



San Bernardino County Transportation Authority (SBCTA)

Long-Range Multimodal Transportation Plan

Community Working Group Meeting 1

Wednesday, July 26, 2023, 1:00 – 2:30 p.m.

**Agenda**

1. Introductions
2. LRMTTP Background
3. Stakeholder and Public Engagement
4. Existing Conditions
5. Visioning Discussion
6. Next Steps

**Attendees**

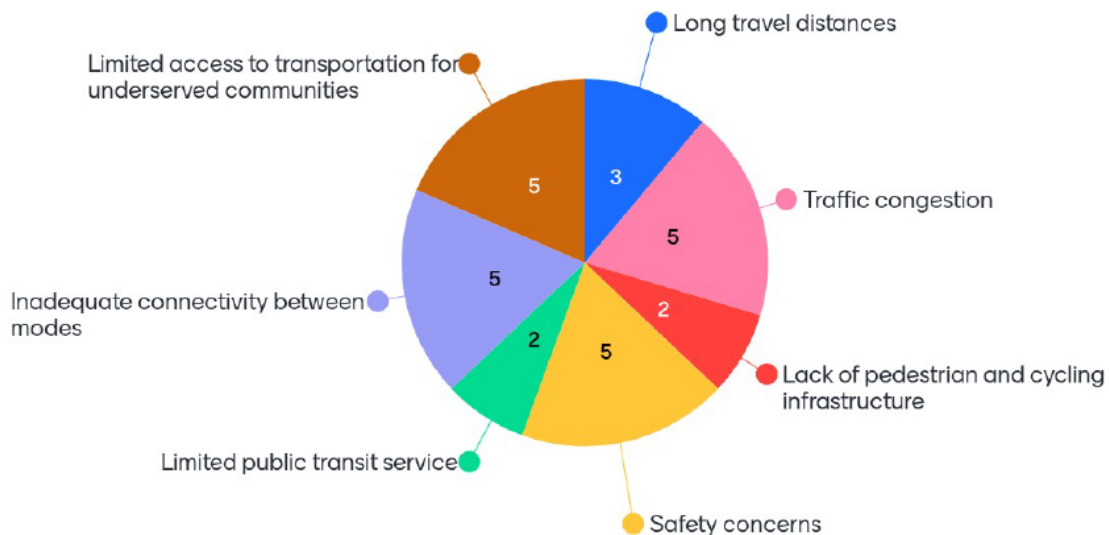
- Bernadette Beltran, San Bernardino County Department of Public Health
- Christopher Boatman, City of Redlands
- Diana Fox, Reach Out
- Rosemary Hoerning, City of Montclair
- Willie Hopkins, Barstow
- Anna Jaiswal, Omnitrans
- Ginger Koblasz, SBCTA
- Vilma Lopez, El Sol Neighborhood Education Center
- Keith Metzler, Victorville
- Carolyn Schutten, Arts Connection Network
- Steve Smith, SBCTA
- Curtis Yakimow, Yucca Valley
- Oskar Zambrano, Center for Community Action and Environmental Justice
- JD Douglas, HDR
- Marie Lewis Adams, HDR
- Nancy Verduzco, Arellano Associates
- Valerie Mackintosh, AMMA Transit Planning
- Jason Pack, Fehr and Peers

## Existing Conditions

- Willie Hopkins – it looks like the maps are missing the Barstow International Gateway, which is projected to generate over 22k jobs alone. We are also in negotiations with several other businesses that would push job growth over 30k. We are amending the General Plan to accommodate over 12k new households.
- Curtis Yakimow – Keep hearing about inability and disinterest of the state for expansion of SR 62. Truck traffic keeps increasing along SR 62 even as population stays steady. How does that through traffic get reconciled in planning with the default of “no highway expansion”? I can only see the traffic continuing to increase in coming years.

