



San Bernardino County Transportation Authority (SBCTA)

Long-Range Multimodal Transportation Plan

Stakeholder Working Group Meeting 4

Thursday, August 29, 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

- Fredy Bonilla, Victorville
- Dennis Brooks, AMMA Transit Planning
- Roderick Goldman, VVTA
- Elizabeth Ha, HDR
- Rosemary Hoerning, City of Montclair
- Cheri Holsclaw, Basin Transit
- David Huang, Metrolink
- Joel Lessard-Clouston, HDR
- Marie Lewis Adams, HDR
- Heather Menninger, AMMA Transit Planning
- Kathy Raasch, City of Needles
- Mark Roberts, Caltrans
- Nicole Soto, SBCTA
- Steven Smith, SBCTA
- Nancy Strickert, SBCTA
- Nancy Verduzco, Arellano Associates
- Ethan Yue Sun, Fehr and Peers

Scenario Planning Update

- Rosemary Hoerning: Is the completion of the FasTrak network included in the model to determine roadway pricing?
 - Marie Lewis Adams: The purpose of looking into roadway pricing is to understand the potential effects of pricing to balance the decreasing purchasing power of the gas tax. The state has been discussing roadway user charge, so we wanted to evaluate roadway pricing in the model to see what impact it has on the transportation network, but it is not an alternative that would be recommended in the LRMTMP. When we modeled roadway pricing, it was to increase auto operating costs to understand the term of impacts.



- Rosemary Hoerning: If certain trips are shifted to transit, it can induce more recreational trips to fill roadway capacity.
 - Marie Lewis Adams: VMT is hard to reduce. The model shows that if we reallocated growth and increase transit, there is a significant change in the system, however, it will take a lot of change to see measurable outcomes.

Plan Themes and Strategic Priorities

- Transit, TDM, and Active Transportation
 - Roderick Goldman: Agree on the development of a transportation priority list for the region to focus funding.
 - David Huang: Metrolink service is expected to change in October. Metrolink is working with bus operators to synchronize arrival and departure schedules to minimize waiting times during transfers. Connectivity between bus and rail schedule can make public transportation more attractive.
 - Mark Roberts (chat): The five priorities listed on the slide are listed in the order of importance.
- Roadway Network
 - Mark Roberts (chat): Should add the completion of rail network, BRT routes, and bike lane striping on local collectors/arterials to the list of priorities.
 - Steve Smith: SBCTA has an engagement process to the cities in the Valley to figure out the next set of priorities for express bus service/BRT. SBCTA is considering whether to distribute Measure I funding to BRT around the network or to focus the funding on a BRT line similar to the Green Line or the West Valley Connector. There is an item on the board meeting on this on September 12. The outreach should wrap up in the next few months and be included in the draft LRMTTP.
- Goods Movement
 - Cheri Holsclaw: Is SR 274 within the scope of this plan? SR 247 has been a very busy corridor for trucks.
 - Marie Lewis Adams: Yes, SR 247 is in the purview of the freight corridor for the LRMTTP. High volumes of truck on this corridor would be in the purview for investments to address bottleneck relief.
 - Steve Smith: SCTA has a project on SR 247 and SR 62 that ties into the I-15. The project will assess alternative routes for I-15 if there was to be a disruption. Although the plan address emergency access routing, it will touch on safety and capacity issues of alternatives to I-15, which includes SR 247.
 - Rosemary Hoerning: Wondered if freight operating on Metrolink track is typical. Is Metrolink opening their line to freight?
 - Steve Smith: There is occasional, light freight on the Metrolink San Bernardino Line. Although SBCTA owns the line and Metrolink operates it, there are still freight movements allowed on the San Bernardino Line. On the Riverside Line, passenger trains share the track with a lot of freight.
 - David Huang: Yes, Metrolink has to share the track with freight operators. At times, freight operators will dictate who has operating priorities.

- Mark Roberts (chat): Should collaborate with BNSF in any needed major improvements to Colton and Barstow Intermodal facilities, keep working on grade separation priorities, and work on the region's triple track priorities. Wondered if there is any need for truck climbing lanes.
- Climate Change
 - Cheri Holsclaw: Closure on SR 62 due to rain, snow, or extreme weather prevents access I-10.
 - Marie Lewis Adams: Good to note that SR 62 has very few alternatives.
 - Mark Roberts (chat): Encourage transition to 100% R99 cleaner burning diesel. Believe that R99 diesel is only available at ARCO. Want to highlight the priority to transition to a clean truck fleet as the most important priority.
 - Marie Lewis Adams: Notes this is something the project team can explore further. The priority is to transition to clean trucks.
- Equity
 - Mark Roberts (chat): Suggests applying for Caltrans Sustainable Transportation Planning and Adaptation Planning Grants.
 - Cheri Holsclaw: Can we look into full free fares for all residents in the county and not just for students, seniors, and low-income?
 - Marie Lewis Adams: We understand the importance of affordability and free fares would help more towards ridership and VMT objectives; however, free fares are unlikely to be explicitly recommended in the plan.
- Funding
 - Mark Roberts: Is the VMT mitigation bank used to penalize or reward land use projects to encourage smart growth over traditional growth patterns?
 - Marie Lewis Adams: The idea is that projects that increase VMT need to be mitigated some way in the same area as the project. A VMT mitigation bank allows for more flexibility in how VMT is mitigated. VMT mitigation credits that are from other projects in other areas can be used to address the need to mitigate VMT in an area where it is harder to address.
 - Steve Smith: SBCTA is starting a pilot program funded through the REAP program. The structure of the pilot would reward those who choose alternative modes to reduce their VMT with a monetary value for mile of VMT reduced. Those that are in need of mitigation, such as developers, would contribute to the VMT mitigation bank and the mitigation bank can be used to fund projects that can reduce VMT.
 - Mark Roberts (chat): Should add sales tax of all new gas-powered vehicles to fund transit.