board of Supervisors.

And

CI 11.8 - Program 2 - Permit County Service Areas (CSAs), Community Service Districts (CSDs) or other public agencies to provide water service to the redevelopment areas IVDA Area, if no other responsible authority will provide water service on a timely and feasible basis, as determined by the Board of Supervisors.

And

CI 11.9 - Encourage water conservation, replenishment programs, and water sources in areas experiencing difficulty in obtaining timely or economical water service from existing potential suppliers, or water quality or quantity problems.

And

CI 11.10 - Because the recharge of groundwater basins is vital to the supply of water in the County, and because these areas can function only when retained in open space, the County will consider retaining existing groundwater recharge and storm flow retention areas as open space lands.

And

CI 11.11 - Coordinate with all agencies providing water service and protection to achieve effective local and regional planning.

And

CI 11.11 - Program 1 - Promote cooperation and sharing of information, provide mutual assistance in regional projects, and keep members informed of projects and activities.

And

CI 11.11 – Program 2 - Upon request by the local responsible authority, and pursuant to state law, assist in the development and implementation of regional water resource management plans incorporating individual district plans that will:

- a. Identify needs for recharge of overdrafted groundwater basins and proceed with plans for development and management;**
- b. Prioritize critical areas of basins in overdraft, sole source basins, or quality degradation problems;**
- c. Maintain or enhance natural water recharge characteristics;**
- d. Create recharge areas for overdrafted basins offsetting increased consumption attributable to new development;**
- e. Cooperate with state water contract agencies in the purchase and distribution of State Water Project water; and**
- f. Share information on supply and demand for water and projected service levels and capacities that can be utilized in assessments by water districts and agencies.**

And

CI 11.12 - Prior to approval of new development, ensure that adequate and reliable water supplies and conveyance systems will be available to support the development, consistent with coordination between land use planning and water system planning.

California Department of Public Health, Drinking Water Branch

California Department of Public Health, Drinking Water Branch is responsible for these policies and programs.

CI 11.12 - Program 1 - Prohibit nonessential water uses during declared emergencies in the directly affected water supply area, with coordination between the County Division of Environmental Health Services (DEHS) of the Department of Public Health and responsible authorities.

Department of Environmental Health Services (EHS)

EHS has limited authority over water systems

CI 11.12 - Program 2 - Cease the acceptance of land development applications in the directly affected water supply area during declared emergencies.

Department of Environmental Health Services (EHS)

EHS achieves this in cooperation with the State.

CI 11.12 - Program 3 - Consider the effect of development proposals and whether or not they should include the phased construction of water production and distribution systems. Hydrologic studies may be required as appropriate.

Department of Environmental Health Services (EHS)

The hydrogeologist in Environmental Health Services would be evaluating this policy application.

CI 11.12 - Program 4 - The County DEHS will continue to show that adequate and reliable water supply is verified in conformance with responsibilities assigned by state law and the Cooperative Operating Agreement between the County DEHS and State Department of Health.

Department of Environmental Health Services (EHS)

EHS review new development projects and provides recommended conditions to Planning relating to water.

CI 11.12 - Program 5 - Utilize the Cooperative Operating Agreement between the State Department of Health and the County DEHS to monitor and provide information to the responsible authorities on a continuous basis, compile annual reports on the capacity and condition of distribution systems, and develop contingency plans for water resource management.

Department of Environmental Health Services (EHS)

EHS review new development projects and provides recommended conditions to Planning relating to water.

CI 11.12 - Program 6 - Develop a systematic, ongoing assessment of regional and local water supply needs and capabilities to serve planned land uses as defined in the General Plan.

Department of Environmental Health Services (EHS)

Under direction of State Drinking water branch, most of these systems are regulated by State.

CI 11.12 - Program 7 - Monitor future development to ensure that sufficient local water supply or alternative imported water supplies can be provided.

Department of Environmental Health Services (EHS)

This program is under direction of State Drinking Water Branch.

CI 11.12 - Program 8 - Cooperate with Special Districts (board-governed and self-governed), independent water agencies and the cities, as applicable to a particular development, to assist in the planning and construction of new water supply and distribution facilities on the basis of the cities and County's adopted growth forecasts.

Department of Environmental Health Services (EHS)

Most of these systems are regulated by State in collaboration with the County Special Districts independent water agencies and the cities.

CI 11.13 - Prevent surface and groundwater pollution and continue the cleanup of contaminated waters and watersheds.

Department of Environmental Health Services (EHS)

State sets standards for and develops all plans.

CI 11.13 - Program 1 - Operate solid waste disposal facilities in a manner that ensures precautionary measures against ground and surface water pollution.

Department of Environmental Health Services (EHS)

The Local Enforcement Agency enforces Title 14 and Title 27.

CI 11.13 - Program 3 - The County will assist local and regional water agencies and other responsible agencies to develop new markets for dairy wastes and sludge, including but not limited to:

And

- a. Expanded commercial applications;**

Economic Development Agency (EDA)

This is currently in the planning process (CEDs or EDA strategy).

CI 11.13 - Program 3 - The County will assist local and regional water agencies and other responsible agencies to develop new markets for dairy wastes and sludge, including but not limited to:

- c. Combining with biodegradable wastes to form compost and related agricultural products;**

Department of Environmental Health Services (EHS)

The Local Enforcement Agency permits/regulates facilities within this scope of work

CI 12.1 - Require wastewater collection and treatment facilities services in urbanized areas of the County.

Department of Environmental Health Services (EHS)

Required by state, or sewerage agency

CI 12.2 - Program 1 - In the Inland Valley Development Agency (IVDA) Redevelopment Area, the County will permit the construction of a new wastewater treatment plant (WTP) or connection to existing and/or proposed wastewater collection and treatment facilities rather than connection to nearby city wastewater collection and treatment facilities.

Department of Environmental Health Services (EHS)

The State of California has control of this option for these programs.

CI 12.4 - Because community sewage systems are the preferred method of wastewater collection, the County should coordinate with local sewer agencies whenever those agencies are mandated by the appropriate Regional Water Quality Control Board or the County Department of Environmental Health Services, dry sewers (standard sewer lines to be used for future connection to a community sewer system) or appropriate financial arrangements will be provided per the requirements of the serving wastewater agency (if any) or proposed subdivisions of five (5) or more lots and conditional use permits when any of the following conditions exist:

LAFCO

LAFCO may be involved through either an annexation process or approval of an Out-of-Agency service agreement when proposed development requires sewer service from an existing wastewater provider but project is outside the boundaries of the agency.

CI 12.4 - Because community sewage systems are the preferred method of wastewater collection, the County should coordinate with local sewer agencies whenever those agencies are mandated by the appropriate Regional Water Quality Control Board or the County Department of Environmental Health Services, dry sewers (standard sewer lines to be used for future connection to a community sewer system) or appropriate financial arrangements will be provided per the requirements of the serving wastewater agency (if any) or proposed subdivisions of five (5) or more lots and conditional use permits when any of the following conditions exist:

- a. **The wastewater collection agency has a master plan and the proposed project lies within 600 feet of a sewer line to be constructed within 10 (ten) years; and**
- b. **The wastewater collection agency has a sewer line within 600 feet of the proposed project but has refused service because the project is currently outside the boundaries of the agency; and**
- c. **The appropriate RWQCB requires dry sewers as a condition of the waste discharge permit.**

LAFCO

LAFCO may be involved through either an annexation process or approval of an Out-of-Agency service agreement when proposed development requires sewer service from an existing wastewater provider but project is outside the boundaries of the agency.

CI 12.4 - Because community sewage systems are the preferred method of wastewater collection, the County should coordinate with local sewer agencies whenever those agencies are mandated by the appropriate Regional Water Quality Control Board or the County Department of Environmental Health Services, dry sewers (standard sewer lines to be used for future connection to a community sewer system) or appropriate financial arrangements will be provided per the requirements of the serving wastewater agency (if any) or proposed subdivisions of five (5) or more lots and conditional use permits when any of the following conditions exist:

- a. **The wastewater collection agency has a master plan and the proposed project lies within 600 feet of a sewer line to be constructed within 10 (ten) years; and**
- b. **The wastewater collection agency has a sewer line within 600 feet of the proposed project but has refused service because the project is currently outside the boundaries of the agency; and**
- c. **The appropriate RWQCB requires dry sewers as a condition of the waste discharge permit.**

And

CI 12.5 - Because there are areas in the County where it is unlikely that community sewerage systems will be installed, WTPs may be approved by the appropriate RWQCB, the local wastewater/sewering authority (if any), and the County DHES subject to the following:

- a. **The proposed project site must be located in an area approved by the local wastewater/sewering authority providing service to the project, and**
- b. **In the IVDA area, WTPs are permitted under all circumstances where such plants are approved and operated by any applicable County Service Area.**

Department of Environmental Health Services (EHS)

The State of California has control of this option for these programs.

CI 12.6 - Publish educational materials on proper septic tank maintenance and distribute them to septic tank owners when requested.

Department of Environmental Health Services (EHS)

Education materials are currently published and distributed as necessary.

CI 12.7 - Coordinate and cooperate with neighboring jurisdictions and interested agencies in efforts to explore the feasibility of sludge use and disposition.

And

CI 12.8 - Control importations of sludge to critical groundwater basins and food production areas and ensure appropriate siting and proper and safe sludge land-spreading practices as reviewed and approved by the County DEHS.

And

CI 12.9 - Ensure the coordination of the County Land Use Services Department, DEHS, and the Solid Waste Management Division of the DPW Department in the development and implementation of a sludge management program through annual review for consistency between the General Plan and the County Solid Waste Management Plan and associated programs.

Department of Environmental Health Services (EHS)

State has control of this option

CI 12.10 - Because public health and safety are endangered through the establishment of urban uses without adequate sewer service, the County will seek to direct urban development in areas that are served by domestic sewer systems and away from areas in which soils cannot adequately support septic tank/leach field systems.

And

CI 12.10 - Program 2 - Cooperate with the local wastewater/sewering authority to consider the effect of development proposals and whether they should include the phased construction of wastewater treatment facilities.

And

CI 12.10 - Program 3 - Work with wastewater agencies to ensure planned capacity increases in locations where sewage facilities are approaching capacity.

Department of Environmental Health Services (EHS)

EHS defers to any standards issued by the Regional Water Quality Control Board.

CI 12.10 - Program 4 - Monitor and provide information to the local wastewater/sewering authorities on a continuous basis, compile annual reports on the capacity and condition of wastewater collection and treatment systems, and develop contingency plans for sewage management.

Department of Environmental Health Services (EHS)

EHS enforces design criteria but does not monitor this program.

CI 12.10 - Program 5 - Continue to develop and update a systematic ongoing assessment of regional and local wastewater facility needs and capabilities to serve planned land usesRWQCB authority

And

CI 12.11 - Prior to approval of new development, ensure that adequate and reliable wastewater systems will be available to support the development, consistent with coordination between land use planning and wastewater system planning.

Department of Environmental Health Services (EHS)

EHS only interfaces with residential wastewater treatment by Memorandum of Understanding.

LAFCO

LAFCO may be involved through either an annexation process or approval of an Out-of-Agency service agreement when proposed development requires sewer service from an existing wastewater provider but project is outside the boundaries of the agency.

CI 12.12 - Cooperate with local wastewater/sewering authorities to monitor future development to ensure that development will proceed only when sufficient capacity or approved alternative wastewater treatment systems can be provided.

Department of Environmental Health Services (EHS)

EHS abides by Regional Water Quality Control Board restrictions.

CI 12.14 - Cooperate with special districts (board-governed, independent wastewater agencies) and the cities, as applicable to a particular development, to assist in the planning and construction of sewage collection and treatment facilities on the basis of the County's adopted growth forecast.

Department of Environmental Health Services (EHS)

EHS reviews and provides comments as necessary.

CI 12.15 - Cooperate to provide the consistency of wastewater facilities with the Capital Improvement Programs of the County and other public agencies pursuant to Government Code Section 65403.1

Department of Environmental Health Services (EHS)

EHS only has MOU to approve septic systems

CI 13.3 - Participate with regional stakeholders in the implementation of Total Maximum Daily Load requirements pursuant to Santa Ana Regional Water Quality Control Board standards.

Department of Environmental Health Services (EHS)

EHS only regulates domestic waste water. RWQCB does larger projects.

CI 14 - The County will ensure a safe, efficient, economical, and integrated solid waste management system that considers all wastes generated within the County, including agricultural, residential, commercial, and industrial wastes, while recognizing the relationship between disposal issues and the conservation of natural resources.

Department of Environmental Health Services (EHS) commented;

This policy is dictated by CalRecycle and it is enforced by Solid Waste Management District.

Department of Public Works – Solid Waste Management Division (SWDM)

This goal is implemented through operation of SWMD disposal system and facilities.

CI 14.1 - Utilize a variety of feasible processes, including source reduction, transfer, recycling, land filling, composting, and resource recovery to achieve an integrated and balanced approach to solid waste management.

Department of Environmental Health Services (EHS)

Local Enforcement Agency oversees and regulates the mentioned activities.

Department of Public Works – Solid Waste Management Division (SWDM)

This goal is implemented through operation of the County's disposal system and CDSDP.

CI 14.1 - Program 1 - Seek federal and state funds for projects utilizing resource and material recovery processes.

Department of Public Works – Solid Waste Management Division (SWDM)

SWMD continues to research federal and state grant opportunities that are aligned with County goals.

CI 14.1 - Program 2 - Participate in resource and material recovery studies.

Department of Public Works – Solid Waste Management Division (SWDM)

The DPW is examining the feasibility of alternative energy processes. The evaluation of existing programs to increase resource and material recovery are ongoing.

CI 14.1 - Program 3 - Establish recycling programs; including those for household hazardous waste.

County Fire Department

County Fire operates one of the most successful Household Hazardous Waste programs in the Country.

Department of Public Works – Solid Waste Management Division (SWDM)

All County disposal sites provide recycling programs.

CI 14.2 - Explore the feasibility and environmental impacts of reopening inactive landfills where there is useful capacity remaining.

Department of Environmental Health Services

This policy is beyond the scope of EHS expertise. Implementation of this policy would be from the Storm Water Management Department.

Department of Public Works – Solid Waste Management Division (SWDM)

This policy is implemented through County's "Countywide Integrated Waste Management Plan" (CIWMP) and its requirement of a minimum of 15 years of capacity throughout the countywide disposal system. County currently has 28 years capacity remaining in 2011.

CI 14.2 - Program 2 - Assist the private sector wherever possible in developing methods for the reuse of inert materials (concrete, asphalt, and other building material wastes) that currently use valuable landfill space.

Department of Environmental Health Services (EHS)

The Local Enforcement Agency regulates storage and processing of inert debris.

Department of Public Works – Solid Waste Management Division (SWDM)

This policy is implemented through LUSD project and permit process for development projects. The inerts accepted at disposal sites are processed through Comprehensive Disposal Site Diversion Program (CSDSP) for beneficial use on and off site.

CI 14.2 - Program 3 - Establish recycling programs; including those for household hazardous waste.

Department of Public Works – Solid Waste Management Division (SWDM)

This program is implemented through waste hauler provided programs; County sponsored community-based recycling programs, and the Comprehensive Disposal Site Diversion Program (CSDSP.)

CI 14.2 - Program 3 - Establish recycling programs; including those for household hazardous waste.

Department of Public Works – Solid Waste Management Division (SWDM)

SWDM implements this program through coordination with cities, Joint Power Authority meetings and Solid Waste Advisory Task-Force (SWAT) meetings.

CI 14.2 - Program 5 - Continue to map the precise location of all waste sites (existing, inactive and closed) on the County's automated mapping system and create a database with information on air, soil, and water contamination and the type of wastes disposed of at each site.

Department of Public Works – Solid Waste Management Division (SWDM)

This program is implemented through coordination with DPW-Surveying Division Geographic Information System Section.

CI 14.2 - Program 6 - Seek public involvement in the development of regional solid waste management recommendations.

Department of Environmental Health Services (EHS)

EHS reviews and provides comments as necessary.

Department of Public Works – Solid Waste Management Division (SWDM)

This program is implemented through coordination with Solid Waste Advisory Task-Force (SWAT) and its technical committees, and Waste Delivery Agreement cities.

CI 14.2 - Program 7 - Coordinate with the cities and other affected agencies in seeking additional disposal capacity.

Department of Public Works – Solid Waste Management Division (SWDM)

This program is implemented through coordination with Solid Waste Advisory Task-Force (SWAT) activities.

CI 14.3 - Carefully plan and oversee the siting of solid waste disposal facilities to ensure equitable distribution of these facilities throughout the County, and protect the viability of waste disposal sites from encroaching on incompatible land uses.

Department of Public Works – Solid Waste Management Division (SWDM)

SWDM implements this policy through the County's Partnership Strategy Implementation Plan (PSIS), approved by the Board of Supervisors.

CI 14.4 - Initiate educational and other programs to reduce waste generation, increase diversion of solid waste away from landfills, promote recycling, and identify new facilities for waste disposal within the County.

Department of Public Works – Solid Waste Management Division (SWDM)

SWDM implements this policy through waste hauler programs and ongoing community outreach and education programs.

CI 14.5 - Coordinate with agencies at the state level, including the California Integrated Waste Management Board, counties and cities within the southern California region, and other interested agencies or persons in the public or private sectors to ensure effective solid waste management.

Department of Environmental Health Services (EHS)

State of California mandates effective solid waste management and EHS follows the mandates.

Department of Public Works – Solid Waste Management Division (SWDM)

This policy is implemented through ongoing partnerships with Waste Delivery Agreement cities, state agencies and local community groups.

CI 14.5 - Program 1 - Assist board-governed and independent Special Districts or other non-county agencies involved in solid waste disposal to minimize adverse impacts on surrounding natural resources.

Department of Environmental Health Services (EHS)

EHS provides guidance and enforcement of Title 14 and Title 27.

Department of Public Works – Solid Waste Management Division (SWDM)

SWDM provides Environmental Mitigation Fund accounts to government, community based groups for litter, and debris cleanup programs.

CI 15.1 - Maximize the use of telecommunications to reduce transportation and land use demands.

County Fire Department

County Fire has instituted weekly conference calls in several groups within the Department at several levels thereby eliminating the need for transportation to meetings.

CI 16 - The County will protect its residents and visitors from injury and loss of life and protect property from fires through the continued improvement of existing Fire Department facilities and the creation of new facilities, but also through the improvement of related infrastructure that is necessary for the provision of fire service delivery such as water systems and transportation networks.

Department of Public Works (DPW)

DPW implements this goal partially through Local Area Transportation Facilities Plans.

CI 16.1 - Continue the consolidation efforts of the Fire Department to maintain the continued operation, services, facilities, and current infrastructure but also to ensure the provision of operations, services, facilities, and internal infrastructures into the future.

County Fire Department

Department continues efforts to consolidate through review of budget and operational practices. Department wide adjustments are being made to ensure services into the future.

CI 16.2 - Create a Fire Master Plan that can be used to identify areas in the County that are in need of increased levels of fire service delivery and thereby identify geographic areas that are in need of infrastructure improvements so that those areas can take the necessary steps to improve that infrastructure and eventually can adequately support the commensurate improvement in fire service delivery.

County Fire Department

County Fire Master Plan has not been completed. The dramatic curtailment of development and substantial reduction in revenue has caused the Department to focus on improvements that can be made on a project by project basis.

Department of Public Works (DPW)

DPW has implemented this policy, partially through the Cedar Glen Fire Access Study.

CI 16.4 – Create Community Facilities Districts (CFDs) or other long-term financial instruments within proposed developments and areas available for development to provide a fair-share funding mechanism to support pro-rata increases for the provision of long-term fire protection. The CFDs should be designed to provide sustained long term levels of staffing operations, equipment, and facilities. The CFDs should also be designed specifically to respond to the impacts on the related development and thereby to minimize the impact to the general fund and other existing funding mechanisms that support the Fire Department.

County Fire Department

Lytle Creek North (LCN) Fair Share Agreement is an example of the application of this concept. In cooperation with Special Districts a CFD was created for LCN for multiple services and Fire was one of those services. This Department's Fair Share Agreement within that CFD exemplifies this Goal. It provides sustained long term levels of staffing operations and equipment. It is designed to mitigate the impacts of the development.

CI 19.1 - Actively work with private, non-profit and public community services organizations to organize educational and community services concurrent with development.

Department of Public Health (DPH)

DPH, through Healthy Communities and individual Healthy City partnerships, helps to educate agencies and community members regarding healthy development practices.

CI 20 - The County will work with appropriate agencies to provide for convenient access to K-12 and higher educational opportunities for all, activities for youth, and programs for residents of all ages.

And

CI 20.1 - Actively work with public school districts to organize educational and community services concurrent with development.

Department of Public Health (DPH)

DPH worked with Superintendent of Schools office, 8 San Bernardino County school districts over a three-year period to plan and implement a 2-year Coordinated School Health (CSH) Leadership Institute. The Department is also working with DPW, Caltrans under a federal Safe Routes to School (SRTS) grant to improve children's ability to travel to school by walking or bicycling. In addition, partnered with Auto Club Speedway to present annual families' and children's fitness challenge and expo, drawing as many as 7,000 participants annually.

V/CI 1.3 - Work with the cities, Omnitrans and other transit agencies to integrate local transit service routes and schedules into a linked and well-coordinated (through schedules) valley-wide system throughout the Valley Region.