## Visioning Discussion

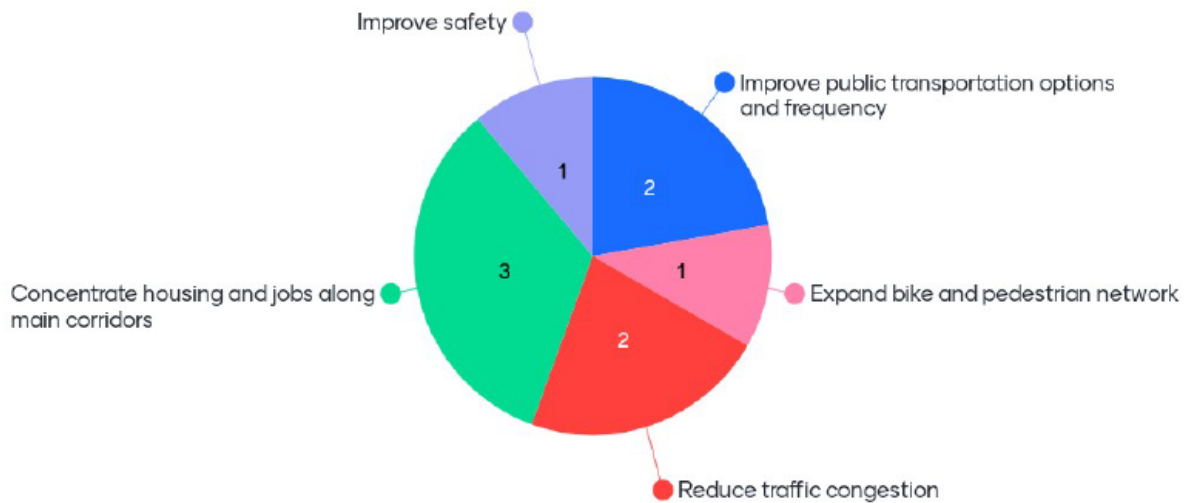
1. What are the biggest transportation challenges you face in your community?



- a. Oskar Zambrano – one of the issues with access for underserved communities is cost. A few dollars a day can add up to a large percentage of a low-income worker’s salary. We have seen many cuts to transit service. Many workers have odd hours that don’t line up with the bus schedule. Some bus stops don’t have lights or emergency system, which especially for women is a major issue. We have a lot of logistics centers and big rigs traveling through communities which creates safety problems.
- b. Carloyn Schutten – Agree with Oskar’s comments. The same things also contribute to long travel distances for underserved communities.
- c. Oskar Zambrano – the burden of transit is put on disadvantaged communities. Middle-to-upper class communities don’t have incentives to address rising costs and declining service. We are the ones that need the system but are not adequately served.
- d. Bernadette Beltran – we are still dealing with stigma of “only poor people ride transit”. There is also an education issue, do people know how to use it? If you have a family of 6 riding the bus, that makes a big difference for cost.

- e. Rosemary Hoerning – a lot of the city (Montclair) is low income and does use the transit system. We have been working with Omnitrans on upgrading the bus stop amenities. Our priority is getting people where they need to go. Affordability is a concern even though transit is more affordable than driving.
- f. Oskar Zambrano – I heard a story about a woman riding early in the morning being harassed by a homeless man. During certain hours, having a person other than the driver can help with safety. Freight and logistics is another issue hitting Valley communities. Areas which have been rezoned for warehouses are often near high density housing or schools. We know these are important for the economy, but the traffic that these create is a safety hazard. We have a big county, but the warehouses are being strategically placed near homes and schools.

2. If you could change anything about the transportation system, what would it be?



- a. Rosemary Hoerning – in Montclair, we have the North Montclair specific plan areas, which are higher density areas with a number of projects under construction near the Montclair Transcenter. We also anticipate more projects in the same area. We hope that the new residents will use transit facilities rather than the freeway system to move around. It is important to have a focus on incentivizing those types of projects and also improving transit options in our jurisdiction.

