



San Bernardino County Transportation Authority (SBCTA)

Long-Range Multimodal Transportation Plan

Stakeholder Working Group Meeting 3

Thursday, March 28, 2023, 9:00 – 10:30 p.m.

**Agenda**

1. Introductions
2. Plan Progress
3. Priority Areas Discussion – Issues and Opportunities
  - a. Core Elements
  - b. Key Issues
4. Scenario Planning Update
5. Next Steps

**Attendees**

- Courtney Aguirre, SCAG
- Bernardette Beltran, SB County DPH
- Dennis Brooks, AMMA
- JD Douglas, HDR
- Thanya Espericueta, Caltrans District 8
- Cheri Holsclaw, Morongo Basin Transit Authority
- Anna Jaiswal, Omnitrans
- Lyle Janicek, SCAG
- Ginger Koblasz, SBCTA
- Marie Lewis Adams, HDR
- Vilma Lopez, El Sol Neighborhood Education Center
- Jason Pack, Fehr and Peers
- Bob Patterson, ???
- Steven Smith, SBCTA
- Nicole Soto, SBCTA
- Nancy Strickert, SBCTA
- Rory Vaughn, Metrolink
- Nancy Verduzco, Arellano Associates
- Luis Vidaure, SBCTA Legislative Affairs
- Sam Wang, SCAQMD
- Curtis Yakimow, Yucca Valley



## Priority Areas Discussion – Issues and Opportunities

- **Transit**

- Cheri Holsclaw: This covers all our major concerns at this time.
- Rory Vaughn: This is a good set of issues. One initiative at the moment is the opportunity for more efficient operations. For a long time, our service was geared around inefficient peak service, but we are moving toward a more balanced profile across the day. That also makes it easier to connect to other services. It frees up funds for desired frequency and service growth without a major influx of money.
  - Steve Smith: A question to Rory and the group is first/last mile. Given how spread out the County is, getting to destinations is hard and expensive. Any thoughts on how we should address that in a plan like this?
  - Rory Vaughn: Probably there is a mix of ways to address it, depending on the circumstances of the area – transit connections, active transportation. There are stations with lots of jobs/residences within walking distance of station, but people can't walk due to barriers (fences, lack of crosswalks). On the regional transit side, we can make service more consistent so it's easier to connect to – for example, having a train every hour.
- Courtney Aguirre: Will you cover climate change's impacts on transit, like potential for disruptions, tracks buckling in the heat, etc.?
  - Marie Lewis Adams: We do talk about that in the environment and sustainability sections, but maybe we need to cover it in the transit section as well.
- Rory Vaughn: Metrolink undertook a resiliency study a couple of years ago.

- **Active Transportation**

- Curtis Yakimow: We have issues with new communities in rural areas surrounded by unincorporated areas. Many projects we're doing are just basic things like putting in sidewalks. It would be good to identify how areas can contribute funds for this.
- Rory Vaughn: This is a bit outside my wheelhouse, but a thought that occurs is the design standards used in roadways. As an example, very wide lanes on residential street makes drivers more likely to speed and makes it less attractive to active transportation users. There is a synergy to address both truck concerns and active transportation concerns through roadway design.
- Courtney Aguirre: This intersects with safety. We are well aware of the issues, especially for vulnerable users. Would like to see safety addressed in this topic area. Not every street can serve every user, but we can create a broader network.

- **Highways**

- Curtis Yakimow: From a rural area perspective, we continue to highlight two issues: a) the need alternative funding from the gas tax as the state moves to EVs, and b) as freight continues to expand, new freight routes are being discovered – e.g. SR 62 and 247 are at a stage now where reasonable planning and funding decisions could be made to reduce future impacts on roadway congestion. This does not align with the state's desire to move away from capacity increases. We need to continue advocating for these issues.



- **Goods Movement**
  - Thanya Espericueta: Consider adding truck parking as an issue/opportunity. This could possibly fit under some of the existing bullets or be on its own. We see it as an issue on highways and local roads. There are so many collisions with parked trucks.
- **Safety**
  - Cheri Holsclaw: I wanted to make the group aware that SBCTA has partnered with AMMA Transit Planning on an anti-harassment campaign. Each transit agency has different issues. Our top issue is passenger vs. passenger altercations on actual buses.
    - Steve Smith: There is the image and the reality, and both are concerns. Do you think the image is something to work on as well? People can be reluctant to ride just because of what they hear, even if the actual issue is not prevalent.
    - Dennis Brooks: When we spoke to riders and the community, there was a gap between actual and perceived issues. Some of the community realized some of the horror stories are just stories.
- **Land Use**
  - Rory Vaughn: While SBCTA and Metrolink don't control land use, there is an opportunity to play a role, such as with the Arrive corridor. There is pressure for more housing in the region. Transportation impacts are a classic reason to oppose new housing. SBCTA and transit agencies can help by identifying corridors to prioritize for transit service, and that would help local jurisdictions know where to concentrate land uses.
- **Sustainability and Resiliency**
  - Rory Vaughn: I see population growth as a significant opportunity. Without growth, being stuck with the same land uses, it would be hard to change things. There is a housing need – where that housing goes is an opportunity to build up aspects of the system like transit and active transportation. Improving those systems also helps existing residents. Similar to one of the previous slides, we can better coordinate land use and transportation decisions.

## Scenario Planning Update

- Rory Vaughn: What Metrolink has been seeing in our market recovery/work-from-home trends is a diminishing return to office that is likely to plateau within 5 years at maybe a third below pre-pandemic. This suggests that we'd likely see something between the two scenarios (business as usual and virtual future). We also seeing widening of work hours, not as tightly following 8/9am-5pm.
  - Marie Lewis Adams: We do see a significant drop in delay with less peaked travel demand.
- Steve Smith: The California Transportation Plan (CTP) 2050 included an analysis of pricing. Past research has shown that given pretty significant pricing, some of these performance measures can be affected, but it is also a scary proposition politically. Wondering what the thoughts would be on a future in which pricing is done not just for express lanes but more broadly to influence future mode choice. General public will not embrace that. We could run a pricing scenario, but it might be too scary to think about.



- Rory Vaughn: One of the popular pricing models is the managed lanes concept. People seem to be more receptive to the idea of having an option to pay to get places on time for particular things, but not for everyday trips.