



San Bernardino County Transportation Authority (SBCTA)

Long-Range Multimodal Transportation Plan

Stakeholder Working Group Meeting 4

Tuesday, August 27, 2024, 1:30 – 3:00 p.m.

Agenda

1. Introductions
2. Plan Progress
3. Scenario Planning Update
4. Plan Themes and Strategic Priorities
5. Open Discussion and Next Steps

Attendees

- Bernadette Beltran, San Bernardino County
- Fredy Bonilla, City of Victorville
- Dennis Brooks, AMMA Transit Planning
- Jeremiah Bryant, Omnitrans
- JD Douglas, HDR
- Charlie Duggan, City of Redlands
- Thanya Espericueta, Caltrans
- Alejandro Gutierrez Chavez, Arts Connect
- Elizabeth Ha, HDR
- Monica Heredia, City of Montclair
- Stone James, City of Twentynine Palms
- Ginger Koblasz, SBCTA
- Josh Lee, SBCTA
- Joel Lessard-Clouston, HDR
- Marie Lewis Adams, HDR
- Heather Menninger, AMMA Transit Planning
- Barbara Radlein, AQMD
- Ulises Rodriguez, Arts Connection
- Alexander Shippee, Omnitrans
- Steven Smith, SBCTA
- Nicole Soto, SBCTA
- Nancy Strickert, SBCTA
- Erik Sund, City of Big Bear
- Nancy Verduzco, Arellano Associates
- Rena Vergara, Caltrans
- Sam Wang, AQMD
- Curtis Yakimow, City of Yucca Valley

- Ethan Yue Sun, Fehr and Peers

Scenario Planning Update

- Curtis Yakimow: Did any of the scenarios consider the impact of limiting travel times for trucks? For example, prohibiting truck travel at certain times of the day, say from 9:00am to 5:00pm to reduce delays and they are only allowed to travel at night.
 - Marie Lewis Adams: No, the model does not capture prohibiting truck travel times.
 - Ethan Yue Sun: Truck travel time is handled by the time-of-day factors and the SBTAM model generates the daily volume for trucks and distributes the volume across different time periods. Unfortunately, SBTAM does not have the function to set restricted travel times for trucks. We included truck VMT and VHT that are determined using truck volume and origin and destination.
 - Steve Smith: This idea has been considered for many years and the likely outcome would be reduced delays. However, the complexities that would impact the supply chain would be difficult to address.
 - Curtis Yakimow: Travel time delays will just continue as distribution moves across the I-10 and I-60 in the next 5-10 years.
 - Marie Lewis Adams: From what I hear, freight operators like to drive at night when roadways are clear, it's the suppliers who would have an issue.
- Stone James: Is the pricing fee attached to vehicle miles traveled calculated at what is a reasonable cost to maintain the roads to supplement the gas tax as there is an increase in electric vehicles, or is it to disincentivize people from driving?
 - Marie Lewis Adams: The pricing scheme isn't part of the recommendation, but it was included in the modeling to understand how changes in the cost to operate a vehicle might affect travel on the network. As the purchasing power of the gas tax is declining, there has been discussion at the regional and state level for an alternative to the gas tax.
- Rena Vergara: What was the difference in the infrastructure investments in the enhanced network scenario and the transit expansion scenario?
 - Marie Lewis Adams: The enhanced network scenario follows SCAG's Regional Plan Network and includes increased Metrolink frequency beyond the SCORE program, several new high frequency transit corridors, and a number of highway expansions. The transit expansion scenario aligns with the baseline network and includes the basic SCORE program and doubling the frequency on the existing bus corridors, but no other roadway improvements.
- Rena Vergara: Is the high-speed rail Brightline West, and the extension of Brightline West into Rancho Cucamonga included in the Enhanced Network?
 - Steve Smith: Brightline West and the highspeed rail would be an off-model analysis. Those projects are in the financially constrained plan. Since Brightline West is inter-state, it is out of the model region area. We do have other estimates, such as from Brightline, that we can include in the LRMTTP.
 - Ethan Yue Sun: Yes, the trips for these projects are out of the model region area. The model cannot simulate the border from Vegas to Rancho Cucamonga.

- Steve Smith: Brightline does have metric estimates, so we can consider identifying them in the LRMTTP.
- Rena Vergara: If these more regional and interregional type rail expansion get built out, we'd probably see a greater change and benefit in reducing VMT than the outcome of the scenarios as modeled.

Plan Themes and Strategic Priorities

- Transit, TDM, and Active Transportation
 - Stone James: Would like to see smart corridor technologies implemented in Twentynine Palms.
 - Curtis Yakimow: Agree. How much advancement there been in smart corridor management and effectiveness? Are there case studies that have published results?
 - Marie Lewis Adams: There are case studies out there, but we would have to see which peer review would be comparable for the region.
 - Steve Smith: Orange County and LA County have implemented several smart corridors. The board has earmarked funding to identify transit priority corridors in the Valley. The Smart County Master Plan, which in development, will address this topic. The county has earmarked some funding to implement smart corridor in the Valley.
 - Curtis Yakimow: Google has been involved some of the smart corridor planning in major metropolitan cities. Hopeful that the new technology can be implemented on local arterials like 247 or 62 in the future.
- Goods Movement
 - Rena Vergara: Long-term programs of improvements to transition to clean trucks should include incorporate charging infrastructure, which is critical to ZEV adoption and reliability.
 - Curtis Yakimow: Appreciate that goods movement is a priority as truck traffic continues to increase and the number of warehouses expand in the county. Highways 62 and 247 are starting to be alternative freight routes as traffic volumes increase. Highway 62 through Yucca Valley is not an ideal freight route.
 - Stone James: There are more trucks traveling through downtown using local roads in the city.
 - Marie Lewis Adams: In addition to enforcing freight routes, designated freight corridors can offer incentives for truck drivers to use such as charging infrastructure, good pavement condition, truck parking.
- Climate Change
 - Nancy Strickert: The mountain area coming from the Valley can be a difficult area to implement ZEV buses because of the steep grade.
 - Marie Lewis Adams: The mountain area is an important region to focus on because of the limited number of routes to the mountains and the effect of weather patterns on the network.



- Equity
 - Stone James: Equity priorities are reasonable for Twentynine Palms.

- Funding
 - Rena Vergara: Appreciate the VMT mitigation bank highlighted as a strategy. VMT is hard to offset and reduce. A mitigation bank allows for flexibility in funding allocation, especially to make investments and reduce overall VMT in other areas that need it most.
 - Curtis Yakimow: Are there discussion to extend Measure I funding?
 - Steve Smith: There are initial discussions with the board to extend Measure I. There will be opportunities to comment on the structure of the measure. Need 2/3rd of voters to support. SBCTA does have operating funds from Measure I, so this funding source is important to continue operations past 2040.
 - Curtis Yakimow: Highlighting the projects and programs funded and will be funded by Measure I and education outreach to the will be crucial getting the measure extended.
 - Steve Smith: Sales tax measure can be leveraged for the required local match for competitive grants.
 - Fredy Bonilla: What happens if Measure I is not extended by the voters? Do we have a backup plan?
 - Steve Smith: That is not the expectation, and we still have time to figure this out.