Department of Public Works

DPW implements this policy through County Supervisors serving as members of Omnitrans Board.

M/CI 1 - Ensure a safe and effective transportation system that provides adequate traffic movement while preserving the mountain character of the region.

Department of Public Works

DPW implements this policy through representation by the Transportation Planning and Traffic Divisions on Task Forces and Committees.

M/CI 1.3 - Design road sections for mountain roads to be flexible in terms of required right-of-way widths and roadway widths. However, existing two-lane roads should be maintained. Road widening should be limited to safety type improvements and those that would facilitate flow such as turning lanes, passing lanes, intersection widening and shoulder widening.

Department of Public Works

DPW implements this policy through project specific roadway design by the Public Works Design Division.

M/CI 1.6 - Require all private roads to be maintained by a property owners association. This may include keeping the roadways passable through maintenance, snow removal and enforcement of the no parking within minimum access roadway.

County Fire Department

There is no legal requirement to enforce the maintenance and or passability of non-County maintained roads. Neither private owners nor home owners associations can be compelled by the Fire Department to do so.

M/CI 1.10 - Support the development of park and ride transit service in the mountain communities.

Department of Public Works

DPW implements this policy through coordination with SANBAG and local transit agencies

M/CI 1.11 - When population and residential densities permit or warrant, develop shuttle services from residential neighborhoods to recreational areas and major commercial centers.

Department of Public Works

DPW implements this policy through coordination with SANBAG and local transit agencies

M/CI 2.4 Encourage the development of park-and-ride facilities to serve residents who commute to destinations off of the mountain.

Department of Public Works

DPW implements this policy partially through applications for federal and state grant funding.

D/CI 1 - Along the highways, encourage shared driveways for industrial and commercial uses on adjacent properties to minimize turning movements and traffic congestion.

Department of Public Works (DPW)

This goal is implemented partially by the Land Development, Traffic, and Transportation Planning Divisions in DPW through capital improvement roadway projects

D/CI 1.2 - Along the highways, encourage shared driveways for industrial and commercial uses on adjacent properties to minimize turning movements and traffic congestion.

And

D/CI 1.3 - Along the highways, encourage shared driveways for industrial and commercial uses on adjacent properties to minimize turning movements and traffic congestion.

Department of Public Works (DPW)

DPW Design, Environmental Management and Traffic Divisions implement this policy through specific project roadway design.

D/CI 1.5 - Along the highways, encourage shared driveways for industrial and commercial uses on adjacent properties to minimize turning movements and traffic congestion.

Department of Public Works (DPW)

The County does encourage this practice currently.

D/CI 1.6 - The County Department of Public Works shall coordinate with the local communities to identify priorities and establish a schedule to pave roads and provide improved maintenance of dirt roads within the plan area.

Department of Public Works (DPW)

DPW implements this policy through Fee Plans, coordination with Special Districts, and grant funding opportunities.

D/CI 1.8 - Design road standards and maintain major thoroughfares to complement the surrounding environment within the Desert Region.

Department of Public Works (DPW)

This policy is implemented through DPW roadway design standards.

D/CI 1.9 - Develop an adequate but limited system of all-weather collector roads where demands for roads do not justify secondary or major highway designations.

Department of Public Works (DPW)

This policy is contained in DPW Master Plan of Highways.

D/CI 1.10 - Reevaluate major and secondary highway designations in remote desert areas with a view to downgrading designations on roads with low traffic counts.

Department of Public Works (DPW)

DPW and Land Use Planning Department implement this policy through coordination with the Land Use Services Department's GIS mapping.

D/CI 3.2 - In order to discourage indiscriminate dumping in the various areas the desert, the County Solid Waste Management Division shall continue to provide educational programs regarding locations, days and hours of operation, recycling, free dump days and other useful information that will keep the public informed on proper solid waste disposal and proper locations for household hazardous waste drop-off facilities.

Department of Public Works – Solid Waste Management Division (SWMD)

SWMD provides disposal site information at the website <http://www.sbcounty.gov/dpw/solidwaste> . Household Hazardous Waste information is available to the public at all disposal sites.

D/CI 3.11 - Support water system charges (standby, availability or connection charges) that are sufficient to provide water system infrastructure to meet the population growth forecasted. Should growth actually exceed estimates, the County shall inform the public water supply agencies in the project area and recommend modification of fees to ensure that infrastructure facilities keep pace with growth related water demand.

Department of Environmental Health Services (EHS)

EHS permits certain systems by state Memorandum of Understanding, Department of Public Health drinking water branch.

D/CI 3.12 - Require commercial or industrial operations with discharges other than standard domestic waste to submit a report for County and Regional Board review. This report shall identify non-domestic or industrial wastes contained in wastewater and shall quantitatively evaluate the potential for water quality impacts from the discharge.

Department of Environmental Health Services (EHS)

Commercial projects submit plot plans for discharge, regulated by Regional Water Quality Control Board.

D/CI 4 - Ensure that public services are delivered and maintained at acceptable levels, even in the more rural areas of the desert.

And

D/CI 4.1 - Promote public services commensurate with the rural character and rural lifestyles of the residents of the Desert Region.

Regional Parks Department

Regional Parks has nine facilities located throughout the county that provide residents with opportunities for outdoor recreation.

Department of Public Health (DPH)

DPH is meeting and conferring with appropriate staff in regards to its desire to move forward with a comprehensive needs assessment that would complement the ongoing efforts through the Vision Plan by the CEO and the Board of Supervisors. The proposed plan would focus on identifying communities most in need of receiving services by the many programs offered by the Department. It would hold focus groups at food banks, homeless shelters, public clinics, etc. The data compiled would be used to identify future needs of the public and ensure quality health care is obtainable to the public. In addition, DPH would formulate and adopt a strategic plan outlining its goals and objectives and how services and programs can be offered as efficiently and effectively to the community.

D/CI 4.2 - The County shall require all new development with the potential for functional impacts on the delivery of public services and infrastructure capacity prepare a service impact analysis and

implement mitigation measures to avoid additional burdens on the existing developed areas and to ensure the continued availability of the appropriate levels of service.

County Fire Department

In the most recent developments, the County commissioned an analysis of the service impacts to the area. This was done on a regional basis and then the overall plan for mitigation was divided up proportionally to the proposed developments.

D/CI 4.3 - Commercial and industrial development in rural areas shall ensure that adequate infrastructure is provided.

County Fire Department

Ivanpah Fair Share Agreement: Reference Renewable Energy Projects in 1st District. Department created a Fair Share Agreement to equitably distribute the cost of providing Fire services to various proposed projects. The services include staffing equipment and facilities and or facilities improvement. The formula developed will be applied to all future high value projects in the area to contribute their fair share to providing Fire emergency response capabilities to an area that gets practically no financial support for this mitigation.

Housing Element

The Housing (H) Element is a comprehensive assessment of current and future housing needs for all segments of the County population and includes those goals, policies and programs to ensure those needs are met. Within the Housing Element here are approximately 74.16% of the goals, policies and programs accomplished by the development review process. Approximately 25.84% of the remaining goals, policies and programs are implemented or are in development, depending on the availability of staff time and funding, by the following departments or agencies in accordance with the plan. The following are some highlights from different County departments of the implementation of these goals, policies or programs.

H 1.4 - Program 1 - Continue to identify ordinances nonessential to health and safety that act as contributing factors to the high cost of housing and assist the development of housing for elderly and handicapped people. Develop and adopt a Reasonable Accommodate Ordinance (RAO) as part of the Development Code to provide a process for persons with disabilities to request reasonable accommodation in regard to relief from the various land use, zoning, or building laws, rules, policies, practices, and/or procedures of the County. As part of the effort to develop the RAO, review zoning ordinances and permit processing to ensure that they are not inhibiting the development of housing for persons with disabilities.

Community Development and Housing Department (CDH)

CDH has not identified any specific ordinances that hinder the development of housing for elderly or the disabled. The nature of the improvements contributes to the higher cost of development and without financial assistance may deter that type of development.

H 1.5 - Review the current housing and infrastructure expenditures and programs of the various departments and agencies to determine where they are implemented geographically, especially in cities or in the unincorporated areas, and develop strategies to target the resources where they will most benefit the County.

Community Development and Housing Department (CDH)

Most recent housing development has been concentrated in the High Desert region such as Barstow and Victorville. Upcoming housing projects are projected to be concentrated in the inland valley region. Infrastructure projects funded through CDH are dispersed throughout the county.

H 1.5 - Program 1 - Identify and target housing and needed infrastructure resources for the greatest benefit.

Community Development and Housing Department (CDH)

A hindrance to the development of affordable housing in the unincorporated areas of the county is the availability of public sewer services.

Economic Development Agency

EDA created a countywide map of zoning to assist developers in identifying the locations they should consider. Ongoing efforts in progress and currently is in planning process (CEDS or EDA strategy)

H 2.4 - Program 1 - Continue to provide affordable housing for elderly or disabled persons.

Community Development and Housing Department (CDH)

The creation of affordable housing for seniors continues to be a component of affordable housing projects financed through CDH. A senior project is currently underway and will provide 74 units in the valley area. Affordable senior housing projects are projected to be recommended for future funding.

H 3 - Because property maintenance is desirable and can be promoted through information, training, and health and safety code enforcement programs, the following action programs will be taken.

Department of Environmental Health Services (EHS)

EHS enforces Title 8 [Development Code] and the Health and Safety Code.

H 3.1 - Continue the voluntary occupancy inspection program available to prospective buyers of residential property and increase public awareness of this program.

Department of Environmental Health Services (EHS)

Code Enforcement enforces this activity for this policy.

H 3.3 - Program 1 - Continue to provide loans to very low-, low-, and moderate-income owner-occupants to correct deficiencies and bring residences up to minimum housing quality standards.

Community Development and Housing Department (CDH)

CDH continues to offer a single family rehabilitation loan program up to \$60,000. Due to the drastic reduction in property values and the advent of reverse mortgages, otherwise eligible applicants have not received rehabilitation loans due to insufficient equity. Consequently, loan activity has dropped considerably.

H 3.4 – Program 1 - Continue to provide grants for repair of owner-occupied residences of senior and handicapped citizens.

Community Development and Housing Department (CDH)

Funding is available through FY 11-12 but will be renegotiated with the 15 participating cities and districts for the period of FY 2012/13-2014/2015. The maximum grant is \$5,000. The program serves approximately 110 households each year.

H 3.5 - Program1 - Continue to provide safe and sanitary housing to lower-income households.

Community Development and Housing Department (CDH)

All recipients of CDBG, HOME or ESG funding are at or below 80% of the AMI. Assistance for both temporary and permanent housing units are inspected to ensure units are safe and sanitary.

H 3.6 - Program 1 - Continue to fund renovation of substandard housing.

Community Development and Housing Department (CDH)

Funding continues to be available for renovation of owner occupied single family residences and multifamily affordable housing are performed under minimum rehabilitation standards that are aligned with both local and federal standards.

H 3.7 – Program 1 - Provide loans to both for-profit and non-profit developers of affordable housing to acquire and/or rehabilitate existing low-income rental units.

Community Development and Housing Department (CDH)

CDH continues to fund affordable housing projects with both for-profit and non-profit developers. HOME funds ranging from \$2M-\$4M are available annually. A total of 3 acquisition/rehab projects were funded through the HOME program for a total of \$2.75 million during FY 10-11

H 3.8 – Program 1 - Continue to provide funds to refinance existing debt for affordable multi-family housing rehabilitation projects.

Community Development and Housing Department (CDH)

Refinancing of loans for housing projects is not a current practice through CDH.

H 3.9 - Provide targeted code enforcement programs to assist with neighborhood and housing unit rehabilitation.

Department of Environmental Health Services (EHS)

The Proactive Community Enhancement (PACE) program has been developed by Code Enforcement for implementation in targeted areas of the unincorporated communities of Fontana, Valley of Enchantment, Bloomington, and Muscoy. PACE is designed to enhance health and safety, community standards and to combat blight and deteriorating property values through intensive inspection, outreach, education, and proactive enforcement of county and state ordinances and codes in these targeted areas. The PACE team will consist of three Code Enforcement Officers supervised by one existing Code Enforcement Supervisor.

H 3.9 – Program 1 - Continue to provide enforcement on complaints; add target neighborhood program to reduce blight.

Community Development and Housing Department (CDH)

CDH funds a number of blight and code enforcement programs.

Department of Environmental Health Services (EHS)

The Proactive Community Enhancement (PACE) program has been developed by Code Enforcement for implementation in targeted areas of the unincorporated communities of Fontana, Valley of Enchantment, Bloomington, and Muscoy. PACE is designed to enhance health and safety, community standards and to combat blight and deteriorating property values through intensive inspection, outreach, education, and proactive enforcement of county and state ordinances and codes in these targeted areas. The PACE team will consist of three Code Enforcement Officers supervised by one existing Code Enforcement Supervisor.

H 3.10 - Program 1 - Reduce neighborhood blight by improving vacant properties and make recycled affordable housing available to homebuyers.

Community Development and Housing Department (CDH)

The county has partnered with IEERC for the acquisition, rehabilitation and resale of foreclosed homes.

H 4.2 – Program 1 – Offset the loss of federally subsidized housing units in the County that are nearing fulfillment of their original financial commitment.

Community Development and Housing Department (CDH)

CDH continues to fund multi-family affordable housing projects. As funding continues to reduce, the replenishment of units will not keep pace with those fulfilling their original financial commitments.

H 4.2 – Program 1 – Offset the loss of federally subsidized housing units in the County that are nearing fulfillment of their original financial commitment.

Community Development and Housing Department (CDH)

Traditionally a 20 year affordability period has been placed on the multi-family projects. An additional affordability period can be implemented through the loaning of rehabilitation funds. Going forward, longer affordability periods may be required for new developments.

H 5.3 – Program 1 – The current down payment assistance program allows financing of manufactured housing permanently affixed on private land per State standards.

Community Development and Housing Department (CDH)

The current down payment assistance program allows financing of manufactured housing permanently affixed on private land per State standards.

H 5.5 – Continue to educate displaced individuals needing housing information.

Community Development and Housing Department (CDH)

CDH contracts with a variety of service providers to provide housing information to displaced individuals.

H 5.8 - Continue to form partnerships with nonprofit organizations, public agencies, other community-based organizations, and housing developers to increase ownership opportunities for very low- and low-income households.

Community Development and Housing Department (CDH)

CDH partners with a variety of organizations by providing long term financing either for the construction of or the rehabilitation of existing units.

H 5.8 – Program 1 – Produce additional homeownership opportunities for lower income households in collaboration with nonprofits, such as Housing Partners I (HPI), redevelopment agencies, and bond-financed single-family housing developers.

Community Development and Housing Department (CDH)

The County continues to offer a home buyer assistance program utilizing HOME funds. The County has deferred bond allocations to California Rural Home Mortgage Finance Authority for implementation of down payment assistance.

H 5.9 – Program 1 – Continue to increase ownership opportunities for households that have difficulty in obtaining traditional financing. Bonds are repaid from property owners' mortgage payments.

Community Development and Housing Department (CDH)

The County CDLAC bond allocation was assigned to California Rural Home Mortgage Finance Authority. A total of 105 homebuyers were assisted through those programs.

H 5.10 – Program 1 – Assist people in their transition to homeownership through a program requiring them to lease the home for 3 years. A portion of the lease payments is applied to their equity in the home, which is purchased at the end of the 3-year period.

Community Development and Housing Department (CDH)

CDH does not currently offer a lease purchase program in its portfolio of home buying products.

H 5.11 – Program 1 – Provide down payment, closing cost, and gap financing assistance for eligible prospective homebuyers through various funding sources.

Community Development and Housing Department (CDH)

The County continues to fund home buyer assistance providing gap funds and closing costs. The maximum gap assistance is \$54,000 plus up to 3% of the sales price contributed to closing costs. In FY 09-10 25 households received assistance.

H 5.14 – Program 1 – Provide funds for use by CHDOs for new construction, acquisition, and/or rehabilitation of affordable rental housing.

Community Development and Housing Department (CDH)

The County continues to receive HOME funds that are utilized to provide gap financing for CHDOS.

H 5.19 – Program 1 – Encourage the development of multi-family rental units by using mortgage revenue bonds to finance/refinance construction, acquisition, mortgage loans and capital improvements.

Community Development and Housing Department (CDH)

The County has not been active recently in Mortgage Revenue Bond financing for multi-family projects. However, from prior issues, CDH monitors 20 projects from prior bond activity.

H 5.20 – Program 1 – Continue working with developers to submit proposals for funding assistance to facilitate special needs housing. Examples include Section 202 program funds for senior and disabled housing projects and SUPERNOFA Homeless Program grant funds.

Community Development and Housing Department (CDH)

Developer projects utilizing HUD 202 funding for seniors consistently respond to the department HOME RFPs. During FY 09/10, 1 project was funded for \$2M and will provide 74 units.

H 8.6 - Transitional Housing Program and Homeless Services.

Community Development and Housing Department (CDH)

CDH provides funds to service providers for the purpose of providing transitional housing and homeless services.

H 9.1 - Continue to evaluate and update the General Plan with reference to the County's housing needs.

Community Development and Housing Department (CDH)

The County recently completed an Analysis of Impediments to Housing (2010) that indicates that affordability, large family units and units for seniors/disabled are needed to address rental housing needs.

H 10.2 - Annually prepare and file Grantee Performance Reports with the Federal Department of Housing and Urban Development.

Community Development and Housing Department (CDH)

CDH prepares the Consolidated Annual Performance and Evaluation Report (CAPER) annually which summarizes the accomplishments of Community Development Block Grant, HOME and Emergency Shelter Grant funding.

H 10.2 – Program 1 - Continue to assess federally funded housing development projects.

Community Development and Housing Department (CDH)

Housing projects funded with CDBG and HOME funds require site inspections and desk audits at various intervals during the affordability periods.

H 10.3 - Program 1 - Store and retrieve housing-related information.

Community Development and Housing Department (CDH)

Housing data is collected and stored during the preparation of the 5 year Consolidated Plan and the Analysis of Impediments processes.

H 10.6 - Monitor housing opportunities.

Community Development and Housing Department (CDH)

CDH releases a RFP annually to receive multifamily housing proposals. The size and nature of the proposals shows trends on the types of housing that is needed.

H 10.6 - Program 1 - Monitor the progress in providing housing opportunities.

Community Development and Housing Department (CDH)

Affordable housing continues to be an issue in the County as reported in the Analysis of Impediments report completed in 2010. The infusion of the Neighborhood Stabilization Program funds has provided an opportunity to make a difference in the area of affordable rental units.

H 10 H 10.7 - Monitor the progress addressing homeless issues.

Community Development and Housing Department (CDH)

The Office of Homeless Services monitors the progress in addressing homelessness issues for the County

H 10.7 – Program 1 - Monitor the progress in addressing homeless issues.

Community Development and Housing Department (CDH)

The County received \$3M in Homelessness Prevention and Rapid Re-Housing funds in 2009 from HUD. Those funds are to stabilize rental households in their current units or assist displaced households become rehoused. Funds must be 100% expended by September 2012. The funds were awarded to four service providers that provide services throughout the county.

H 10.8 Census data review.

Community Development and Housing Department (CDH), Economic Development Department and Land Use Services Department and Geographic Information Systems Department

Ongoing efforts in progress during 2011 and anticipated to continue in 2012.

H 10.9 - Monitor jobs/housing programs.

Community Development and Housing Department (CDH) and Economic Development Department

CDH has ongoing efforts in progress. In addition, Workforce Development Department administration reviews the performance of its job programs on a monthly basis. Workforce Development Department, a department within EDA, has consistently met or exceeded all program performance measures. Additionally, Workforce Development Department, a department within EDA, has assigned staff to seek out and evaluate new job programs that would expand or enhance existing programs. CDH has ongoing housing programs where they partner with the Redevelopment Agency, Housing Authority and other agencies.

H 10.9 – Program 1 - Monitor success of programs designed to balance the jobs with housing opportunities.

Community Development and Housing Department (CDH) and Economic Development Department

Workforce Development Department continues to work with CDH to develop a methodology that will effectively measure the success of these programs. Both rehabilitation and new construction projects generate employment in the construction and supply sector of the local economy.

H 11.1 - Identify areas of underutilized and aging infrastructure through the County Geo-based Information Management System (GIMS), and investigate alternative financing mechanisms.

And

H 11.1 - Program 1 - Identify areas of underutilized and aging infrastructure to encourage residential development in the most viable locations.

Department of Public Works

Transportation Planning Division in DPW implements partially this policy through capital improvement roadway project programming.

H 11.2 - Explore the feasibility of determining specific criteria and guidelines for residential development in areas of underutilized and aging infrastructure.

Department of Public Works

Transportation Planning Division in DPW implements this policy through coordination with other departments, divisions and agencies.

H 11.2 - Program 1 - Guide residential development to areas where existing infrastructure is underutilized, is reducing further stress on aging infrastructure until those impacts can be corrected.

And

H 11.3 - Identify areas of the County where urban infill is appropriate, and encourage their development through the use of various incentives.

And

H 11.3 - Program 1 - Guide residential urban infill development to areas of the County wherever appropriate.

Department of Public Works

Transportation Planning Division in DPW along with Land Use Services implements this program partially by provision of technical roadway data.