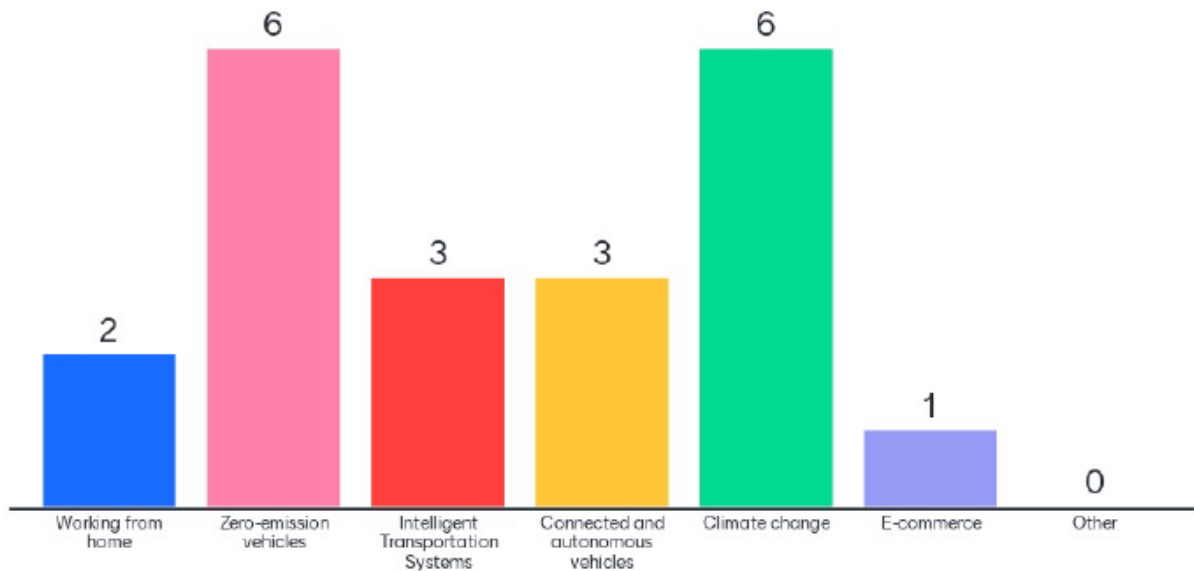
3. Subregion discussion

- a. Willie Hopkins (North Desert) – the biggest challenge in Barstow area is getting from Barstow to Victorville with enough frequency and at a convenient time. That is the biggest complaint we get since we have many disadvantaged residents without cars. I still have to go to Victorville for the things I want to do. With the number of jobs coming, we don't think we can house 10 percent of them, so many will be coming from south of Barstow. We are thinking about how to

provide more housing and amenities with the job growth we anticipate, so people don't have to travel such long distances.

- b. Keith Metzler (Victor Valley) – congestion is a major issue and the inability to address it with capacity expansion. We have buses down the hill, but don't know that it's enough. It's hard to get people into those buses. A big part of the focus is balance between housing and job growth. There has been a vision for the last 20 years to reduce commutes down the hill by attracting jobs here, but that doesn't fully eliminate need to go down the hill. We probably also need more connectivity east-west to Palmdale/Lancaster with increased demand there. The High Desert Corridor Joint Powers Authority is trying to address that.
  - c. Curtis Yakimow (Morongo Basin) – this is an opportunity for efficient planning for the future. We're not at critical failure yet, but see examples of it. During Coachella, saw heavy traffic coming west from the festival. Truck traffic on top will only make things worse. The most difficult part of dealing with traffic growth is the lack of interest from other agencies to expand capacity. Warehouse development is continually pushing east. Given the geographic area, many residents commute outside the Morongo Basin to the Coachella Valley or Inland Empire. The disparate areas people travel make transit difficult. For the most part, there is a window of congestion, and outside of that the two-lane highway has ample capacity. We see the trends coming, but how we plan for it is critical. Biggest issue right now is truck traffic.
  - d. Rosemary Hoerning (Valley) – I sent over some information earlier. We want our residents to be able to reach the Foothill communities and vice versa, so the Gold Line extension is very important. Our Transcenter is a good connection point to other services.
  - e. Oskar Zambrano (Valley) – I will put a link in the chat to a book called [Sharing Cities](#). A lot of cities in the Valley are in critical status, and that is creeping its way into other areas. We need to look at how we're doing transit and housing. We can't continue doing the same thing expecting different results. There are resources out there to help think about development in a different way. We've already moved away from green lawns. Everything is so widespread it makes local shopping, local jobs, difficult.
  - f. Carolyn Schutten (Valley) – I'm mainly here to advocate for transit-oriented mixed use development jobs near housing
4. How should LRMTTP vision be similar or different to prior countywide plan?
- a. Rosemary Hoerning – a lot of the goals need to be consistent with the funding sources available
  - b. Steve Smith – we are supportive of state and regional goals, but it needs to be personalized to the county, such as the freight issues discussed. We appreciate the comments about the Gold Line. It was included in the Countywide Transportation Plan, but could have been clearer in the bullets.

5. Which trends will have the biggest impact on how people and goods travel in San Bernardino County over the next 25 years?



- a. Anna Jaiswal – ZEV transition is important for all types of vehicles, but it’s definitely something we’re actively working towards for transit. Charging infrastructure is key because the range is not what’s needed to support our routes.
  - b. Diana Fox – my biggest worry on ZEV is the upstream infrastructure. You can have lots of charging stations, but if there isn’t enough electric generation capacity, there is still a problem. We already can’t keep the grid up in the best of times, and now we’re adding all these cars and trucks.
6. Fast forward 25 years and imagine San Bernardino County has won an award for “Most Improved Mobility of any County in the U.S.” What did the County do to win this award?
- a. Carolyn Schutten – Interconnected TOD hubs. Having connectivity across the region oriented around transit.
  - b. Oskar Zambrano – Take examples from other communities. Countries and cities that have been in the same position. An electrified transit system, how Mexico did double decker systems. Cities in Europe or Seattle that have small communities with shops nearby and don’t need to drive out. It does take a lot of investment, but the Inland Empire has been underinvested for years. We should think outside of how urban planning is normally done. Be more bold and ask for more resources for the San Bernardino region.
7. Enter one or two words to describe topics the vision should include. Enter as many as you wish.

geographic differences  
financial reality human-centric  
connectivity accessible  
community options  
realistic sustainability  
efficient affordable  
collaboration accessibility  
24 hour access equitable  
forward thinking door-to-door