H 11.4 - Program 1 - Continue to reduce the length and number of vehicle trips, which, in turn, reduces congestion and air pollutant emissions, while preserving the unique character of the individual regions.

And

H 11.6 - Program 1 - Continue to reduce the length and number of vehicle trips, encourage use of public transportation, reduce vehicle emissions, and provide for a variety of lifestyle choices located convenient to travel requirements.

Human Resources Department

HR - Commuter Services (HR-CS) administers the County's rideshare programs that are aimed at improving air pollution and traffic congestion through reducing the number of employee commutes. To encourage participation, HR-CS currently offers a range of incentives to County employees. In an effort to increase participation, HR-CS will introduce enhanced benefits and incentives to County employees. Some examples of current and future incentives include:

- \$2 per day incentive for the first 3 months of participation in the County's rideshare programs is offered by HR-CS, in collaboration with Inland Empire Commuter Services (IECS), a joint project of Riverside County Transportation Commission (RCTC), and San Bernardino Associated Governments (SANBAG).
- \$25 gas cards for eligible carpool and vanpool program participants.
- Gift certificates for car washes for eligible carpool and vanpool program participants (2011).
- \$25 gift certificates to Big 5 Sporting Goods for eligible transit, walk, and bike to work program participants (2011).

- Invitations to the annual rideshare luncheon event.

In addition to the incentives listed above, in 2012, HR-CS will conduct monthly opportunity drawings for gift cards and prizes for each of the five rideshare modes. Also, HR-CS will increase the frequency of brown bag lunch events held throughout the County which will include, for all participants, drawings for prizes.

In 2011, HR-CS joined other public agencies to increase the use of public transportation by allocating \$8,000 of the County's AB2766 discretionary funds toward the Omnitrans Student Bus Pass program. This program allows students attending area colleges to ride the bus at no charge.

The County's vanpool program is maintaining participation levels; however, other strategies are being evaluated to encourage vanpool ridership. HR-CS is seeking ways to improve the vanpool commute by upgrading the vanpool vans to include amenities to provide a roomier and more comfortable ride. HR-CS is also exploring options to lower vanpool member rates such as offering subsidy-incentives and rate reductions. Improving the vanpool commute experience at a lower cost to employees will encourage more participation in the program.

HR-CS replaced its entire fleet of vanpool vans with upgraded 2012 models. The new vans are equipped with roomier more comfortable seats as well as other amenities. HR-CS implemented a \$100 subsidy towards the monthly fleet management fee for each vanpool – reducing the rate vanpool participants pay by an average of \$150 annually.

HR-CS sits on a committee with SANBAG, VVTA, and other local entities. The purpose of the committee is to explore the feasibility of a joint powers vanpool program to assist the public in commuting to and from the High Desert area.

Additionally, in 2011, the Human Resources Department, working collaboratively with the Fleet Management Department, introduced a new carpool program that is expected to increase the County's rideshare participation.

The carpool program will be implemented in two phases as follows:

Phase One

- HR-CS increased its fleet of vehicles from 22 vanpool vans by adding an additional 15 4-passenger Hybrid cars that are already within the Fleet Management fleet of vehicles.
- Ridesharing employees were assigned County vehicles for the exclusive use of commuting to and from work.
- The program is cost neutral to the County as all costs were completely funded by the ridesharing participants of each carpool.

Phase Two

- Under the administration of HR-CS, rideshare participants used department assigned vehicles during non-business hours for the purpose of commuting to and from work.
- Participating departments shared the fixed cost of each vehicle with the group of employees who use the vehicle for carpooling.

It is anticipated that once fully established, this program will increase ridesharing participation and the use of clean air vehicles. County departments and ridesharing participants will also realize a cost savings benefit.

HR-CS successfully implemented Phase One of this program in 2011 and there are five hybrid vehicle carpools currently participating. In 2012, HR-CS will increase the subsidy towards the monthly fleet management fee from \$80 to \$165 per month. Additionally, HR-CS is currently working with key departments to launch Phase Two as a pilot later in 2012.

In the past, financial incentives have been the most effective strategy for increasing participation in commute reduction programs. It is anticipated that this strategy will continue to work going forward.

In 2011, HR-CS enhanced the existing bike to work and transit programs. Eligible bike to work participants were offered reimbursements of up to \$20 per month for qualified bicycle expenses under IRS Code Section 132 (f).

In conjunction with the pre-tax benefit already in place, eligible transit pass program participants received a \$4 per month subsidy towards the purchase of monthly bus passes.

HR-CS successfully implemented the Bike to Work Reimbursement program in 2011 and has to date issued four reimbursement checks to bike to work participants. In 2012, HR-CS will increase the transit pass subsidy from \$4 to \$12 monthly for eligible program participants. This subsidy increase will bring the cost of a 31-day bus pass equal to the cost of a 31-day student bus pass.

HR-CS continually works to improve communication and outreach efforts to educate the County's employees of the many benefits of ridesharing.

H 11.5 - Program 1 - Continue to facilitate the use of public transit and reduce traffic congestion and vehicle emitted air pollution.

Department of Public Works

Transportation Planning Division in DPW implements this program is implemented through coordination with SANBAG and local transit agencies.

H 12.1 - Identify areas of insufficient housing where General Plan designations are underutilized because of insufficient infrastructure.

And

H 12.1 – Program 1 - Identify areas with little residential development because of infrastructure constraints.

And

H 12.2 - Throughout the County, study infrastructure development alternatives that would stimulate residential development.

And

H 12.2 – Program 1 - Undertake infrastructure development where housing development will be optimized.

Economic Development Department

Currently in planning process (CEDDS or EDA strategy)

Department of Public Works

Transportation Planning Division in DPW implements this program is implemented through coordination with other County departments.

H 12.3 – Utilizing the documents generated as part of the General Plan Update, provide to the various serving entities, as requested, data regarding growth and infrastructure facilities necessary for their capital improvement planning efforts.

Department of Public Works

Transportation Planning Division in DPW implements this policy is implemented through capital improvement projects programming

H 13.1 - Explore the feasibility of expanding the supply of commercially and industrially zoned land adjacent to those areas where there are predominately residential land uses.

Economic Development Department

EDA created a countywide map of zoning to assist developers identify the locations they should consider. However, in the Valley region, most areas are already zoned and therefore making changes would be difficult.

H 13.1 - Program 1 - Promote a balance between job opportunities and housing availability.

And

H 13.3 - Program 1 -Continue to promote commercial and industrial development in the unincorporated areas of the County.Ongoing efforts in progress

And

H 13.4 - Facilitate a job-housing balance with the objective of a ratio of 1.2 jobs to 1 dwelling unit through coordination of effort between the County Land Use Services Department and CDH to develop the necessary implementation strategies and procedures.

And

H 13.4 - Program 1 - Provide a balance between jobs and housing at a ratio of 1.2 jobs to 1 dwelling unit.

Economic Development Department

EDA has ongoing efforts in progress.

V/H 1.1 - The following methods of housing types and design shall be encouraged in the Valley Region provided they are compatible with established land use patterns and the environment of the region. Some of these types will augment and contribute to the supply of affordable housing in the region.

a. Single Family Dwelling Units

Economic Development Department

EDA has ongoing efforts in progress.

M/H 1.3 (d) - Located where services (particularly water and sewer) are available or assured as confirmed by the respective purveyor.

Economic Development Department

EDA has ongoing efforts in progress.

Conservation Element

The Conservation (CO) Element addresses the conservation, development, and use of natural resources and includes those goals, policies and programs to ensure these resources are preserved to the greatest extent possible. Within the CO Element there are approximately 97.68 of the goals, policies and programs accomplished by the development review process. Approximately 2.32% of the remaining goals, policies and programs are implemented or are in development, depending on the availability of staff time and funding, by the following departments or agencies in accordance with the plan. The following are some highlights from different County departments of the implementation of these goals, policies or programs.

CO 1.1 - The County will coordinate with appropriate agencies and interested groups to develop, fund and implement programs to maintain the County's natural resources' base.

Economic Development Department

EDA has ongoing efforts in progress.

CO 2.1 – Program 4 - The County shall work with local communities to improve trash collection, recycling programs, and reduce illegal dumping in unincorporated areas. The County shall sponsor mitigation efforts that minimize landfill growth, reduce trash haul routes that spread litter and increase predator species numbers (i.e., raven or crow in the Desert Region), and reduce illegal dumping of large bulk items (e.g., furniture, appliances, tires, batteries).

Department of Environmental Health Services (EHS)

Code Enforcement enforces this activity for this program.

CO 2.2 - Provide a balanced approach to resource protection and recreational use of the natural environment.

Regional Parks Department

Regional Parks has nine facilities located throughout the county that provide residents with opportunities for outdoor recreation. There are areas of natural landscape and groomed turf.

CO 2.23 – Program 4 - The County shall work with local communities to improve trash collection, recycling programs, and reduce illegal dumping in unincorporated areas. The County shall sponsor mitigation efforts that minimize landfill growth, reduce trash haul routes that spread litter and increase predator species numbers (i.e., raven or crow in the Desert Region), and reduce illegal dumping of large bulk items (e.g., furniture, appliances, tires, batteries).

Department of Public Works – Solid Waste Management Division (SWMD)

SWMD supports trash collection through franchise collection services. Waste haulers are required to secure and/or cover waste loads to minimize litter. SWMD has coordinated with County Code

Enforcement for review of areas in and around disposal sites for abatement and enforcement of illegal dumping.

CO 4.3 - The County will continue to ensure thorough coordination and cooperation with all airport operators a diverse and efficient ground and air transportation system, which generates the minimum feasible pollutants.

Department of Airports

The Department of Airports does not control the aircraft operations or maintenance, only the County equipment and vehicles used for inspection and maintenance of each County-operated airport. The County equipment and vehicles are regularly maintained and operated in compliance with regulations and County policies.

CO 4.3 - Program 1 a. - Implementing staggered flexible and compressed work schedules in public agencies.

AND

CO 4.3 - Program 1 b. - Requiring work schedule flexibility programs for employers with more than 25 employees at a single location. Apply to existing businesses at license renewal time and to new businesses at a project approval or permit stage.

Human Resources Department

Although flexible work hours, alternate work weeks, and flexible and compressed work schedules are beneficial to HR-CS Average Vehicle Ridership (AVR) goals, individual departments have the discretion to offer these schedule options to employees based on business need. The Human Resources Department provides guidance to departments that request work studies to determine the feasibility of implementing these programs.

CO 4.2 - Program 2 - Requiring work schedule flexibility programs for employers with more than 25 employees at a single location. Apply to existing businesses at license renewal time and to new businesses at a project approval or permit stage.

AND

CO 4.2 - Program 3 - Coordinate with public transit providers to increase funding for transit improvements to supplement other means of travel.

And

CO 4.2 - Program 4 - Support public transit providers in efforts to increase funding for transit improvements to supplement other means of travels.

Department of Public Works

Transportation Planning Division of DPW implements this program through DPW participation on transit agencies JPAs and TACs.

CO 4.6 – Provides incentives such as preferential parking for alternative fuel vehicle.

AND

CO 4.11 – Establish programs for priority or free parking on County streets or in County parking lots for alternative fuel vehicles.

Human Resources Department

HR-CS administers the Carpool Parking program. Under this program, specially marked parking spaces in premium locations are reserved for the exclusive use of carpools and vanpools registered with HR-CS. The Human Resources Department does not offer or administer programs for preferential parking for alternative fuel vehicles.

Although HR-CS does not offer or administer programs for preferred parking for alternative fuel vehicles, the unit recognizes the value ULEV and SULEV have towards improving air quality. As such, HR-CS approved the use of one carpool parking space at the Hall of Records as preferred parking for alternative fuel vehicles.

CO 4.7 – Encourage special event center operators to provide discounted transit passes with event tickets or offer discounted on-site parking for carpooling patrons (four or more persons per vehicle).

Human Resources Department

The goal of HR-CS is to reduce the number of County employee commutes to work.

It is important to note that all of the aforementioned programs can be implemented within the existing program budget.

CO 8.3 - Assist in efforts to develop alternative energy technologies that have minimum adverse effect on the environment, and explore and promote newer opportunities for the use of alternative energy sources.

Economic Development Department

EDA has ongoing efforts in progress.

CO 8.4 - Program 4 – Work with and adopt the policies and standards of SCAG and SANBAG in their regional transportation planning efforts, as required by the appropriate state laws and regulations.

Department of Public Works

Transportation Planning Division of DPW implements this program through coordination with SANBAG and other agencies.

CO 8.4 - Program 5 – Investigate telecommuting for County employees that would allow certain work to be done at home on a personal computer linked to their workplace computers.

Human Resources Department

County departments may allow certain positions to telecommute if it works within a department's business needs. HR-CS offers resources to assist departments with implementing a telecommuting arrangement.

CO 8.7 – Utilize source reduction, recycling and other appropriate measures, to reduce the amount of solid waste disposed in landfills.

Department of Public Works – Solid Waste Management Division (SWMD)

This policy is implemented through waste hauler programs and ongoing community education/outreach programs.

CO 10.4 – Program 3 – The County will continue to coordinate with and share information with local utilities in recognition of planning cycles that differ between the County and utilities. For example, SCE has a 10-year plan that is updated every year.

Department of Public Works

This program is implemented by the Design and Transportation Planning Divisions through coordination of project programming with Utilities companies

M/CO 2.2 - The County shall work with the local Fire Safe Council and Fire agencies in the development of Community Wildfire Protection Plans (CWPP) for the mountain communities. As part of this effort, a study shall be prepared to determine appropriate forest management techniques and identify any necessary modifications to the County's Tree Preservation Ordinance to ensure the long term health of the forest.

County Fire Department

County Fire has been the central point of contact for the local Fire Safe Councils and their development and subsequent approval of the CWPPs by the County Board of Supervisors. The study has not been prepared but the principles of the State Forest Practices Act and the new Fire Hazard Abatement Ordinance adopted by the Board of Supervisors in December of 2008 are implemented on every project. There have been no modifications to the County's Tree Preservation Ordinance.

D/CO 1.4 (b) - Fire abatement or local clean-up efforts shall be accomplished by mowing or means other than land scraping whenever possible to minimize fugitive dust and windblown sand. When de-brushing or blading is considered the most feasible alternative, additional methods shall be required for erosion control.

County Fire Department

This is accomplished through Environmental Health Service's Code Enforcement Fire Hazard Abatement process.

Open Space Element

The **Open Space (OS) Element** describes measures for the preservation of open space for the protection of natural resources and includes those goals, policies and programs to ensure an enhanced quality of life for the citizens of the County. Within the OS Element there are approximately 73.17% of the goals, policies and programs accomplished by the development review process. Approximately 26.83% of the remaining goals, policies and programs are implemented or are in development, depending on the availability of staff time and funding, by the following departments or agencies in accordance with the plan. The following are some highlights from different County departments of the implementation of these goals, policies or programs.

OS 1.4- Support the establishment of “urban open space areas” within urban areas, and seek to develop or retain these areas through cooperation with local cities. Where possible, these areas will be located along or near regional trail routes.

Regional Parks Department

As the responsible entity for the trail network within the County, Regional Parks strives to identify potential "urban open space areas" along the Santa Ana River Trail.

OS 1.5- Strive to achieve a standard of 14.5 acres of undeveloped lands and/or trails per 1,000 population and 2.5 acres of developed regional park land per 1,000 populations. “Undeveloped lands” may include areas established to buffer regional parks from encroachment by incompatible uses.

Regional Parks Department

This standard has not been met. Current levels of residential and commercial development and lack of funding are major roadblocks for meeting the standard.

OS 1.6 - The Regional Parks Department shall continue to identify and acquire future sites suitable for siting new regional park land to keep pace with public need.

Regional Parks Department

A lack of funding for purchasing potential sites has hindered this goal.

OS 1.7 - When specific projects are reviewed that exhibit natural features worthy of regional park land status, require the dedication of these lands when recommended by the Regional Parks Department and approved by the Board of Supervisors.

A Regional Parks Department

As opportunities present themselves Regional Parks analyses the potential site, attempts to identify funding and carry the project forward.

OS 1.8 - Ensure that the variety of recreational experiences at Regional Park sites meets the needs of the region.

Regional Parks Department

This is accomplished through park surveys and being active in the community. The program that specifically addresses this goal is the Active Outdoors Program.

OS 1.9- Ensure that open space and recreation areas are both preserved and provided to contribute to the overall balance of land uses and quality of life.

Regional Parks Department

This goal is accomplished through the nine regional parks.

OS 1.9- Program 3 - Areas in new developments that are not suitable for habitable structures will be offered for recreation, other open space uses, trails, and scenic uses. Retention of open space lands will be considered with modifications to a site to increase its buildable area. Potential measures used to set aside open space lands of all types include dedication to the County or an open space agency, dedication or purchase of conservation easements, and transfer of development rights. Use density transfer methods through the planned development process to preserve natural open space.

Regional Parks Department

This goal is accomplished through the Crafton Hills Conservancy in Yucaipa.

OS 1.9- Program 5 - Classify local parks in three categories: Local, Neighborhood and Community Parks and establish size and location standards as follows: Regional Parks does not manage this type of facility.

Regional Parks Department

A regional Park is typically no smaller than 150 - 200 acres.

OS 2 - The County will expand its trail systems for pedestrians, equestrians, and bicyclists to connect with the local, state, and federal trail systems. Regional Parks has worked towards this goal with the development of the Santa Ana River Trail and the San Antonio Heights Trail. Other alignments have been identified and will be addressed as the Santa Ana River Trail nears completion.

Regional Parks Department

Funding is and will continue to be an issue for development and specifically for maintenance of the trail facilities.

Department of Public Works

Transportation Division of DPW implements this policy through coordination with SANBAG and the Non-Motorized Transportation Plan.

OS 2.1 - Provide a regional trail system, plus rest areas, to furnish continuous interconnecting trails that serve major populated areas of the County and existing and proposed recreation facilities through the regional trail system. The purpose of the County regional trails system will be to provide major backbone linkages to which community trails might connect. The provision and management of community and local trails will not be the responsibility of the regional trail system.

Regional Parks Department

Regional Parks actively works with the local communities for the development of various types of trails. Coordination with the City of Victorville for the Mojave River Walk Trail accomplishes this goal in the high desert. The Department specifically seeks to build the backbone trail (i.e. Santa Ana River Trail).

OS 2.1 – Program 1 - Provide equestrian, bicycling, and pedestrian staging areas consistent with the master plan of regional trails and the trail route and use descriptions shown in Figures 2-11A through 2-11C of the Circulation Background Report.

Regional Parks Department

These elements are planned in the design and development of all trails constructed.

OS 2.1 – Program 2 - Work with local, state, and federal agencies, interest groups and private landowners in an effort to promote an interconnecting regional trail system and to secure trail access through purchase, easements or by other means.

Regional Parks Department

This goal is accomplished through the County's Trails & Greenway Committee. It is also accomplished through interaction with the Cities, local conservation groups and community outreach.

Department of Public Health (DPH)

DPH worked with Superintendent of Schools office, 8 San Bernardino County school districts over a three-year period to plan and implement a 2-year Coordinated School Health (CSH) Leadership Institute. The Department is also working with DPW, Caltrans under a federal Safe Routes to School (SRTS) grant to improve children's ability to travel to school by walking or bicycling.

OS 2.2 - Utilize public funding mechanisms whenever possible to protect and acquire lands for open space uses.

Regional Parks Department

Regional Parks has not acquired any new open space using public funds since 2007.

OS 2.2 – Program 1 - Actively seek state, federal, and private grants for the purpose of financing open space and trail acquisition, construction, and operation.

Regional Parks Department

The Santa Ana River Trail has been constructed and will be constructed through TEA Funding, Local Transportation Funding, Federal appropriations passed through the BLM, private funding through The Wildlands Conservancy.

Department of Public Health (DPH)

DPH worked with Superintendent of Schools office, 8 SBC school districts over a three-year period to plan and implement a 2-year Coordinated School Health (CSH) Leadership Institute. The Department is also working with DPW, Caltrans under a federal Safe Routes to School (SRTS) grant to improve children's ability to travel to school by walking or bicycling.

OS 2.2 – Program 2 - Use general funds, user fees, proceeds from concession operations, and other sources that may be available to finance open space and trail acquisition, construction, and operation.

Regional Parks Department

Regional Parks uses its general funds, user fees and proceeds from concession operations to operate and maintain the current level of service for the existing regional parks and trails. There is not sufficient funding to finance additional open space and trail acquisition, construction and operations.

Department of Public Health (DPH)

DPH provided one-time grants to the cities of Chino Hills and Rancho Cucamonga to enhance multi-use trail systems. Also, provided resources to the High Desert collaborative effort to identify opportunities for trail connectivity throughout the area.

OS 2.2 – Program 3 - Include open space and trail acquisition and development in the County's Capital Improvement Programs (CIP).

Regional Parks Department

The CIP fund has not been used to address this type of development.

OS 2.3- Locate trail routes to highlight the County's recreational and educational experiences, including natural, scenic, cultural, and historic features.

Regional Parks Department

This policy is archived by the development of the Santa Ana River Trail.

OS 2.4 - Use lands already in public ownership or proposed for public acquisition, such as right-of-way for flood control channels, abandoned railroad lines, and fire control roads, for trails wherever possible, in preference to private property.

Regional Parks Department

98% of the existing Regional Parks trail system is built on lands already in the public ownership.

OS 2.6- Do not develop or open trails to public use until a public agency or private organization agrees to accept responsibility for their maintenance.

Regional Parks Department

Regional Parks only develops trails that the department can responsibly maintain.

OS 2.7- Monitor all dedicated public trails and/or easements on a continuing basis and maintain an up-to-date map of all existing and proposed dedicated public trail easements on the Open Space Overlay Map. Existing trail easements or alignments will be mapped in their correct positions; proposed alignments will be mapped in general locations. The Open Space Overlay Map will be reviewed during consideration of applications for permits or development approvals to ensure that new development does not result in loss of existing or potential public use of dedicated easements.

Regional Parks Department

This has not been a Regional Parks focus. There is also not sufficient staff to meet this goal.

OS 2.8 - Where feasible, link local equestrian trails and hiking paths with other regional trails or routes.

Regional Parks Department

As the backbone trails are built this policy associated with goal OS 2, will be accomplished.

Department of Public Health (DPH)

DPH provided one-time grants to the cities of Chino Hills and Rancho Cucamonga enhance multiuse trail systems. Also, provided resources to the High Desert collaborative effort to identify opportunities for trail connectivity throughout the area.

OS 2.10 - Require proposed development adjacent to trail systems to dedicate land for trailhead access points. Existing rights-of-way and surplus public properties should be utilized for these staging areas whenever possible.

Regional Parks Department

As the Santa Ana River Trail is built these types of sites are identified. However, the department does not direct what mitigation measures that are imposed on new development.

OS 2.11 - Begin acquisition of trail easements or rights-of-way after a trail route plan has been adopted, unless a trail segment is to be acquired through dedication in conjunction with development activity or acts of philanthropy that occur prior to adoption of a route plan.

Regional Parks Department

There is currently insufficient funding for this goal to be accomplished.

OS 2.12 - Establish an education program to communicate to the community an understanding of the trail system's goals and objectives and to convey aspects of trail use. Education in trail use etiquette and low impact use is a key measure towards the reduction of negative trail use impacts.

Regional Parks Department

As requested Regional Parks staff attends community meetings or schools to discuss trail issues. The department has an operation plan and appropriate signage on the trail to alert users to proper trail etiquette.

Department of Public Health (DPH)

DPH is working with several communities and regions, with their Healthy City/Region initiatives, to coordinate regional trail systems; emphasis on 1) connecting existing trails and routes with new/proposed, and 2) coordinating efforts among different jurisdictions to ensure that systems connect across jurisdictional boundaries. In addition, the Department worked with EDA and Regional Parks to promote the county's "active outdoors" amenities.

OS 2.13 - Establish an education program to acquaint potential trail users with safety considerations, especially for bicycle routes, and on the rules and regulations that apply when using specific trail segments. The primary purpose of this program will be to avoid threats to public safety and minimize accidents.

Regional Parks Department

As requested Regional Parks staff attends community meetings or schools to discuss trail issues. The department has an operation plan and appropriate signage on the trail to alert users to proper trail etiquette.

Department of Public Health (DPH)

The Department worked with EDA and Regional Parks to promote county's "active outdoors" amenities including the regional Santa Ana River Trail.

OS 2.14 - To expand recreational opportunities in the County, the County will utilize small parcels adjacent to flood control facilities for equestrian, pedestrian and biking staging areas. The County Department of Real Estate Services will contact the Regional Parks Department or other County open space agency prior to disposing of any surplus lands.

Regional Parks Department

As parcel information is routed to Regional Parks, parcels are assessed for recreational value. To date, none of these parcels have been developed.

OS 3 - The County will develop multi-purpose regional open spaces and advocate multi-use access to public lands including national parks, national forests, state parks, and U.S. Bureau of Land Management areas.

Regional Parks Department

Regional Parks has leases with State and Federal agencies for the park facilities.

Department of Public Health (DPH)

DPH provides and supports education and encouragement activities for walking and bicycling to school through Safe Routes to Schools grants. Assisted City of Rancho Cucamonga in receiving its own SRTS grant specifically to encourage and promote safe usage of Pacific Electric Trail.

OS 3.4 - Seek the conjunctive use of public lands for regional park experiences. Flood control lands are one example, as are lands that have been deemed unsuitable for habitable structures.

Regional Parks Department

Regional Parks has ongoing partnerships with State and Federal agencies. As opportunities arise coordination occurs with the appropriate agencies.

Department of Public Health (DPH)

DPH is working to facilitate agreements between County Department of Public Works/Flood Control and cities to use land adjacent to flood control channels as multiuse trails.

OS 3.5 - Coordinate with the federal and state agencies regarding opportunities for leasing public lands for regional park, open space, and trail purposes. Regional Parks Department

Regional Parks Department

Regional Parks has ongoing partnerships with State and Federal agencies. As opportunities arise coordination occurs with the appropriate agencies.

OS 3.6 - Consistent with safety and operational considerations, support the use of channels, levees, aqueduct alignments, and similar linear spaces for open space and/or trail use.

Regional Parks Department

Regional Parks has and will be constructing the Santa Ana River Trail along the San Bernardino Flood Control District Santa Ana River levee system.

OS 4.2 - The County will preserve and encourage the management of suitable land for greenbelts, forests, recreation facilities and flood control facilities to assist the County's efforts to provide adequate water supply, achieve air quality improvement, and provide habitat for fish, wildlife and wild vegetation.

Regional Parks Department

This is part of the mission of the Regional Parks Department and is demonstrated at the regional park facilities.

OS 4.4 - To preserve and protect recreational facilities in the County, utilize public funding mechanisms wherever possible to protect and acquire regional park lands.

Regional Parks Department

There have been no new regional parks built since 2007.

OS 6.1 - Support and actively pursue an open space preservation and acquisition program which will create a linked system of both privately and publicly owned open space lands throughout the County.

Regional Parks Department

Regional Parks does not have an open space plan. Funding for such acquisition does not exist.

V/OS 1 - Preserve open space lands within the Valley Region to the greatest extent possible to enhance the quality of life for the residents.

Regional Parks Department

Open Space is provided to residents at the valley Regional Parks.

V/OS 1.1 - Develop a plan to obtain, develop and maintain hiking trails and pedestrian walkways between communities and neighborhoods in the Valley area.

Regional Parks Department

Regional Parks is responsible for developing the backbone trail system for the County. Each community, city or neighborhood is responsible for the development and maintenance of such trails.

M/OS 1.3 - Work with the USFS to designate trails for Off-Highway Vehicle use and establish educational programs for Off-Highway Vehicle use.

Regional Parks Department

Regional Parks maintains OHV use at two Regional Parks that are not in the USFS areas. The BLM is the agency Regional Parks works with.

M/OS 1.4 - The County shall work with the USFS to establish buffer zones between recreational facilities and residential areas using suitable vegetation in a more horticultural application in managed campgrounds, such as whitethorn, wild rose, gooseberry, etc. is feasible. Other traditional structural solutions could include fencing or other suitable barriers.

Regional Parks Department

Regional Parks has no facilities with a campground that are within the National Forest.

M/OS 2.3- Seek the conjunctive use of public lands for regional park experiences. Flood control lands are one example, as are lands that have been deemed unsuitable for habitable structures.

Department of Public Health (DPH)

DPH is currently in the process of identifying opportunities to establish and enhance trails systems for the mountain communities.

Department of Public Works

Transportation Division of DPW implements this policy through coordination with SANBAG and the Non-Motorized Transportation Plan.

M/OS 2.4- Develop a system of bicycle routes to link new and existing residential areas with major activity and commercial centers.

Department of Public Health (DPH)

DPH provided one-time grants to the cities of Chino Hills and Rancho Cucamonga enhance multiuse trail systems. Also, provided resources and staff support to the High Desert collaborative effort to identify opportunities for trail connectivity throughout the area.

Regional Parks Department

This is also a major function of the Santa Ana River Trail.

Department of Public Works

Transportation Division of DPW implements this policy through coordination with SANBAG and the Non-Motorized Transportation Plan.

M/OS 2.5 - Encourage the addition of bicycle routes whenever existing highways are widened or significant lengths of highways are improved.

Department of Public Health (DPH)

DPH is working with Department of Public Works, Caltrans under a federal Safe Routes to School (SRTS) grant to improve children's ability to travel to school by walking or bicycling. The project

includes education and encouragement activities with students and schools staff, and assistance in developing SRTS infrastructure (physical environment) improvement projects and grant applications.

Department of Public Works

Transportation Division of DPW implements this policy through coordination with SANBAG and the Non-Motorized Transportation Plan.

M/OS 2.7- Provide pedestrian linkages between adjacent commercial areas and adjoining residential areas, to encourage foot traffic and reduce automobile trips.

Department of Public Health (DPH)

DPH provided resources and staff support to the High Desert collaborative effort to identify opportunities for trail connectivity throughout the area.

Department of Public Works

Transportation Division of DPW implements this policy through coordination with SANBAG and the Non-Motorized Transportation Plan.

M/OS 2.8 - Where desired by the local community, establish a system of equestrian trails and facilities, where appropriate in individual neighborhoods.

Regional Parks Department

Regional Parks is tasked with developing the major backbone trail system within the County. The department will assist local communities is developing alignment and design.

Department of Public Works

Transportation Division of DPW implements this policy through coordination with SANBAG and the Non-Motorized Transportation Plan.

M/OS 2.9 - Where feasible, link local equestrian trail and hiking paths with other regional trails or routes.

Department of Public Health (DPH)

DPH provided one-time grants to the cities of Chino Hills and Rancho Cucamonga enhance multiuse trail systems.

Regional Parks Department

As regional trail routes are identified linkage to local trails is considered.

Department of Public Works

Transportation Division of DPW implements this policy through coordination with SANBAG and the Non-Motorized Transportation Plan.

D/OS 2 - Ensure that Off-Highway Vehicle use within the plan area and in the surrounding region is managed to protect residential uses and environmentally sensitive areas.

Regional Parks Department

Regional Parks has two OHV areas within the parks system.

D/OS 2.1 - Establish programs for Off-Highway Vehicle use education.

Regional Parks Department

Programs promoting safe and responsible OHV use are coordinated with the BLM.

Noise Element

The Noise (N) Element identifies major noise sources and contains goals, policies and programs intended to protect the community from exposure to excessive noise levels. Within the Noise Element there are approximately 93.10% of the goals, policies and programs accomplished by the development review process. Approximately 6.9% of the remaining goals, policies and programs are implemented or are in development, depending on the availability of staff time and funding, by the following departments or agencies in accordance with the plan. The following are some highlights from different County departments of the implementation of these goals, policies or programs.

N 1.6 - Enforce the hourly noise-level performance standards for stationary and other locally regulated sources, such as industrial, recreational, and construction activities as well as mechanical and electrical equipment.

Department of Environmental Health Services (EHS)

EHS finds the violation valid and then the Code Enforcement Division enforces the code for this policy.

N 1.7 - Program 4 - Compile and publish a list of standardized noise mitigation measures.

Department of Environmental Health Services (EHS)

A list of standardized noise mitigation measures has not yet produced.

Safety Element

The Safety (S) Element establishes goals, policies and programs to protect the community from risks associated with natural and man-made hazards such as geologic, flooding, and fire hazards. Within the Safety Element there are approximately 70.42% of the goals, policies and programs accomplished by the development review process. Approximately 29.58% of the remaining goals, policies and programs are implemented or are in development, depending on the availability of staff time and funding, by the following departments or agencies in accordance with the plan. The following are some highlights from different County departments of the implementation of these goals, policies or programs.

S 1 - The County will minimize the potential risks resulting from exposure of County residents to natural and man-made hazards in the following priority: loss of life or injury, damage to property, litigation, excessive maintenance and other social and economic costs.

Department of Public Health (DPH)

DPH works to prepare for emergencies caused by bioterrorism, infectious disease, natural disasters, and other public health threats such as Pandemic Influenza through the development and exercising of comprehensive public health emergency preparedness and response plans. The Department's goal is to coordinate with the County's Operational Area (24 cities, towns, special districts, and unincorporated areas) and work with emergency responders, health care agencies, and other governmental and non-governmental agencies to plan and meet the public health needs of residents in San Bernardino County in the event of a disaster. During an event, the DPH will respond by conducting disease surveillance, provide public health information (precautions, disease transmission, affected areas, treatment sites, and web links to other helpful resources), and open local Points of Dispensing (POD) sites if necessary to provide treatment to the population within the County.

Department of Public Works

DPW implements this goal through coordination with County Office of Emergency Services.

S 1.1 - Inform and educate the public of the risks from natural and man-made hazards, methods available for hazard abatement, prevention, mitigation, avoidance, and procedures to follow during emergencies.

Department of Public Health (DPH)

DPH has made great strides in improving our preparedness and response capabilities by conducting community presentations including the Pandemic Influenza Summit held in June 2008. This was attended by over 200 representatives from businesses, community based organizations and emergency partners from across the county. Attendees receive information, guidance and resources for the development of their own response plans.

S 1.3 - Support and expand emergency preparedness and disaster response programs and establish comprehensive procedures for post-disaster planning in affected areas.

Department of Public Health (DPH)

The Department is committed to increase local emergency response planning with essential services, business community, schools, tribal entities, faith based, and other governmental and non-governmental agencies. This effort is ongoing.

S 1.1 - Inform and educate the public of the risks from natural and man-made hazards, methods available for hazard abatement, prevention, mitigation, avoidance, and procedures to follow during emergencies.

County Fire Department

Office of the Fire Marshal and the Office of Emergency Services both have extensive programs to educate the public as to best prepare for the hazards and how to deal with them if they were to occur.

S 1.2 - Program 1 - Establish a countywide geotechnical information collection, storage, and retrieval system that will:

- a. Solicit and coordinate geological studies by the United State Geological Survey (USGS), California Geological Survey, the County, and other local agencies and make the resultant data available to the public and other agencies.**
- b. Incorporate all new research for the prediction and mitigation of geologic hazards.**

County Fire Department

Currently there is neither the funding nor the personnel to accomplish this goal.

S 1.2 - Program 1 - Continue to monitor the state-of-the-art post-wildfire debris flow hazard evaluation and prediction methodologies and incorporate scientifically based mapping into the Geologic Hazard Overlay when available. Evaluate and implement advance public notification methods to warn of impending hazardous conditions.

County Fire Department

The County Office of Emergencies Services (OES) has been designated by the Board of Supervisors to lead the Flood Area Safety Task Force (FAST) that is a multi-jurisdictional multi-agency task force that amongst other objectives evaluates and predicts post-wildfire debris flows and develops mitigation strategies. The County has several modalities to notify the public in predicting post wildfire debris flows. As time allows, individual house notifications may occur. If an immediate notification is necessary, the Telephonic Emergency Notification System (TENS) is implemented. The County Board of Supervisors acquired and has implemented a reverse telephonic notification system that sends a recorded message to all telephones within the affected area. It now can send text messages if the resident registers their cell phone into the system.

S 1.2 - Program 2 - Support and expand emergency preparedness and disaster response programs and establish comprehensive procedures for post-disaster planning in affected areas.

County Fire Department

OES has successfully used the County Operational Area (OA) as the mechanism to accomplish this goal. All Cities and the Towns within the County participate in the OA and their focus is to accomplish this and other emergency preparedness goals. In volunteer activities, OES has dramatically expanded the Community Emergency Response Team (CERT) program in dozens of communities throughout the County. In the last two years thousands of new CERT volunteers. Through the County's Operational Area, (OA) OES has also expanded the capacity for post disaster planning in all areas of the County.

S 1.3 – Program 2 - Continue coordination with public and private agencies and initiate coordination in residential areas through Neighborhood Watch, homeowners associations and other neighborhood groups.

Department of Public Health (DPH)

DPH programs work together to develop plans and protocols to implement during the event of an emergency. The Department's staff receives training in emergency management, plans, and conducts public health emergency drills and exercises to increase the County's ability to respond to public health emergencies. DPH partners and coordinates with the County's Office of Emergency Services (OES), the Operational Area (OA – the 24 cities, towns, special districts, and unincorporated areas), Inland Counties Emergency Medical Agency (ICEMA – Hospital Preparedness Program (HPP), hospitals, businesses, schools, tribal entities, faith-based organizations, centers for disaster preparedness, health clinics, long-term-care facilities, military, bordering jurisdictions, and other governmental and non-governmental agencies involved in emergency response to plan and conduct drills and exercises.

S 1.3 – Support and expand emergency preparedness and disaster response programs and establish comprehensive procedures for post-disaster planning in affected areas.

Program 1 - Continue to fund and staff the existing Office of Emergency Services and maintain and update the Emergency Preparedness Management Plan.

Program 2 - Continue coordination with public and private agencies and initiate coordination in residential areas through Neighborhood Watch, homeowners associations and other neighborhood groups.

Program 3 - Provide for the needs of dependent and immobile populations in emergency response and recovery operations through identification and prioritization of rescue needs.

Program 4 - Require disaster plans and provisions in the design, location, and management of all public facilities.

Program 5 - Plan, design, and use public facilities according to the requirements of the County Emergency Management Plan.

Program 6 - Ensure adequate access routes to and from potential devastation areas as required by the County's Emergency Management Plan.

County Fire Department

There is neither the funding nor the personnel to accomplish this goal and these programs.

S 1.3 – Program 7 - Establish a standing committee for disaster recovery to plan for a disaster by providing contingency planning for the rapid and effective reconstruction of affected areas. The committee will include representatives of Planning, Public Works, Community Development and Housing, and Building and Safety, as well as liaison to the local utilities and any state and federal redevelopment, housing and reconstruction programs.

County Fire Department

This Policy was successfully implemented by the County Board of Supervisors after the Slide and Grass Valley Fires. It resulted in the most rapid recovery and reconstruction of residential areas devastated by wild fires. With that said, there is no standing committee and so there is no planning for contingencies for rapid reconstruction. Practically speaking, with the experience that this County has with dealing with disasters, the recovery and reconstruction is one of the fastest in the nation.

S 2 – The County will minimize the generation of hazardous waste in the County and reduce the risk posed by storage, handling, transportation, and disposal of hazardous wastes.

Department of Public Works – Solid Waste Management Division (SWMD)

SWMD continues to support Household Hazardous Wasted educational programs through funding County Fire’s Household Hazardous Waste program.

S 2.1 – Because reducing the amount of waste generated in this County is an effective mechanism for reducing the potential impact of these wastes on the public health and safety and the environment, and because legislation encourages the reduction, to the extent feasible, of hazardous waste, this jurisdiction will encourage and promote practices that will, in order of priority: (1) reduce the use of hazardous materials and the generation of hazardous wastes at their source; (2) recycle the remaining hazardous wastes for reuse; and (3) treat those wastes that cannot be reduced at the source or recycled. Only residuals from waste recycling and treatment will be land disposed.

County Fire Department

The Coordinated Unified Program Agency (CUPA) permits and inspects all business in all Cities and Towns as well as the unincorporated areas of the County. The CUPA permitting structure is based on the size of the business and there are levels of permitting that are related to the hazardous waste (HW) and hazardous materials (HM) programs within that business. The fees for the permitting program therefore provide an economic incentive for businesses to reduce recycle and reuse.

Department of Public Works – Solid Waste Management Division (SWMD)

SWMD continues to support Household Hazardous Wasted educational programs through funding County Fire’s Household Hazardous Waste program.

S 2.2 – Include extensive public participation in the County’s application review process for siting hazardous waste facilities and coordinate among agencies and County departments to expedite the process. Apply a uniform set of criteria to the siting of these facilities for the protection of public health and safety and the environment.

County Fire Department

The County's Hazardous Waste Management Plan that was required to be developed by the County in 1984 by State Legislation referred to as the Tanner Act requires extensive public participation in the County's application review process for siting a hazardous waste facility.

Department of Public Works – Solid Waste Management Division (SWMD)

State Department of Toxic Substance Control handles the permitting of hazardous waste facilities. SWMD would provide comments at their request.

S 2.3 – Program 1 - Require a conditional use permit and a General Plan Amendment from applicants for hazardous waste facilities. The applicant will meet all provisions of the specified hazardous waste facility overlay as well as other General Plan and Development Code provisions.

Department of Public Works – Solid Waste Management Division (SWMD)

State Department of Toxic Substance Control handles the permitting of hazardous waste facilities. SWMD would provide comments at their request.

S 2.5 – Program 1 - The County shall provide 24-hour response to emergency incidents involving hazardous materials or wastes in order to protect the public and the environment from accidental releases and illegal activities.

County Fire Department

The County has provided a County-wide 24 hour emergency response capacity for the last 33 years through the HazMat Division. For the first 16 years it was provided within the Environmental Health Department and for the last 17 years it was within the Fire Department using the original concept of a multi City Interagency HazMat Team.

S 2.5 – Program 2 - The County shall operate collection facilities and events for residents of San Bernardino County to safely dispose of household hazardous waste.

County Fire Department

The County was the first County to open a facility to manage Household Hazardous Waste (HHW) 30 years ago. Since then the program has grown to 13 permanent HHW collection facilities and operates at least 6 individual collection events every year. Winner of dozens of State and National awards, it is considered one of the best programs in the nation.

S 2.5 – Program 3 – The County shall provide affordable waste management alternatives to businesses that generate very small quantities of waste through the Conditionally Exempt Small Quantity Generator program.

County Fire Department

The Conditionally Exempt Small Quantity Generator program has served over 600 businesses this year.

Department of Public Works – Solid Waste Management Division (SWMD)

SWMD continues to support Household Hazardous Wasted educational programs through funding County Fire’s Household Hazardous Waste program.

S 2.5 – Program 4 – The County shall inspect hazardous material handlers and hazardous waste generators to ensure full compliance with laws and regulations.

County Fire Department

The Coordinated Unified Program Agency (CUPA) within the Fire Departments HazMat Division accomplishes this task at over 4000 businesses.

S 2.5 – Program 5 – The County shall implement CUPA programs for the development of accident prevention and emergency plans, proper installation, monitoring, and closure of USTs, and the handling, storage, transportation, and disposal of hazardous wastes.

County Fire Department

The CUPA accomplishes this goal.

S 2.5 – Program 6 – The County shall conduct investigations and take enforcement action as necessary for illegal hazardous waste disposal or other violations of federal, state, or local hazardous materials laws and regulations.

County Fire Department

The HazMat Division coordinates the activities of the Hazardous Waste Strike Force. There are partners from the Environmental Crimes Unit of the District Attorney's Office. They meet monthly with several other State and Federal agencies that investigate crimes involving hazardous materials and hazardous wastes.

S 2.5 – Program 7 – The County shall manage the investigation and remediation of environmental contamination due to releases from USTs, hazardous waste containers, chemical processes, or the transportation of hazardous materials.

County Fire Department

The HazMat Division investigates all inquiries and notifications of environmental contamination. Although the County is the first line of investigation, the remediation may be conducted by larger agencies depending on the characteristics of that contamination. The Local Oversight Program (LOP) also operated by the HM Division is authorized to carry out its mission under the authority of the State Water Quality Control Board. The LOP has now worked on almost every underground storage tank in the County.

S 2.5 – Program 8 – The County shall provide access to records for potential buyers of property to perform due diligence research and environmental assessment.

County Fire Department

The HazMat Division has two full time employees dedicated to the accomplishment of this goal.

S 3.1 – The deployment of fire companies with appropriate levels of staffing and apparatus within the service area plays an important role in effective community fire protection and provision of a higher standard of care for life threatening health emergencies and thereby increasing the quality of life for our citizens. Consolidation provides the most effective option for streamlining the delivery of service and simplifying budget, fiscal, operational, and asset management and creates a single countywide Fire Protection District. It also provides the longest projection of financial solvency for the County Fire Department based on a special district deliver system. A tiered response, including staffing levels, response times and performance goals seems the only reasonable conclusion for the near future as the Department works towards establishing service planning goals for all areas of the County. Matching service levels with the various characteristics of a geographic area will provide several things including: base line service, knowledge of when the area will move to the next level of service, reasonable stabilization of current service, allow for community identity and choice, allow for the projection of future service levels, and lay the basic foundation for strategic planning and future growth of the Department.

Program 1 - Fund, adopt and implement a countywide Fire Protection Master Plan (FPMP), and

Program 2 - The FPMP will use National Fire Protection Association Standards 1710 and 1720 as goals for creation of the Standards of Cover, and

LAFCO

LAFCO uses National Fire Protection Association Standards 1710 and 1720 as goals for creation of the Standards of Cover

Program 3 - The FPMP will be created in coordination with the Departments consolidation efforts to ensure consistency with community needs and input, and

Program 4 - Develop, adopt and implement a recommended schedule of fees to finance the fire protection infrastructure that is tied to land use categories and specific community needs as prescribed by the countywide Fire Protection Master Plan.

County Fire Department

There is neither the funding nor the personnel to accomplish this goal and develop these programs.

S 3.1 – Program 5 - Develop, adopt and implement a recommended schedule of fees for Fire Department’s Fire Protection Planning Section within the Office of the Fire Marshall that is adequate to meet the staffing and operation needs of the program.

County Fire Department

The Fees have been developed and revised as needed. They are currently undergoing another revision that should be approved and adopted by the Board of Supervisors this year.

S 3.1 – Program 9 - Implement monitoring of fire-prevention measures (such as fuels reduction) to prevent damage to biological habitats in high fire hazard areas such as chaparral areas.

County Fire Department

The DPW conducts the Fuel Reduction projects at the direction of the Fire Department. All projects are monitored by NRCS USFS and Cal Fire.

S 3.1 – Program 10 - The following Peakload Water Supply System guidelines shall be met for all new development or be adequately served by water supplies for domestic use and community fire protection in accordance with standards as determined by the County Fire Department.

Department of Environmental Health Services (EHS)

State Drinking water branch or water master.

S 3.1 – Program 10 (a.) - Limit or prohibit development or activities in areas lacking water and firefighting facilities.

Department of Environmental Health Services (EHS)

There is not a hauled water policy that is currently in effect.

S 3.5 - Evaluate the Fire Hazard Overlay Ordinance regularly and revise when necessary to reflect the most current fire-safe building and development techniques and standards (e.g., provision of life safety fire sprinklers in new construction of dwelling units).

County Fire Department

The Fire Safety Overlay has been revised when necessary.

S 3.6 - Continue to work with Fire Safe Councils (FSC) and their Chapters to:

County Fire Department

The Department meets regularly with the Fire Safe Councils.

S 3.6 – Program (a.) - Develop educational programs to create awareness and disseminate information among citizens about fire safety and fire safety programs.

County Fire Department

The Fire Department's Community Safety Division within the Office of the Fire Marshal has a full time person dedicated to the task of developing and implementing public education and awareness programs. There are both annually preplanned activities as well as ad hoc activities as the need arises. The Mountain Area Safety Taskforce has developed numerous programs to educate the public.

S 3.6 Program (c.) - Continue to support FSC efforts in creating Community Wildfire Protection Plans (CWPPs).

County Fire Department

The County and MAST continue to support the FSCs on planning activities such as their Community Wildfire Prevention Plans (CWPPs). Fire in conjunction with Cal Fire has created a template for the FSCs to use in creating their CWPPS and to update their CWPPS. MAST through County Fire, Cal Fire and Department of Public Works is also developing the capacity to support a single mapping methodology for all FSCs to use. The County Board of Supervisors actually takes the final legal action and agrees to the content of the final CWPP after the USFS and Cal Fire review it and move it forward for their approval.

S 3.6 - Program (d.) - Continue to encourage participants in the Mountain Area Safety Taskforce (MAST) to support Fire Safety Council efforts in community education and behavior modification.

County Fire Department

The County, through MAST continually supports the FSC and their programs both at the Council level within each distinct community as well as through overarching organizations like the Inland Empire Fire Safe Alliance (FSA). The FSA is made up of representatives from all of the FSCs within the County. It provides efficiencies in that the Government agencies of MAST can provide input at a single meeting and that information is then disseminated through the representatives at the Council level.

S 3.7 - Continue to support existing County Fire Department Public Education Programs.

County Fire Department

The Community Safety Division of the Office of the Fire Marshal has a staff person dedicated to public education.

Department of Environmental Health Services (EHS)

EHS provides information and support to County Fire as needed.

S 3.7 - Program 1 - Continue to increase awareness through Safety Fairs, Open Houses, Places of Worship, Community Centers and School Visits and Curriculum Presentations.

County Fire Department

Community Safety Division of Office of the Fire Marshal participates in dozens of public events annually.

S 3.7 - Program 2 - Continue to disseminate informational brochures on topics such as Residential Fire Sprinkler Maintenance, commercial design and construction standards, development and construction requirements in the Fire Hazard Overlay.

County Fire Department

Community Safety Division of Office of the Fire Marshal also gives presentations to professional groups such as realtor, building and contractor associations and chambers of commerce.

S 3.7 - Program 3 - Target high-risk groups such as children and senior citizens with specific programs such as Risk Watch, Learn not to Burn, Stop Drop and Roll and 911 programs.

County Fire Department

Community Safety Division of Office of the Fire Marshal gave --- presentations to these types of groups.

S 4.4 - Establish an education program for homeowners emphasizing land use for erosion control in conjunction with the Resource Conservation District.

County Fire Department

There is neither the funding nor the personnel to accomplish this goal.

S 5.7 - Initiate public education programs that will play a vital role in minimizing flood hazard.

County Fire Department

Fire is involved in public education events only with regard to a current, ongoing, or emergent emergency.

S 5.7 – Program 1 - Initiate public education programs that will play a vital role in minimizing flood hazard.

County Fire Department

Office of Emergency Services did work with the Sun Newspaper and created a guide for citizens to be prepared for any number of years of problems.

S 5.7 – Program 2 - Establish a public information system through the Office of Emergency Services outlining emergency operations and measures to reduce personal losses in the event of a flood disaster.

County Fire Department

The Telephonic Early Notification System (TENS) was acquired by Fire and has been implemented on numerous occasions to provide immediate warnings to persons within areas subject to potential flooding. TENS has been improved to include text messaging with a function that allows citizens to add their cell phone via a website application process. To date TENS has been used to notify and warn thousands of potential victims of flooding.

S 5.7 – Program 3 – Develop dam failure and flood plain inundation evacuation plans through the Office of Emergency Services and the Department of Public Works where possible.

County Fire Department

There is neither the funding nor the personnel to accomplish this goal.

S 5.8 – Program 3 – Preserve all existing “unlined” and “natural” drainage channels and water courses, such as creeks and river beds, as resource management areas or linear parks and recreation trails, whenever technically and economically feasible. Linear parks and/or recreation trails will be part of a master-planned system.

Regional Parks Department

There are natural drainage areas at the County's Regional Parks and these are managed according to the leases with the Federal and State agencies.

S 5.9 - Coordinate with local, regional, state, federal, and other private agencies to provide adequate flood protection to County residents.

County Fire Department

Office of Emergency Services coordinates the Flood Area Safety Task Force (FAST) that is a multi-agency cooperative that responds pre-emptively to flood events. Following an approved and accepted Concept of Operations (Con-Ops) that was coordinated by OES, multiple agencies including Department of Public Works, Flood Control and Transportation as well as Federal USFS and National Resource Conservation Service (NRCS) and all three regions of the National Weather Service plan for, develop, and implement contingencies for flood events on an event-by-event basis.

S 6.2 - Utilize the Hazard and Resources Overlay Maps to identify areas suitable or required for retention as open space. Resources and issues identified on the Overlays which indicate open space as an appropriate use may include: flood, fire, geologic, aviation, noise, cultural, prime soils, biological, scenic resources, minerals, agricultural preserves, utility corridors, water supply, and water recharge.

County Fire Department

Fire requires that the open space be maintained in a fashion that does not pose a fire threat because of excessive vegetation.

Department of Airports

The Department of Airports reviews development proposals it receives within Airport Land Use Compatibility Plan boundaries for the County-operated airports.

S 6.4 - Because public health and safety can be protected through the use of open space, the County may maintain open space where flood, fire, geologic, seismic hazards, noise, or other conditions endanger public health and safety.

County Fire Department

Fire directs the proponent to create a project fire master plan that includes a vegetation management element that will keep the vegetation from becoming a fire threat to the community.

S 6.4 - Program 2 - Support regional or statewide programs providing funding or technical assistance to local governments to allow accurate identification of existing structural hazards in private development and providing assistance to public and private sectors to facilitate and to minimize the social and economic costs of abatement.

County Fire Department

There is neither the funding nor the personnel to accomplish this goal.

S 6.5 - To protect public safety, the County will seek to retain areas within the Prado Dam inundation area as permanent public open space. Consideration will be given to retain this area as natural open space wherever possible.

Regional Parks Department

Regional Parks has a lease with the USACOE for Prado Regional Park. This park is within the inundation line for the Prado Basin.

S 6.6 - Where possible, consistent with safety and operational considerations, encourage the use of active and inactive utility easement corridors (especially railway corridors, which have gentle grades that make them suitable for whole-access trails) as public open space areas and trail alignments.

Regional Parks Department

Regional Parks has not identified utility corridors for use as trails.

S 7.3 - Coordinate with local, regional, state, federal, and other private agencies to provide adequate protection against seismic hazards to County residents.

County Fire Department

Office of Emergency Services has several programs that they participate in to accomplish this goal.

S 7.3 – Program 2 - Coordinate with utility companies to institute orderly programs of installing cut-off devices on utility lines, starting with the lines that appear to be most vulnerable and those that serve the most people. Adequate emergency water supplies will be established and maintained in areas dependent upon water lines that cross active fault zones.

County Fire Department

Fire and OES meet annually with the two gas utilities to review their compliance with the Federal Pipeline Safety Improvement Act of 2002. Representatives of the utilities give training to both management and field staff on all aspects of pipeline safety, operations, technical information and public outreach.

S 8.1 - Ensure the safety of airport operations and surrounding land uses.

Department of Airports

The Department of Airports operates the airports in compliance with Federal, state and local regulations. Additionally, the Department of Airports reviews development proposals it receives within Airport Land Use Compatibility Plan boundaries for the County-operated airports.

S 9.2 – Program 4 - In areas with predominant natural slopes greater than 30 percent and in canyon mouths and ridge saddles. Access roads will be the shortest length feasible. Grading for roads will be the minimum necessary to provide adequate access.

County Fire Department

There are very specific numeric gradient requirements for roads in the Development Code, not just the minimum necessary and they are applied regardless of length of road.

V/S 1.1 - Designate the following roads and highways as evacuation routes in the Valley Region: Interstates 10, 15, 210 and 215; State Highways 30, 60, 66, 71 and 83; and numerous major and secondary highways.

And

V/S 1.2 - In addition to the above evacuation routes, Caltrans has identified a number of "Potential Evacuation Routes" in the Valley Region. The roads should also be relied on by the County to direct emergency evacuations. These roads have the least number of bridges and may be among the safest roads to travel in the event of a major earthquake:

And

M/S 1.1 - Designate the following roads and highways as evacuation routes in the in the Mountain Region: State Highways 2, 18, 38, 138, 189 and 330, and Mount Baldy Road.

County Fire Department

There is neither the funding nor the personnel to accomplish these goals.

M/S 1.2 - Encourage expansion or development of fuel breaks adjacent to residential populated areas within the Mountain Region in a manner consistent with the intent of the General Plan.

County Fire Department

In addition to specific project requirements under the Fire Master Plan that the proponent is to prepare for their project. The County continues to create and maintain community based fuels management projects that provide overall protection to all of the communities identified in the Fire Safety Overlay (FSO) within the Development Code. Over the last 9 years the County has managed over \$80 million in fuels reduction projects within the FSO that supports this goal.

D/S 1.1 - Designate the following roads and highways as evacuation routes in the in the Desert Region: Interstates 15 and 40, U.S. 95 and 395 and State Highways 18, 58, 62, 127, 138, 178 and 247.

County Fire Department

There is neither the funding nor the personnel to accomplish this goal.

Economic Development Element

The Economic Development (ED) Element is intended to guide the County in expanding the local economy, which provides jobs, attracts and retains businesses, supports diverse and vibrant commercial areas, and brings in sufficient revenue to support various local programs and services.

Because the Economic Development Element is not a state mandated element, the state has not set forth requirements for the element. However, the state has provided a list of suggested issues which the Economic Development Element can address including business retention and development by sector; employment development, business recruitment, fiscal stability, and budgetary structure.

Within the ED Element there are approximately 44.54% of the goals, policies and programs accomplished by the development review process. Approximately 55.46% of the remaining goals, policies and programs are implemented or are in development, depending on the availability of staff time and funding, by the following departments or agencies in accordance with the plan. The following are some highlights from different County departments of the implementation of these goals, policies or programs.

ED 1.1 - Adopt an incentive program to encourage industrial/commercial development that would produce jobs and reduce the need for certain types of infrastructure or services. Not yet implemented due to lack of funding and other resources.

Economic Development Agency (EDA)

EDA has not yet implemented a program due to lack of funding and other resources.

ED 1.2 - Recognize the distinctions between the growth stages of the Valley, Mountain, and Desert Planning Regions in encouraging industrial, office, and professional and local serving employment. The growth stages are: (1) affordable residential with net out-commuting to jobs; (2) emergence of an industrial base; and (3) maturing economy with professional and office jobs orientation."

Economic Development Agency (EDA)

Each region has different needs and EDA seeks to promote job creation wherever possible and feasible.

ED 2.1 - Use joint development programs with school districts to strengthen the overall quality of education throughout the County.

Economic Development Agency (EDA)

Workforce Development Department, a department in EDA, has partnered with the San Bernardino County Superintendent of Schools Alliance of Education which seeks to promote STEM education in public schools. Additionally, Workforce Development Department, a department within EDA, and the Alliance for Education have created a Website that links educators and Youth service providers with

local employers to assist in creating curriculum that provides students with opportunities to relate learned skills to real-life application.

ED 2.2 - Encourage the improvement and expansion of institutions of higher learning and training programs that provide the labor force with the skills to compete in the emerging service and logistics oriented economy.

Economic Development Agency (EDA)

At the request of local businesses, Workforce Development Department, a department within EDA, has partnered with local community colleges to develop customized training programs to provide training that directly relates to the skill sets needed by local business.

ED 3.1 - With local labor force agencies and boards, identify the skill requirements of the emerging industries.

Economic Development Agency (EDA)

Workforce Development Department, a department within EDA, Business Services staff works closely with industry organizations, employment agencies, and the local Employment Development Department staff to identify what skill requirements are needed for new occupations in our region.

ED 3.2 - Assist in providing ongoing analysis of key economic trends by the major Valley, Mountain, and Desert Planning Regions and how these trends relate to emerging labor force skill requirements.

Economic Development Agency (EDA)

Workforce Development Department, a department within EDA, staff conducts ongoing Labor Market Information analysis of the Valley, Mountain and Desert areas using state, local, and private data gathering entities (EMSI, Monster and ESRI) that survey businesses workforce needs.

ED 3.3 - Promote development of a highly skilled labor force within high-wage emerging industries, such as research and development, high-technology manufacturing, and professional, office-oriented occupations.

Economic Development Agency (EDA)

EDA is currently in the planning process (CEDDS or EDA strategy)

ED 4.1 - Promote commercial development that enhances the County's economic base, particularly for small businesses, and provides jobs for its residents.

And

ED 4.2 - Establish Enterprise Zones and facilitate the provision of needed infrastructure facilities and public services (within these zones), with the County's Department of Community Development and Housing (CDH) to take the lead to attract industries to these zones.

Economic Development Agency (EDA)

This is an ongoing effort in progress in the EDA.

ED 4.3 - Direct the San Bernardino County Department of Community Development and Housing to continue with its adopted incentive programs geared toward labor-intensive industries, including the following:

(1) Tax-exempt industrial revenue bonds (IRBs);

Redevelopment Agency

RDA issued the Recovery Zone Facility Bonds.

ED 5.1 - Encourage home-based businesses, particularly those related to the new information technologies and telemarketing. Ongoing efforts in progress

And

ED 5.2 - Encourage the provision of infrastructure, such as cable and wireless technologies, that facilitate the efficiency and expansion of home-based businesses. Ongoing efforts in progress

Economic Development Agency (EDA)

This is an ongoing effort in progress in the EDA.

ED 6.2 - Encourage residential and commercial land use planning that respects agricultural production and encourages its continuation.

And

ED 7.1 Inventory the major mineral resources in the County and estimate the value of production to the local economy.

And

ED 7.2 - Provide incentives for extractive industries to use their materials locally, to the extent possible. Ongoing efforts in progress

Economic Development Agency (EDA)

This is an ongoing effort in progress in the EDA

ED 8.1 - Coordinate with regional, state, and federal agencies to design and fund inter-modal systems that add more rail capacity and grade separations and keep San Bernardino County at the forefront of the logistics industry.

Department of Public Works

Transportation Planning Division implements this policy through coordination with SANBAG and other agencies.

ED 8.1 - Coordinate with regional, state, and federal agencies to design and fund inter-modal systems that add more rail capacity and grade separations and keep San Bernardino County at the forefront of the logistics industry.

And

ED 8.2 - Develop creative financing mechanisms that can fund the major inter-modal infrastructure needs over the long term, such as a multi-jurisdictional, inter-modal infrastructure financing bank.

And

ED 8.3 - With local, regional, federal and state agencies identify the best location for a major new multi-modal facility within the County to enhance the concept of an “Inland Port.”

Economic Development Agency (EDA)

EDA is currently in the planning process (CEDDS or EDA strategy)

ED 9.1 - Local tourism boards will promote the attractiveness of San Bernardino County as a visitor and recreation destination.

And

ED 9.2 - Build on the Gateway to the Mountains and Deserts theme to attract overnight visitors.

Economic Development Agency (EDA)

EDA created the Destination Council and the DiscoverIE.com website

ED 9.3 - With local jurisdictions and agencies, reduce infrastructure and facility constraints that limit the expansion of tourism.

Economic Development Agency (EDA)

Currently in planning process (CEDDS or EDA strategy)

ED 9.4 - Prepare an economic evaluation of the value of tourism to the local economy and how it differs for the Valley, Mountain and Desert Planning Regions.

Economic Development Agency (EDA)

EDA has utilized the services of a consulting firm to conduct a survey at Pirates Cove and focus groups in the LA area to determine the attractiveness of the Valley and Mountain area to tourists.

ED 9.5 - The County will work with federal land management agencies, such as the National Park Service, U.S. Forest Service and Bureau of Land Management, to promote tourism activities appropriate to the federal lands open to the public that will benefit both the economic development of the County and the health and wellbeing of the landscape and associated natural or cultural resources that attract people to visit.

Economic Development Agency (EDA)

EDA has ongoing efforts in progress. In addition, the county has a contract with IEEP to work with the Bureau of Land Management to increase the availability of areas for filming.

ED 10.1 - Encourage a variety of industries to locate in the County, including commercial/professional office uses and “clean,” high-technology industries that provide high-skill/high-wage job opportunities.

And

ED 10.2 - Encourage the expansion of existing businesses and efforts at business retention. Ongoing efforts in progress

Economic Development Agency (EDA)

EDA has ongoing efforts in progress.

ED 11.1 - Support economic development opportunities in targeted growth areas that meet the County’s economic needs and ensure compatibility with the County’s long-range economic strategy.

And

ED 11.2 - Undertake targeted economic studies to examine the most competitive industries for various planning regions within the County based on their stage of growth.

Economic Development Agency (EDA)

Ongoing efforts in progress and included as part of the planning process (CEDS or EDA strategy)

ED 12.1 - Expand retail and visitor-serving opportunities by encouraging an appropriate mix of revenue-generating land use to maintain a competitive edge and a strong sales tax base."

Economic Development Agency (EDA)

EDA has ongoing efforts in progress.

ED 12.2 - Promote efficiency in government by encouraging annexations that eliminate isolated County “islands” of development.

LAFCO

LAFCO promotes efficiency in government by encouraging annexations that eliminate isolated County “islands” of development.

ED 13.1 - Continue capital improvements planning and prioritization of infrastructure investments to assure that funding resources are allocated to the County’s most critical economic needs. This will allow development to anticipate the location and timing of improvements.

Economic Development Agency (EDA)

EDA has ongoing efforts in progress.

Department of Public Works

Transportation Planning implements this policy through capital improvement project program.

ED 13.3 - Pursue a variety of funding approaches, including impact fees, assessments, transportation funds, and other programs, to revitalize and upgrade public infrastructure. Currently in planning process (CEDS or EDA strategy)

Economic Development Agency (EDA)

Ongoing efforts in progress and included as part of the planning process (CEDS or EDA strategy)

Department of Public Works

Transportation Planning implements this policy through capital improvement project program and Development Fee Plans.

ED 14.1 - Coordinate the activities of all the relevant agencies and programs to better serve the needs of the business community through an overarching Economic Development Agency within the County.

And

ED 14.2 - Use marketing programs aimed at capturing new business activity.

And

ED 14.3 - Monitor economic development performance through the use of an Economic Indicator Monitoring Program and integrate it into the County’s annual management process.

Economic Development Agency (EDA)

EDA has ongoing efforts in progress.

ED 15.1 - Coordinate with cities to encourage major economic development in areas with sufficient existing or planned infrastructure capacity.

Economic Development Agency (EDA)

Ongoing efforts in progress and included as part of the planning process (CEDS or EDA strategy)

ED 15.2 - Facilitate economic development that will improve the overall jobs-housing balance within the major planning regions of the County, including a Mag-Lev/high-speed rail system that links San Bernardino County with other parts of the region.

Economic Development Agency (EDA)

Improving overall jobs/housing balance is ongoing. The High speed rail system is not yet implemented due to lack of funding and other resources.

Department of Public Works

Transportation Planning implements this policy through coordination with SANBAG.

ED 15.3 - Encourage economic development within community planning areas that is sensitive to their respective visions of a rural lifestyle.

Economic Development Agency (EDA)

EDA has ongoing efforts in progress.

ED 16.1 - There will be an integration of economic development with an Airport Master Plan.

Department of Airports

The Department of Airports utilizes its airport operations data in concert with a marketing program to raise awareness and use of the County-operated airports.

ED 17 - Encourage joint city/county/LAFCO planning within city sphere of influence areas to achieve rational and efficient economic development.

LAFCO

LAFCO encourages joint city/county/LAFCO planning within city sphere of influence areas to achieve rational and efficient economic development.

ED 17.1 - Establish close, ongoing working relationships between County Economic Development staff and local city economic development staff to strengthen regional economic planning and programs for sphere of influences.

Economic Development Agency (EDA)

Ongoing efforts in progress and included as part of the planning process (CEDS or EDA strategy)

LAFCO

LAFCO establishes close, ongoing working relationships between County Economic Development staff and local city economic development staff to strengthen regional economic planning and programs for sphere of influences.

ED 17.2 - Facilitate annexations that result in continuity of development and the extension of existing infrastructure.

LAFCO

LAFCO facilitates annexations that result in continuity of development and the extension of existing infrastructure.

ED 17.3 - Develop infrastructure financing policies that are similar for development, whether under County jurisdiction or eventual City annexation.

LAFCO

LAFCO may be involved if annexation is proposed

Department of Public Works

Transportation Planning implements this policy through capital improvement project program and Development Fee Plans.

ED 17.4 - Utilize partnerships between the County and local jurisdictions when such partnerships will lead to a reduction in the fiscalization of land use and fiscally benefit all parties.

LAFCO

May involve LAFCO where service contracts are involved and/or annexations

ED 18.1 - Promote development of a highly skilled labor force within high-wage emerging industries such as research and development, high technology, manufacturing, and office-oriented occupations

Economic Development Agency (EDA)

Ongoing efforts in progress. In addition, Workforce Development Department, a department within EDA, and ED are working with industry councils for the local demand industry sectors such as the Advanced Manufacturing Council, Transportation Council, Health Care Council and the Aviation Council, Workforce Development Department, a department within EDA, identify needed skill sets for their specific industries and establish appropriate training programs to address these needs.

ED 19.1 - Retain and expand trucking, warehousing, and distribution opportunities.

And

ED 19.2 - Attract warehousing/distribution centers, while addressing long-term impacts of inter-modal and related transportation activities.

And

ED 19.3 - Attract industrial users with "multi-modal" needs.

And

ED 20.1 - Expand, through business attraction and local business development, private sector export activity, whether manufacturing, high-value services, transportation and logistics, high-tech, or similar higher-paying industry clusters.

Economic Development Agency (EDA)

EDA has ongoing efforts in progress.

ED 20.2 - Attract high-technology businesses to the County, focusing on Loma Linda University Medical Center, a research university with interest in technology transfer and commercialization.

Economic Development Agency (EDA)

Ongoing efforts in progress and included as part of the planning process (CEDS or EDA strategy)

ED 20.3 - Encourage and facilitate growth of technology businesses and related industry around existing campuses, such as California State University—San Bernardino (CSUSB) and Loma Linda University.

Economic Development Agency (EDA)

EDA has ongoing efforts in progress.

ED 21.1 - Continue to promote identity-building events, such as Route 66 events and other "festival" events.

Economic Development Agency (EDA)

Part of the ongoing work of the Destination Council which was created by EDA is to develop and promote regional events.

ED 22.1 - Address the availability of new financing sources to supplement the primary revenues for both capital facility costs and ongoing operations and maintenance costs.

Economic Development Agency (EDA)

Ongoing efforts in progress and included as part of the planning process (CEDS or EDA strategy)

ED 22 - Prepare for oncoming economic activities through adequate infrastructure improvements and long-range capital facility planning.

Department of Public Works

Transportation Planning implements this policy through capital improvement project program and Development Fee Plans.

ED 22.2 - Expand opportunities by encouraging an appropriate mix of revenue-generating land uses to maintain a competitive edge and a strong sales tax base.

And

ED 22.3 - Continue to maximize opportunities that generate taxable sales in targeted growth areas.

Economic Development Agency (EDA)

EDA has ongoing efforts in progress.

ED 23 - Prepare uniform development impact fee programs to provide adequate infrastructure improvements and long-range capital facility planning.

Department of Public Works

Transportation Planning implements this policy through an existing development fee plans and countywide Development Impact Fee Study in progress.

ED 23.1 - In coordination with local jurisdictions and agencies, prepare uniform development impact fee programs by major planning areas, on a fair-share basis, that provide for adequate infrastructure funding.

Department of Public Works

Transportation Planning implements this policy through an existing development fee plans and countywide Development Impact Fee Study in progress.

ED 23.2 - Design the impact fee programs to be consistent with existing jurisdictional fee systems so that infrastructure can be expanded on a seamless basis with ongoing development within city boundaries or during annexations or incorporations.

LAFCO

LAFCO may be involved if annexation or incorporation is proposed

Department of Public Works

Transportation Planning implements this policy through an existing development fee plans and countywide Development Impact Fee Study in progress.

ED 24.2 - In developing various approaches, examine current or previous tax-sharing experience, both within the County and nationwide, including but not limited to: (1) the Minneapolis-St. Paul Twin Cities Fiscal Disparities Act (property tax-sharing); (2) the Pittsburgh Regional Asset District (sales tax-sharing); (3) the County of Sacramento sales tax-sharing experiment; and (4) local, project specific sales tax-sharing experiences, particularly in San Bernardino and Riverside counties.

Economic Development Agency (EDA)

EDA would provide assistance as appropriate for individual projects.

ED 25 - As local, unincorporated areas within the County develop, establish financing approaches to fund adequate ongoing public services on a fair-share basis.

LAFCO

This policy should include assignment of cost to the area receiving service and protection of the County General Fund.

Department of Public Works

Transportation Planning implements this policy through and Development Fee Plans.

ED 25.2 - Develop service delivery partnerships with local jurisdictions or agencies that result in the efficient and cost-effective provision of public services.

Department of Public Health (DPH)

DPH will be able to look at strengthening its partnerships with community based organizations and service providers after the comprehensive needs assessment is compiled and adopted.

ED 26.1 - Provide financial and other assistance to retain and/or attract businesses identified by the community as desirable for the redevelopment project area.

Redevelopment Agency

Financial Assistance

Assembly Bill X1 26 (the "Dissolution Act") mandates the elimination of every redevelopment agency in California. The County of San Bernardino acting as the Successor Agency to the Redevelopment Agency of the County of San Bernardino ("Successor Agency") will be taking various actions relating to the wind-down of the Redevelopment Agency. The former Redevelopment Agency will not have the ability to participate in these activities.

Mohawk Industries Incentive Agreement (San Sevaine)

This agreement structured a business assistance incentive between Mohawk Industries (“Mohawk”), the RDA, and the County. Mohawk purchased and moved into an 849,254 square foot distribution facility, which also included a point of sales location that generates sales tax. Initially Mohawk employed 115 people with an annual payroll of over \$4 million. The agreement stipulates that the County will provide the RDA, in the form of a payment or reimbursement, an amount measured by a percentage of sales taxes received by the County with respect to Mohawk’s sales.

At this location Mohawk conducted sales in FY 2010-11; it produced additional sales tax for the County. Due to the fact the Agreement is now in its fifth year and the County retains a larger portion of sales tax produced. The County will retain \$250,000 of the sales tax and approximately \$124,636 will be reimbursed to Mohawk.

This is an activity that the Successor Agency can continue to meet since it is an enforceable contract.

California Steel Industries, Inc. – North Side Predevelopment Agreement (San Sevaine)

On July 14, 2009, the Board approved an agreement that provides for reimbursement in an amount not to exceed \$500,000 to assist CSI in the entitlement process for redevelopment activities on CSI’s property. Plans for the proposed development were submitted to the County’s Land Use Services Department in September 2010 and approved by the County Planning Commission on October 6, 2011. The proposed CSI Industrial Park development project will consist of the redevelopment of 29.5 acres on the north side of the property from outdoor storage and rail yard to an industrial park to house up to five business partners. This Industrial Park is key to the growth strategy of CSI as well as the addition of its recently installed \$70 million clean burning furnace. The improvements will benefit the project area by eliminating physical blighting conditions; construction of building new buildings thereby creating new quality jobs and retaining existing jobs. CSI has determined to cancel the contract with the RDA and finish the development without the RDA assistance.

M/ED 1.1 - Encourage development and business activities that capitalize on the amenities and recreational activities contained within the National Forest and offered by the mountain communities including skiing, biking, fishing, hiking and camping.

And

M/ED 1.2 - Support commercial development that is of a size and scale that complements the natural setting, is compatible with surrounding development, and enhances the alpine character.

Economic Development Agency (EDA)

EDA has ongoing efforts in progress.

M/ED 1.5 - Work with the County Economic Development Agency to pursue appropriate grant funding to assist in economic development activities.

Economic Development Agency (EDA)

Ongoing efforts in progress and included as part of the planning process (CEDS or EDA strategy)

M/ED 1.6 - Encourage the creation of hiking and biking trails as tourist attractions.

Department of Public Health (DPH)

DPH has worked with EDA and Regional Parks to promote county's "active outdoors" amenities.

Regional Parks Department

As the Santa Ana River Trail is complete, Regional Parks is working with Riverside and Orange Counties to market the trail as a major attraction throughout Southern California.

Department of Public Works

Traffic Division implements this policy through coordination with SANBAG and Non-Motorized Transportation Plan.

D/ED 1.1 - Support commercial development that is of a size and scale that complements the natural setting is compatible with surrounding development and enhances the rural character.

Economic Development Agency (EDA)

EDA has ongoing efforts in progress.

Greenhouse Gas Emissions Reduction Plan



BACKGROUND INFORMATION

Following the County's adoption of its General Plan in March 2007, the California Attorney General (AG) filed a lawsuit alleging that the EIR prepared for the General Plan Update did not comply with the requirements of the California Environmental Quality Act (CEQA) in its analysis of Greenhouse Gas (GHG) emissions and climate change. The County and the Attorney General subsequently entered into a settlement agreement (Settlement Agreement), which required the AG to dismiss its lawsuit to set aside the General Plan and the County to do the following:

- (1) prepare an amendment to its General Plan adding a policy that describes the County's goal of reducing those GHG emissions reasonably attributable to the County's discretionary land use decisions and the County's internal government operations; and,
- (2) prepare a GHG Emissions Reduction Plan, which includes inventories, a reduction target, and, reduction measures to meet the reduction target, by regulating those sources of GHG emissions reasonably attributable to the County's discretionary land use decisions and the County's internal government operations.

A related lawsuit challenging the General Plan EIR was filed by the Center for Biological Diversity and other organizations, and that lawsuit was dismissed following the settlement with the Attorney General. With the dismissal of these lawsuits, the March 2007 approval of the General Plan, and the County's certification of the program EIR for the General Plan, remained in full effect. The adoption of the General Plan Amendment and GHG Plan on December 6, 2011, satisfied the requirements of the Settlement Agreement.

CEQA REQUIREMENTS

CEQA Guidelines [Cal. Code of Regulations Cal. Code of Regulations], adopted in 2009, now require:

- (2) Inclusion of a GHG analyses in CEQA documents;
- (3) Quantification of GHG emissions;

- (4) Determination of significance for GHG emissions; and,
- (5) Adoption of feasible mitigation to address significant impacts.

Additionally, the CEQA Guideline Section 15083.5 (b) provides that the environmental analysis of specific projects may be tiered from a programmatic GHG plan that substantially lessens the cumulative effect of GHG emissions. If a public agency adopts such a programmatic GHG Plan, the environmental review of subsequent projects may be streamlined. A specific project's incremental contribution of GHG emissions will not be considered cumulatively significant if the project is consistent with the adopted GHG plan.

An important objective of the GHG Plan is to satisfy the requirements of Section 15183.5 (b) of the CEQA Guidelines. Under this Guideline, compliance with the GHG Plan can be used in appropriate situations to determine the significance of a project's effects relating to greenhouse gas emissions, thus providing streamlined CEQA analysis of future projects that are consistent with the approved GHG Plan.

GHG REDUCTION PLAN PROCESS

The GHG Plan was initiated in December of 2007 when the Board of Supervisors directed the Land Use Services Department to begin working on the Plan. On September 29, 2010, Land Use Services held a public workshop on the GHG Plan and a scoping meeting on the proposed SEIR. A workshop on the GHG Plan was conducted before the Planning Commission on October 21, 2010. The draft GHG Reduction Plan and draft SEIR were released for public review on April 5, 2011. On September 29, 2011 the Planning Commission recommended that the Board approve the proposed GPA Amendment, GHG Plan and Development Code amendments. Finally, on December 6, 2011 the Board of Supervisors adopted the GHG Plan, the General Plan Amendment and the Development Code Amendments.

DESCRIPTION

The General Plan Amendment, GHG Plan, and associated Development Code Amendment, as follows:

1. General Plan Amendment.

The General Plan Amendment added Policy CO 4.13 to the General Plan Conservation Element specifically calling for the reduction of GHG emissions within the County boundaries, with Programs providing for the preparation of GHG emissions inventories and adoption of a GHG Reduction Plan.

2. GHG Emissions Reduction Plan.

The framework of the GHG Plan consists of:

- (A) An inventory of GHG emissions that identifies and quantifies existing emissions and projected future emissions;
- (B) A reduction target to reduce existing GHG emissions by 15 percent by 2020;
- (C) Goals, polices and measures to reduce existing emissions to meet the reduction target; and
- (D) A mechanism to monitor the Plan's progress towards achieving the reduction target and a process to amend the Plan, if needed, to reach the County's reduction goal.

A. GHG Plan Emission Inventory

The inventories prepared for the GHG Plan include a current year inventory and a 2020 year inventory. The year 2007 was selected as the current year as it is the most recent year with the necessary data to perform a comprehensive inventory. The 2020 inventory is a projection based on current energy consumption and unit emission rates adjusted by sector-specific growth rates or based on California Air Resources Board's unmitigated emissions inventory growth rates for 2020. Incorporating the approach used by the Local Government Operations Protocol (LGOP), inventories have been prepared for two distinct categories of emissions: an external emissions inventory (External Inventory) and an internal emissions inventory (Internal Inventory).

The External Inventory includes GHG emissions produced by private industry and development that are located within the area subject to the County's discretionary land use authority and its ministerial building permit authority. It also includes GHG emissions from land uses within the County's unincorporated areas where the County has jurisdictional land use authority, and emissions generated outside the County that are the result of service and operation demands from land uses located within the County's unincorporated area.

The Internal Inventory includes GHG emissions associated with the County's provision of services and internal operations ("Internal Inventory"). The Internal Inventory includes emissions that occur within the unincorporated County (where County facilities and operations are located and/or take place in unincorporated areas) as well as emissions that occur outside the unincorporated County (where County facilities and operations are located and/or take place in other jurisdictions). Examples include County vehicles and equipment, as well as buildings and other County-owned facilities such as airports.

The Inventories have been differentiated into sectors to facilitate development of specific reduction measures. The External Inventory sectors with the corresponding emissions are described in **Table 1** and the Internal Inventory sectors with corresponding emissions are described in **Table 2** below:

TABLE 1
SAN BERNARDINO COUNTY EXTERNAL EMISSIONS INVENTORY SUMMARY

External Inventory 2007 and Unmitigated 2020 Emissions Projections (MTCO ₂ e)				
Sector	2007		2020	
	Emissions	Percentage	Emissions	Percentage
Stationary Sources	2,866,435	45.8	3,173,592	41.8
Transportation: On-road	1,631,666	26.1	2,176,132	28.7
Off-road	157,185	2.5	235,054	3.1
Building Energy Use: Industrial	593,716	9.5	760,834	10.0
Residential	440,851	7.1	467,217	6.2
Commercial	246,364	3.9	314,603	4.1
Solid Waste/Landfills	213,191	3.4	359,318	4.7

External Inventory 2007 and Unmitigated 2020 Emissions Projections (MTCO ₂ e)				
Sector	2007		2020	
	Emissions	Percentage	Emissions	Percentage
Agriculture	64,619	1.0	50,991	0.7
Water-Related: Wastewater	27,994	0.4	35,525	0.5
Water Conveyance	10,696	0.2	13,211	0.2
Miscellaneous (residential fires and cooking)	346	0.01	431	0.01
Total	6,253,063	100	7,586,908	100

TABLE 2
SAN BERNARDINO COUNTY INTERNAL INVENTORY EMISSIONS SUMMARY

Internal Inventory 2007 and Unmitigated 2020 Emissions Projections (MTCO ₂ e)				
Sector	2007		2020	
	Emissions	Percentage	Emissions	Percentage
Solid Waste/Landfills	206,817	60.9	342,480	66.2
County Facilities	62,981	18.5	84,915	16.4
County Vehicle Fleet	34,958	10.3	42,526	8.2
Employee Commute	32,490	9.6	42,869	8.3
Water Pumping and Wastewater Treatment	2,192	0.7	4,114	0.8
Outdoor Lighting	276	0.1	317	0.1
Total	339,714	100	517,221	100

B. Emissions Reduction Target

The GHG Plan's targeted goal is to reduce current GHG Emissions from activities over which the County has jurisdictional and operational control by at least 15% by 2020. The reduction target is consistent with Assembly Bill 32 and the California Air Resources Board (CARB) recommendations for local governments to reduce GHG emissions to a level of 15 percent below existing levels by 2020.

To reach this target, by 2020 the External Inventory of emissions must be reduced to approximately 5.3 million MTCO₂e, which is a reduction of 2.3 million MTCO₂e compared to 2020 unmitigated emissions. By 2020, the Internal (County government operations) Inventory of emissions must be reduced to

approximately 289,000 MTCO₂e, requiring a total reduction of approximately 229,000 MTCO₂e compared to 2020 unmitigated emissions.

With application of the reduction measures in the GHG Plan, by 2020 External Inventory emissions will be reduced approximately 15.3% below 2007 emission levels. In addition, by 2020 Internal Inventory emissions will be reduced approximately 24% below 2007 emission levels.

C. Emissions Reduction Measures

To reach the County's 2020 reduction target, the GHG Plan includes state, regional and County measures. These reduction measures are organized into a classification system that recognizes both the origin of the measures, i.e., state, regional, or County, and whether the measure is quantifiable in terms of calculating a volume of emission reduction, generally described as follows:

- Reduction Classification 1 (R1) includes all quantifiable measures that have been adopted, implemented, and proposed by state and regional agencies.
- Reduction Classification 2 (R2) includes all quantifiable measures that have been adopted, implemented or will be implemented by the County.
- Reduction Classification 3 (R3) includes all other measures that have been implemented or will be implemented by the County which were not quantified, but are included in the County's GHG Plan. These measures are either facilitative in nature or there are methodological issues that prevent their quantification at this time. The R3 measures were not used to demonstrate achievement of the proposed County 2020 GHG emissions reduction target.

The Development Review Process (DRP) for evaluating GHG Emissions of new development projects is classified as a R2 Measure under the GHG Plan. Reductions of GHG emissions will be achieved through the DRP by applying appropriate reduction requirements as part of the discretionary approval of new development projects. The DRP procedures for evaluating GHG impacts and determining significance for CEQA purposes will be streamlined by (1) applying a uniform set of performance standards to all development projects, and (2) utilizing Screening Tables to mitigate project GHG emissions. Additionally, projects will have the option of preparing a project-specific technical analysis to quantify and mitigate GHG emissions. A review standard of 3,000 metric tons of carbon dioxide equivalent (MTCO₂e) per year will be used to identify projects that require the use of Screening Tables or a project-specific technical analysis to quantify and mitigate project emissions. The DRP for assessing and mitigating GHG emissions is summarized as follows:

- a) County Performance Standards. All development projects, including those otherwise determined to be exempt from CEQA will be subject to applicable Development Code provisions, including the GHG performance standards, and state requirements, such as the California Building Code requirements for energy efficiency. With the application of the GHG performance standards, projects that are exempt from CEQA and small projects that do not exceed 3,000 MTCO₂e per year will be considered to be consistent with the Plan and determined to have a less than significant individual and cumulative impact for GHG emissions.
- b) Regulatory Agency Performance Standards. When, and if, South Coast Air Quality Management District or Mojave Basin Air Quality Management District adopts standards, the County will consider such guidance and incorporate all applicable standards.

- c) Projects Using Screening Table. For projects exceeding 3,000 MTCO₂e per year of GHG emissions, the County will use Screening Tables as a tool to assist with calculating GHG reduction measures and the determination of a significance finding
- Projects that garner 100 or more points would not require quantification of project-specific GHG emissions. Consistent with the CEQA Guidelines, such projects are consistent with the Plan and therefore will be determined to have a less than significant individual and cumulative impact for GHG emissions.
- d) Projects Not Using Screening Tables. Projects exceeding 3,000 MTCO₂e per year of GHG emissions that do not use the Screening Tables, will be required to quantify project-specific GHG emissions or otherwise demonstrate that project-specific GHG emissions achieve the equivalent level of GHG emissions efficiency as a 100-point project. Consistent with the CEQA Guidelines, such projects are consistent with the Plan and therefore will be determined to have a less than significant individual and cumulative impact for GHG emissions.
- e) Residential Projects Located Outside City Sphere of Influence. Residential Projects (or mixed use projects with a residential component) in excess of 250 dwelling units that are located in an unincorporated area not within a City Sphere of Influence (SOI) will not be eligible to use the Screening Tables or rely on the Plan for a determination of less than significant individual or cumulative impact for GHG emissions. These projects must perform an independent project-specific evaluation of GHG emissions and present project-specific conclusions regarding significance of GHG emissions impacts.
- f) Projects Requiring EIR. This process shall not be construed as limiting the County's authority to require an EIR and if needed to adopt a statement of overriding consideration for projects with significant GHG impacts.

D. GHG Plan Monitoring and Amendment

The GHG Plan is viewed as a dynamic program that requires implementation, monitoring, evaluation and adaptation. In addition to the on-going monitoring of emission reductions, the Plan calls for periodic comprehensive reviews on a four year schedule that will involve an appropriate level of re-inventorying emissions sources in order to get a more complete understanding of GHG conditions at that time and the results achieved through the Plan. The GHG Plan also provides a process for amendment, as needed, to achieve the 2020 target and to incorporate future reduction strategies, and improved methodologies and protocols for measuring GHG generation and mitigation reductions.

Business Process Improvement - "Project Dox"

In order to show a commitment on the part of the County and the departments involved in the development and construction review process, the Land Use Services Department (LUSD) is purchasing and implementing "Project Dox." This is a third-party, web-based enhancement which enables a countywide, end-to-end electronic process for development and construction plan review. This product will be a major step forward in addressing the commitment of the Board Supervisors to become "Green County San Bernardino" through the submission of electronic files rather than paper. It provides many benefits to County staff and the public and will improve customer service.

— "Project Dox" ePlan – Building Permit On-line Submission Process

The County of San Bernardino unveiled a new technology application that streamlines the process for documents submitted to the County by people seeking building permits or other approvals. The software, named ePlan part of "Project Dox" allows for online submission, review and approval of documents, which will expedite and simplify the current process. This online program is just another example of how the County is focused on working in a collaborative manner with the private sector to encourage those projects that can add to the economic strength and well-being of the region. The ePlan software was tested in 2011 by the County of San Bernardino's Land Use Services Department and became available for all plan reviews as of January 2012.



Healthy Communities

Improving the health and well-being of residents is an important part of the County's vision, one that begins with providing excellent public health services and extends into developing walkable communities, renovating parks and expanding access to health service. The Healthy Communities Program, created in 2006 and part of the San Bernardino County Department of Public Health, is a countywide strategic initiative to create healthy environments and promote healthful lifestyle choices for all county residents. As of March 31, 2012, seventeen of the county's twenty-four incorporated cities and towns are in partnership with the county to form their own healthy city (or town) initiatives. Two unincorporated communities also have launched initiatives. In 2011, three technical assistance meetings were held with city/town partners, covering topics such as adding health as a guiding principle in city general plans; the statewide Healthy Eating, Active Living (HEAL) Cities Campaign; healthy eating resources available through state and county agencies; and planning for coordinated marketing campaigns.. In November 2011, Healthy Communities again partnered with Loma Linda University and GIS software company ESRI to present the second annual Healthy Communities by Design Summit. This event brought together a cross section of disciplines to explore new ways of promoting health through purposeful community planning, and to challenge existing approaches to community design, while exploring new technologies that promote the understanding and mitigation of urban environmental health issues. Healthy Communities' Safe Routes to School non-infrastructure grant activities to improve environments for children to walk and ride bicycles to school continued throughout 2011. Healthy Communities participates in the ongoing implementation of the Countywide Vision, and is an active participant in the Community Vital Signs project, a community health improvement framework jointly developed by county residents and government.

Inter-jurisdictional Cooperation

The County works closely with other agencies and jurisdictions to ensure that new projects are consistent with San Bernardino County's General Plan and that action items approved in various community plans are implemented or adopted. An example of a specific cooperative effort is the LA/Ontario International Airport Land Use Compatibility Plan (ALUCP).

- **LA/Ontario International Airport Land Use Compatibility Plan (ALUCP) – Technical Advisory Committee**

Since December of 2008, the City of Ontario initiated an update to the Airport Land Use Compatibility Plan (ALUCP) for LA/Ontario International Airport (ONT). The City of Ontario invited neighboring jurisdictions which may be potentially affected by operation at ONT to participate and contribute to the development of the ALUCP. The City of Ontario took the lead role in preparing updates to the LA/ONT ALUCP and included City of Ontario technical staff from various agencies. Throughout the process of developing the ALUCP there were a total four TAC meetings in additions to one-on-one meeting with outside agencies. These meeting focused on three major areas compatibility factors policies relevant to their portions of the Area of Influence (AIA) and plan implementation. Los Angeles World Airport (LAWA) and the other affected jurisdictions are participating in the plan's development in the form of a Technical Advisory Committee (TAC). The Technical Advisory Committee (TAC) consist of representatives from the Counties of San Bernardino and Riverside, the cities of Ontario, Chino, Fontana, Montclair, Rancho Cucamonga, Upland, as well as the Federal Aviation Administration, Los Angeles World Airports, and the California Department of Transportation Division of Aeronautics.

ALUCP Compatibility Factors – The ALUCP addresses four compatibility factors which include safety, noise, airspace protection, and overflight impacts. Affected agencies will utilize the compatibility policies to evaluate future airport plans, land use plans and new development proposals for consistency with the ALUCP for ONT. Each compatibility factor was evaluated in the ALUCP taking into consideration existing and ultimate runway configurations and forecast information and created compatibility policies and criteria.

The draft ALUCP was completed in 2010 and was provided for comment. The City of Ontario handled all public outreach efforts and the environmental review of the ALUCP. The Ontario City Council adopted the ALUCP for ONT April 19, 2011. The other affected agencies and jurisdictions should also adopt the plan or the components which affect their respective jurisdictions and general plans. Once the ALUCP is adopted, each jurisdiction, including the City of Ontario, will need verify consistency of land use plans and development projects with the compatibility policies of the ALUCP. Additionally, certain airport land use planning projects will need to be reviewed for consistency with the ALUCP.

Regional Planning Work

Regional planning includes work on countywide and inter-county planning issues through participation on numerous task forces/advisory groups such as *Achieving a Countywide Vision – Your County...Your Future*; San Bernardino Associated Governments (SANBAG) Technical Planning Advisory Committee and SANBAG Transportation Advisory Committee. SANBAG is the council of governments and transportation planning agency for San Bernardino County.

Achieving our Countywide Vision – your County ...Your Future



In the fall of 2010, the County of San Bernardino and San Bernardino Associated Governments (SANBAG) launched an initiative to collaborate with the community to develop a vision for the county's future. Input was received from more than 4,000 residents through an online survey and community meetings held throughout the county. In addition, focus group meetings were convened with more than 25 industry-specific groups. Interviews were also conducted with officials from each of the 24 cities and towns in the county to more fully understand their perspectives and priorities.

The data collected through these outreach efforts was summarized into a report that identified core vision "elements," a set of shared values and a series of examples that demonstrate innovative and collaborative solutions to critical issues. The end result, the following Countywide Vision statement, was adopted on June 30, 2011, by the County Board of Supervisors and SANBAG Board of Directors.

Countywide Vision Statement

We envision a complete county that capitalizes on the diversity of its people, its geography, and its economy to create a broad range of choices for its residents in how they live, work, and play.

We envision a vibrant economy with a skilled workforce that attracts employers who seize the opportunities presented by the county's unique advantages and provide the jobs that create countywide prosperity.

We envision a sustainable system of high-quality education, community health, public safety, housing, retail, recreation, arts and culture, and infrastructure, in which development complements our natural resources and environment.



We envision a model community which is governed in an open and ethical manner, where great ideas are replicated and brought to scale, and all sectors work collaboratively to reach shared goals.

From our valleys, across our mountains, and into our deserts, we envision a county that is a destination for visitors and a home for anyone seeking a sense of community and the best life has to offer.

In the second half of 2011, groups of County employees and department heads met to discuss County government's role in the achievement of the Countywide Vision for a complete community – one that affords all citizens an opportunity for healthy lifestyles, strong public safety and quality amenities. At a series of meetings on the Vision elements, departmental experts identified the successes, weaknesses, opportunities, and threats facing the county in each of these areas.

Countywide Vision Elements and Shared Values

To achieve a countywide vision to build a complete community, we must work together to improve each essential element of our society:

Jobs/Economy	Public Safety	Environment	Quality of Life
Education	Infrastructure	Wellness	Image
Housing	Water		

The following shared values drive how we address these elements. Our values are our identity, which is what sets us apart and makes us unique from other Southern California regions:

Charity	Honesty	People
Collaboration	Innovation	Responsibility
Commitment	Integrity	Self-reliance
Culture	Natural Resources	Sense of Place
Diversity	Opportunity	Sustainability
Efficiency	Participation	Transparency
History	Patience	Volunteerism

County department heads and a panel of employees also worked with the Chief Executive Officer to develop "Our Job" and "Our Paradigm" statements. These draft statements will be presented to the Board of Supervisors for approval in 2012. The Countywide Vision, along with "Our Job" and "Our Paradigm," will drive future priority-setting, action planning and resource allocation decisions.

The County and SANBAG are committed to next facilitating discussions amongst subject matter experts and opinion leaders centered on identification of major issues and needs and how those needs could be addressed through collaboration and collective community action. These discussions will involve diverse stakeholders representing employers, educators, community and faith-based organizations, and government. The Countywide Vision statement, report and related documents are available for review at www.sbcounty.gov/vision.

Transportation Planning Projects

SANBAG Measure I: 2010-2040 Strategic Plan Eligible Projects

The voters of San Bernardino County approved San Bernardino County Transportation Authority Ordinance 04-01 on November 4, 2004. The Ordinance is referred to in the Strategic Plan as Measure I 2010-2040 to distinguish it from the 20-year half-cent sales tax measure that took effect in April 1990.



The Measure I retail transactions and use tax is statutorily dedicated for transportation purposes only in San Bernardino County and cannot be used for other governmental purposes or programs. There are specific safeguards in the Ordinance to ensure that funding is used in accordance with the specified voter-approved transportation project improvements and programs.

The Measure I Ordinance contains maintenance-of-effort provisions that state that funds provided to government agencies by Measure I are to supplement, and not replace, existing local revenues being used for transportation purposes. In addition, Measure I 2010-2040 revenues are not to replace requirements for new development to provide for its own road needs. The Ordinance further states that Measure I funding priorities should be given to addressing current road needs, easing congestion, and improving roadway safety.

Eligible expenditures include those for planning, environmental reviews, engineering and design costs, related right-of-way acquisition, and construction. Eligible expenditures also include, but are not limited to, debt service on bonds and expenses in connection with issuance of bonds

Measure I: I-10 Carpool Lanes - Ontario to Redlands

Early project development work began in 2007 for the addition of carpool lanes to Interstate 10 between Ontario and Redlands. SANBAG is working with Caltrans to perform preliminary engineering and conduct environmental studies for the addition of these new lanes. This project will add a general purpose lane to approximately 3.5 miles of westbound I-10, between Live Oak Canyon Road in Yucaipa and Ford Street in Redlands.



The project will pave the way for better traffic flow, especially for morning commuters headed “down the hill” to San Bernardino and other points west. Construction is expected to start in early 2011 and take slightly more than two years to complete. Project features include:

- Placement of meters at westbound Yucaipa Boulevard on-ramp to regulate traffic operations.
- Cutback of the slope and construction of a retaining wall north of the freeway between Yucaipa Boulevard and Wabash Avenue.

Measure I: I-10 Westbound Lane Addition Project



SANBAG, in cooperation with Caltrans and the cities of Yucaipa and Redlands, is adding a new lane on westbound Interstate 10 between Yucaipa and Redlands. The project is designed to reduce traffic congestion along this heavily traveled section of freeway. Construction is started in 2011 and last slightly more than two years.

Southern California Association of Governments (SCAG)

2012 Regional Transportation Plan (RTP) & Sustainable Communities Strategy (SCS)

The Southern California Association of Governments (SCAG) is the nation's largest metropolitan planning organization, representing six counties, 191 cities and more than 18 million residents; the County of San Bernardino is one of the six counties. SCAG has been committed to integrated transportation and land use planning. Southern California Association of Governments undertakes a variety of planning and policy initiatives to encourage a more sustainable Southern California now and in the future. Now with Senate Bill 375 (SB 375), a law that calls for the reduction of greenhouse gas emissions from automobiles and light trucks through the integrated planning of transportation, land use and housing,

In 2011 SCAG had the following schedule to prepare for the 2012 Regional Transportation Plan (RTP) and the Sustainable Communities Strategy (SCS):

- January 2011 – SCAG held workshops and meetings RTP/SCS for data gathering.
- February 2011 – California Air Resources Board (ARB) Sets Final Target for SCAG Region
- Spring 2011 – SCAG held RTP/SCS Subregional Workshops, Policy Committee Workshops and a Program Environmental Impact Report Scoping Meeting
- September 2011 - State Housing Community Development issues Regional Housing Needs Assessment (RHNA) Determination for SCAG Region
- December 2011 – SCAG Released the Draft of the 2012 RTP/SCS

To address these challenges, SCAG performed a careful analysis of our transportation system, the future growth of our region, and potential new sources of revenue, and embarked on a massive outreach undertaking to hear what the region had to say. While SCAG continued to work closely through hundreds of meetings with stakeholder agencies that it has always collaborated with, it also conducted a series of planning sessions throughout the region to find out what Southern Californians want to see in their future. The result of this multi-year effort is the 2012 RTP/SCS, a shared vision for the region's sustainable future.

SCAG is the federally designated MPO for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura. As the MPO, SCAG develops the RTP and updates it every four years through a bottom-up and comprehensive, cooperative and continuous ("3-C") process involving numerous stakeholders. Transportation investments in the SCAG region that receive state and federal funds or require federal approvals (such as environmental clearance) must be consistent with the RTP and must be included in SCAG's Federal Transportation Improvement Program (FTIP) when ready for funding. The FTIP is a four-year program and represents the immediate, near-term commitments of the RTP.

The development of the 2012 RTP/SCS has required a greater level of collaboration than in past plans. SCAG has worked together with stakeholders to develop a technically solid growth forecast, multi-modal transportation and land use strategies, economic impact analysis, and a realistically achievable financial plan.

The RTP/SCS has been developed using a 'bottom-up' approach respecting local communities' General Plans and growth input.

Stakeholder Involvement and Public Participation

SCAG develops the RTP/SCS in close coordination with stakeholder agencies such as the county transportation commissions (CTCs), subregional councils of governments (COGs), transit operators, Caltrans, local jurisdictions, port authorities, air quality management districts, state and federal resource agencies and other transportation stakeholders (Table 1.8). More stakeholder groups are identified and listed in Public Participation Chapter (Chapter 6) and the supporting technical report.

Each of the six counties in the SCAG region has a CTC responsible for countywide transportation planning and implementation, allocating locally generated transportation revenues and, in some cases, operating transit services. Additionally, the SCAG region includes 15 COGs, which are groups of neighboring cities and communities that work together to identify, prioritize and seek transportation funding for needed investments in their respective areas.

The SCAG region includes all or part of 14 air quality non-attainment or maintenance areas in five air basins. Federal law requires that transportation and air quality planning are coordinated in these non-attainment and maintenance areas. The SCAG region further includes the Caltrans Districts 7, 8 and 12, and the Imperial County portion of District 11.

In accordance with federal and state requirements, including new public participation requirements identified in SB 375, SCAG implements a public involvement process to provide complete information, timely public notice and full public access to key decisions, and to support early and continuing public involvement in developing its regional plans. Since its inception, SCAG has engaged in a public involvement process in developing its regional transportation plans and programs. The RTP is developed in consultation with all interested parties, and SCAG ensures that they have a reasonable opportunity to comment on the contents of the RTP. SCAG's broad-based participation activities are outlined in the adopted Public Participation Plan.

Alternatives Development and Evaluation

Beginning in January 2011, SCAG conducted a series of 13 planning sessions to gather critical data from local jurisdictions on transportation and land use efforts to be used as the basis or starting point for the 2012 RTP/SCS. Planning sessions were conducted in each subregion, with a nearly 90 percent participation rate by jurisdictions. Prior to that, SCAG had been working with local jurisdictions since 2009 focusing on the local growth forecasts for 2020 and 2035.

Utilizing information from these planning sessions and additional survey responses, SCAG developed four preliminary RTP/SCS scenarios representing different conceptual futures of land use and transportation through 2035. SCAG modeled the impact of these scenarios using a set of high-level transportation, economic and environmental indicators. During July and August 2011, SCAG held a series of 18 public outreach workshops throughout the region to present the major components of the four scenarios and gather feedback from a wide range of stakeholders and the public.

The interactive format of these public outreach workshops offered a variety of methods for input that included facilitating small group discussions, real-time polling and staffing information kiosks. In total, more than 700 individuals participated at these workshops.

The input gathered from these workshops along with continued extensive input from partner agencies and key stakeholders allowed for a further refinement and development of specific alternatives for more detailed evaluation and assessment. The guiding principles used to keep these alternatives realistic are:

- Alternatives should strongly consider regional economic competitiveness and overall economic development to help the region recover and prosper,
- Transportation investment commitments made by the CTCs through local sales tax expenditure plans, adopted long-range plans, and board-adopted resolutions will be fully respected,
- The subregional SCS submitted by the Gateway COG and the Orange County COG will be respected and integrated into the alternatives,
- New investment strategies proposed over and beyond the CTC commitments will be funded only through new funding sources identified and approved by the Regional Council,
- Ensuring an appropriate level of funding for system preservation will be given a priority, and
- Each of the alternatives will be evaluated using a set of accepted performance measures.

Based on these considerations, three alternatives were defined and compared against a “No Project Baseline” representing projects in the 2011 FTIP that have received full environmental clearance. Out of this evaluation, a preferred alternative was selected for the 2012 RTP/SCS. The preferred alternative builds on the region’s success over the last four years in implementing the previous 2008 RTP and moves the region forward in meeting mobility, air quality, public health, integrated land use and transportation strategies and other regional goals. The components of the RTP/SCS are described briefly in the next section and in more detail in the succeeding chapters of this document

Sustainable Communities Strategy (SCS)

Within the RTP, the SCS demonstrates the region’s ability to attain and exceed the Greenhouse Gas emission reduction targets set forth by the ARB. The SCS outlines our plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs and changing demographics, and transportation demands. The regional vision of the SCS maximizes current local efforts that support the goals of SB 375, as evidenced by several Compass Blueprint Demonstration Projects and various county transportation improvements. The SCS focuses the majority of new housing and job growth in high-quality transit areas and other opportunity areas in existing main streets, downtowns, and commercial corridors, resulting in an improved jobs-housing balance and more opportunity for transit-oriented development. This overall land use development pattern supports and compliments the proposed transportation network that emphasizes system preservation, active transportation, and transportation demand management measures. Finally, the RTP/SCS fully integrates the two subregional SCSs prepared by the Gateway Cities and Orange County Council of Governments.

Redlands Passenger Rail Project



SANBAG is working to expand transit options in San Bernardino and Redlands. During the last several years, SANBAG has been studying the feasibility of utilizing the Redlands Subdivision, a 9-mile railroad corridor extending between Downtown San Bernardino and the University of Redlands, to introduce passenger rail service to this area.

To date, studies have been completed which determined that the use of this route for passenger rail service is appropriate and feasible, and there are a number of good options for stations locations.

Project Purpose

- Expand mass transit use options for commuters traveling the I-10 corridor from Downtown San Bernardino to the University of Redlands.
- Use the existing rail right-of-way to help meet the growing local and regional travel markets.
- Improve transit travel time and meet regional and state goals to reduce greenhouse gases and create compact development
- Help cities use transit-oriented development (TOD) to coordinate land use and transportation goals.
- Maximize transit connections for riders by linking new transit with intermodal hubs, such as the Intermodal Transit Center and Transit Village planned for Rialto Ave. and E St.

Project Status

In spring 2011, a three-phased approach was identified for the Redlands Passenger Rail Project. It is as follows:

Phase 1

Route – Rialto Ave. & E St. at the Intermodal Transit Center and Transit Village to the University of Redlands

Project Description – Commuter rail* with five stations, single track, crossing & bridge improvements, 30-minute headways for peak periods, one-hour headways for off-peak periods.

Station Locations – Intermodal Transit Center and Transit Village, Tippecanoe, New York, Downtown Redlands, University

Estimated Capital Cost - \$130M – \$150M

Estimated Annual Operating Cost - \$8M

Funding Sources – Regional, state and federal funds

*See the technologies tab for descriptions of each transit technology.

Phase 2

Route – Rialto Ave. & E St. at the Intermodal Transit Center and Transit Village to the University of Redlands

Project Description – Either Light Rail Transit (LRT) or Diesel Multiple Unit (DMU)*, addition of five stations, addition of passing tracks, 15-minute peak headways, 15 to 30-minute headways for off-peak

Additional Station Locations – Mill Street, Waterman Avenue, Mountain View, California, Alabama,

Estimated Capital Cost - \$80M-\$100M for LRT; \$120M-\$150M DMU

Estimated Annual Operating Cost - \$11M-\$14M for LRT; \$12-\$16M for DMU

Funding Sources – Potential eligibility for Small Starts

*See the technologies tab for descriptions of each transit technology.

Phase 3

Option 1 – Extension to San Bernardino International Airport with either LRT or DMU at a cost of \$70M-\$98M

Option 2 – Highlands Loop with either LRT or DMU at a cost of \$275M-\$335M

Housing Element

The Housing Element portion of this Annual Report is prepared in accordance with Government Code Section 65400 and uses the forms and definitions adopted by the Department of Housing and Community Development. The Housing Element is the only element that State law requires to be singled out for special coverage in the Annual Report.

“The Housing Element promotes the development of a wide variety of housing to meet the needs of all economic segments of the [County]. While this goal is a high priority for the State, the County must achieve housing goals while maintaining internal consistency among the other elements of the General Plan. The Housing Element correlates all housing issues into a set of coherent development policies: the goals, policies, and programs of this element relate directly to other elements and issues addressed in the General Plan.

The purpose of the Housing Element is to set forth planning strategies to support the production of housing consistent with the vision specified for the County. The California Legislature has found that a suitable living environment—clean, safe, affordable housing—is of vital statewide importance and a high priority. The Legislature requires local governments to address this priority while considering economic, environmental, and fiscal factors and community goals set forth in the General Plan.

The Housing Element is the one element of the General Plan that is adopted as a stand-alone document in addition to being part of the General Plan. The County’s Housing Element identifies programs and resources required for the preservation, improvement, and development of housing to meet the existing and projected needs of its population.

Land Use Element policies that establish the location, type, intensity, and distribution of land uses throughout the County, thus defining the land use build-out potential, affect the Housing Element. In designating the location and density of residential development, the Land Use Element prescribes the ultimate number and types of housing units that could be constructed in the unincorporated County.

The Public Services and Facilities, Resources, Safety and Noise planning issues found in the General Plan also affect the implementation of the Housing Element, and establish the policies for providing essential infrastructure to all housing units, regulating the amount and variety of open space and recreation areas, delineating acceptable noise levels in residential areas, and establishing programs to provide for the safety of the residents. In sum, policies contained in General Plan directly affect the quality of life for all unincorporated County citizens.”¹

The quantified objectives of the fair share allocation of the Housing Needs Assessment are required to be part of the Housing Element and the County will strive to achieve them. However, the County cannot guarantee that these needs will be met through new construction given limited financial resources, current national, State, and County economic conditions, the present gap in affordability of housing resources and incomes in certain areas of the County, environmental and infrastructure constraints in outlying portions of the unincorporated County, and the County’s approach to maximizing the level of existing housing stock as a valuable resource for providing affordable housing. Satisfaction of the County’s fair share of regional

¹ 2007 San Bernardino County General Plan, Housing Element, pages IV-1 through IV-2

housing needs through new construction will partially depend upon favorable market conditions, and cooperation of private funding sources and funding levels at the State, federal, and County programs especially during the current economic crisis in our Country.

Although the County's growth management and land use policies encourage growth within existing incorporated jurisdictions, ample vacant, residentially zoned land exists in close proximity to urban infrastructure. In combination with new units already constructed during the planning period, the County's land inventory demonstrates an abundance of development potential to accommodate the RHNA New Construction Need. A total of 53 units were constructed between January 1, 2011 and December 31, 2011, provided 14 units affordable to very low income households, 19 for low income households, and 6 for moderate income households and 14 for above moderate income households.

Pursuant to State Housing Element Law (Government Code Section 65584, e seq.), the Department of Housing and Community Development Department (HCD) is required to determine Southern California Association of Government's existing and projected housing need. The RHNA is a "distribution of housing development capacity" that each city and county must zone for in a planning period. The housing element is a planning document, requiring the community or county to plan for meeting its "fair share" of regional housing needs.

The County of San Bernardino is a part of Southern California Association of Governments (SCAG). For SCAG, the State Department of Housing and Community Development Department (HCD) RHNA Determination is made on the basis of growth projections and demographic data available at the time of the assessment, including census data and other estimates published by the American Community Survey (ACS).

The County of San Bernardino RHNA allocation for the 4th Cycle 2006 - 2014 planning period was a construction target of 20,623 dwelling units. Actual building data collected from January of 2006 to December 31, 2011 indicates only 5,754 units were constructed which is a 27.9 % achievement.

The Housing Element is currently being updated for the 4th Cycle, which is required to be finalized for certification by the State of California Department of Housing and Community Development (HCD) by October 2012.

The Southern California Association of Governments (SCAG) adopted a Regional Housing needs Allocation Plan (RHNAP) for all jurisdictions within the region for the period from January 1, 2006, to July 1, 2014. San Bernardino County is proactively reporting the status of its Housing Element of the County's General Plan and the progress of its implementation using the forms found in Attachment 1 - *2011 Annual Housing Element Progress Report* which implements Sections 6200, 6201, 6202, and 6203 of the Department of Housing and Community Development California Code of Regulations, Title 25, Division 1, Chapter 6.5 in these categories:

- Annual Building Activity Report for Moderate-, Low-, and Very Low-Income Units and Mixed-Income Multifamily Projects
- Annual Building Activity Report Summary for Above Moderate-Income Units
- Regional Housing Needs Allocation Progress
- Program Implementation Status

Land Use Services Department plays a major role in the implementation of the Housing Element goals in collaboration with many other departments within the County. Other County agencies and departments also provide plans and programs for affordable and supportive housing, redevelopment programs and objectives for a range of income levels, including extremely low, very low, low and moderate.



It is also the purpose of the Housing Element to provide an update and any revisions to existing policies and programs when required by the state law.

This 2012 Element updates the 4th Cycle of the County's previously adopted 2007 Housing Element which was for the 3rd Cycle. Major changes between the 2012 Element and the 2007 version are as follows:

- Inclusion of the Southern California Association of Governments (SCAG) Regional Housing Needs Assessment (RHNA), July 2007, for the 2006-2014 planning period.
- Discussion of County Reasonable Accommodation Ordinance. This Ordinance was presented to the Planning Commission during the February 23, 2012 meeting.
- Discussion of County Green Building Ordinance.
- Updates of County policies regarding emergency shelters, transitional and supportive housing and single room occupancy (SRO) developments. By May 2012, but in no case later than 12 months from the adoption of this Housing Element, the requirements of California Government Code §§ 65582, 65583 and 65589.5 (SB 2) shall be adopted into the County Development Code. New provisions shall be added to the Code to encourage and facilitate the siting of emergency shelters and to expedite the approval of emergency shelters and transitional and supportive housing.
- Updates of County building and development data.

County Housing Authority Programs

In 2011, three major agencies in the San Bernardino County have funded programs with performance based outcomes that contribute in a positive manner towards the County's Housing Element goals and policies. They are the Redevelopment Agency, the Community Development and Housing Department (which have been addressed in the General Plan Policies, Goals and Program section previously) and the Housing Authority. Assembly Bill X1 26 (the "Dissolution Act") mandates the elimination of every redevelopment agency in California. The County of San Bernardino acting as the Successor Agency to the Redevelopment Agency of the County of San Bernardino ("Successor Agency") will be taking various actions relating to the wind-down of the Redevelopment Agency. The former Redevelopment Agency will not have the ability to participate in these activities.

The following are highlights about some of the programs of the Housing Authority of the County of San Bernardino.

The Housing Authority of the County of San Bernardino (HACSB) is the largest provider of affordable housing in the County. HACSB is not only a housing provider and developer, but a community resource and advocate for the residents of San Bernardino County. HACSB serves nearly 30,000 low-income individuals and families in San Bernardino County through the various housing program

Affordable Housing Landscape

The Housing Authority of the County of San Bernardino (HACSB) owns and/or manages over 10,000 housing units and serves nearly 30,000 individuals whose incomes range from homeless to market rate throughout the County.

As a public agency, HACSB is tasked to address housing needs throughout the County. Therefore, HACSB works aggressively with various community partners and local government officials to acquire, build and manage more high-quality housing.

HACSB plays a key role in contributing to the local economy by infusing an estimated \$104 million throughout the County. It also provides approximately \$65 million to landlords, who invest in the community to provide safe and quality housing.

NEED FOR AFFORDABLE HOUSING

Unfortunately, there are not enough housing units available—particularly affordable housing units—to meet the increasing demand in the County, especially during this ongoing recession and given the County's unemployment rate of 14%. Currently, HACSB's waiting list is approximately 50,000 applicants. It can take up to 10 years to be housed in any of HACSB's various housing programs. According to the California Campaign for Affordable Homes, "We need greater housing variety, so everyone can find a place they can afford."

WHAT IS AFFORDABLE HOUSING?

In San Bernardino County, a household needs an income of \$45,000 to rent a two-bedroom apartment. This assumes the family limits the amount they pay for housing to 30% of their income, which is the

nationally accepted standard of what makes housing “affordable.” Unfortunately, more than half of California renters exceed this standard, making the housing unaffordable for those households.¹

FIGURE 1
Very-Low Income Earners (Below 50% median income)

	AVERAGE ANNUAL SALARY
Cashiers	\$20,766
Child Care Workers	\$22,889
Preschool Teachers	\$25,261
Receptionists	\$26,232
Bank Tellers	\$27,593
Medical Secretaries	\$30,344
School Bus Drivers	\$30,441
Dental Assistants	\$30,568
Paramedics and EMTs	\$31,249

Affordable housing enables working families and individuals in low-paying jobs to afford a place to live. Figure 1 lists common professions in San Bernardino County and the average salary earned by each; all are under the \$45,000 threshold needed to afford a two-bedroom apartment in the County. Most of these professions require vocational training and even Bachelor’s degrees, indicating that despite the educational attainment, these professionals also need affordable housing.

Homeownership programs

Community Land Trust (CLT)

- Housing Partners I, Inc., an affiliate of the Housing Authority, created Emerald Empire Homes, a Community Land Trust (CLT) Program to expand homeownership opportunities to low-income families. Through this program, families can purchase homes at affordable prices because with a land trust, homes are bought and sold to families with the land remaining in ownership of the CLT, resulting in a lower purchase price and mortgage payment. To be eligible to purchase a home under the CLT, the income level for an individual and families can be no more than 80% of the area’s median income. Families do not need to be currently receiving housing assistance from HACSB to qualify.

Homeownership Assistance Program

- The Homeownership Assistance Program assists eligible participants with finding an appropriate mortgage lender and available down payment assistance programs. Some participants may also qualify to receive a housing voucher to offset their mortgage payment. Public Housing and HCV Program participants that meet the eligibility criteria have the option of purchasing a home through the Homeownership Assistance Program. A partial list of the eligibility qualifications for the participant include: receiving rental assistance from HACSB for more than a year; no previous homeownership history for the past three years; credit worthy to obtain mortgage financing; currently employed full time for at least two years, except for individuals receiving social security and/or disability payments; among others.

A homeownership success story “Never in a million years would I have imagined that I would become a homeowner. I feel better about myself now. My confidence level has soared to new heights,” states Ruth, a new homeowner in Rialto. Ruth had lived in affordable housing for 15 years, but thanks to the participation in the homeownership program, she improved her credit score, began saving, and purchased her home.

Neighborhood Network Centers – Delivering Technology Access to the County Of San Bernardino

The Housing Authority of the County of San Bernardino was awarded a \$1.2 million Broadband Technology Opportunities Program Grant to expand and enhance computer services to the entire community.

The Neighborhood Network Center in partnership with the Career Institute and other organizations, provide convenient access to technology and services that can help improve job skills and further education.

Neighborhood Network Centers offer:

- Internet Access
- Apple and Window Platforms
- Education & Career planning
- Resume Review and Editing
- PLATO Web Learning Program
- Job Search & Employment Application Assistance
- Basic Training on Microsoft Office Programs

Center locations are currently available in Barstow, Colton, Redlands and San Bernardino (two locations).



Energy Conservation Measures

The Housing Authority is investing \$9 million from private funding in energy and water conservation measures at its various housing apartment complexes. This will help conserve the environment as natural resources continue to be depleted, and also help families and individuals save money. The Housing

Authority currently has 1,665 apartment units in San Bernardino County. More than 900 of these, throughout Barstow, Chino, Colton, Fontana, Redlands, and San Bernardino, are being upgraded to new energy-efficient water sub-metering, plumbing fixtures, thermostats, lighting, windows, and xeriscaping. Through the latest green technology, all the upgrades provide substantial water, energy, and cost savings immediately upon implementation for both the Housing Authority and its residents.

COST SAVINGS

These energy conservation measures are projected to save more than \$800,000 each year, or approximately \$16 million over the 20-year term of the financing.

SPECIFIC PROJECTS

- Toilets, shower heads and about 1,750 aerators are being replaced to save water.
- New energy-efficient water heaters are being installed.
- 880 thermostats are being replaced with a programmable model to better regulate room temperatures.
- Compact fluorescent bulbs are now being used to reduce the amount of electricity consumed.
- Interior lighting fixtures are also being upgraded to modern energy-conserving fixtures.
- Xeriscaping (landscaping with natural plants specific to the site environment) reduces watering required to keep the plants healthy.
- Sprinklers and drip lines for lawn areas are being installed to ensure proper watering for healthy lawns and plants.

As these upgrades take place, residents are also learning how to use water responsibly and conserve energy through regular on-site community training meetings. Residents have become mindful of their water consumption and attempt to keep it within reasonable limits. These upgrades are transforming entire households, and the Housing Authority hopes this will also influence others in the community.

Family Self Sufficiency Program (FSS)

FSS coordinates housing assistance with public and private resources to help assisted families obtain employment that will lead to economic independence and self-sufficiency. HACSB and the head of household execute a 5-year FSS Contract of Participation that specifies the rights and responsibilities of both parties. The program offers a financial incentive to families by establishing an escrow account, which is paid to the head of the family upon successful completion of the Contract of Participation

The veteran must demonstrate to the VAMC that he/she is homeless (has been living outdoors, in a shelter, in an automobile, etc.) before being evaluated for this program. The VAMC has developed excellent relations with a variety of agencies that provide assistance to the homeless. Once a family is stabilized, the Private Industry Council assists with vocational needs. The VAMC is considered a national leader in the integration of community services.

Consistency with the State General Plan Guidelines

In Section 65400 of the Government Code, the requirement for jurisdictions to include the degree to which the approved General Plan complies with the *State of California General Plan Guidelines* has been

analyzed. After review of the State's *General Plan Guidelines* during the current preparation of the report and recently during the preparation of the 2007 General Plan, the County has determined that the County General Plan meets the mandatory requirements stated in guidelines.





Attachment 1 (CCR Title 25 §6202)

Jurisdiction County of San Bernardino
Reporting Period 01-Jan-11 - 31-Dec-11

**Table A
Annual Building Activity Report
Very Low-, Low-, and Moderate-Income Units and Mixed-Income Multifamily Projects**

Housing Development Information							Housing with Financial Assistance and/or Deed Restrictions		Housing without Financial Assistance or Deed Restrictions	
1	2	3	4				5	6	7	8
Project Identifier (may be APN No., project name or address)	Unit Category	Tenure R=Renter O=Owner <u>Unable to determine</u>	Affordability by Household Incomes Based on Assessed Value				Total Units	Assistance Programs for Each Development	Deed Restricted Units	Number of units determined to be affordable without financial or deed restrictions. Assessed Value from County Assessors; 2010 Income Limits Chart; Sale price calculations from definition in H&SC Sec. 50052.5
			Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income		See Instructions	See Instructions	
Multiple APN's	SF		8	18	6	14	46			see explanation above
Multiple APN's	2-4		0	0	0	0	0			see explanation above
Multiple APN's	5+		0	0	0	0	0			see explanation above
Multiple APN's	SU		1	0	0	0	1			see explanation above
Multiple APN's	MH		5	1	0	0	6			see explanation above
(9) Total of Above Moderate from Table A2						14				
(10) Total by income units (Field 5) Table A			14	19	6	14	53			

(CCR Title 25 §6202)

Jurisdiction County of San Bernardino
Reporting Period 01-Jan-11 - 31-Dec-11

Table A2

**Annual building Activity Report Summary for Above Moderate-Income Units
(not including those units reported on Table A)**

	Single Family	2 - 4 Units	5+ Units	Second Unit	Mobile Homes	Total
No. of Units Permitted for Above Moderate	14	0	0	0	0	14



(CCR Title 25 §6202)

Jurisdiction County of San Bernardino
Reporting Period 01-Jan-11 - 31-Dec-11

Table B
Regional Housing Needs Allocation Progress
Permitted Units Issued by Affordability

Enter Calendar Year starting with the first year of the RHNA allocation period. See Example.			2006	2007	2008	2009	2010	2011	2012	2013	2014	Total Units to Date (all years)	Total Remaining RHNA by Income Level
Income Level		RHNA Allocation by Income Level	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9		
Very Low	Deed Restricted	4,802										191	4,611
	Non-deed restricted		56	72	10	28	11	14					
Low	Deed Restricted	3,324										468	2,856
	Non-deed restricted		148	208	45	36	12	19					
Moderate	Deed Restricted	3,899										1,194	2,705
	Non-deed restricted		433	505	105	66	79	6					
Above Moderate		8,598	1,937	1,482	195	211	62	14				3,901	4,697
Total RHNA by COG. Enter allocation number:		20,623										5,754	14,869
Total Units ▶ ▶ ▶			2,574	2,267	355	341	164	53					
Remaining Need for RHNA Period ▶ ▶ ▶ ▶ ▶													

(CCR Title 25 §6202)

Jurisdiction County of San Bernardino
Reporting Period 01-Jan-11 - 31-Dec11

Table C

Program Implementation Status

Program Description (By Housing Element Program Names)	Housing Programs Progress Report - Government Code Section 65583. Describe progress of all programs including progress in removing regulatory barriers as identified in Housing Element.		
Name of Program	Objective	Deadline in H.E.	Status of Program Implementation
Program Implementation Status is contained within the written report.			