



AGENDA

PASTACC

PUBLIC AND SPECIALIZED TRANSPORTATION ADVISORY AND COORDINATION COUNCIL

*An advisory body to the San Bernardino County Transportation Authority
addressing public transit and specialized transportation needs, issues and opportunities.*

December 9, 2024

10:00 AM

LOCATION:

Omnitrans

1700 W. Fifth Street, San Bernardino, CA. 92411

- I. PASTACC CALL TO ORDER, Introductions**
PASTACC Chair / Vice-Chair

- II. APPROVAL OF PASTACC MINUTES, August 12, 2024** *Action*
Approve Minutes for PASTACC meeting dated August 12, 2024.
Chair / Vice Chair

- III. PASTACC MEMBERSHIP MATTERS** *Information*
Receive an update on upcoming At-Large Membership vacancies & Ad Hoc for updating bylaws.
Nancy Strickert, SBCTA

- IV. REVIEW OF 2025 PASTACC MEETING CALENDAR** *Information*
Discussion on revised PASTACC meeting dates.
Mairany Anaya, SBCTA

- V. SBCTA LONG RANGE MULTIMODAL TRANSPORTATION PLAN** *Information*
Receive an update on San Bernardino County's Multimodal Transportation Vision.
Ginger Koblasz, SBCTA

- VI. VVTA COMPREHENSIVE OPERATIONAL ANALYSIS** *Information*
Receive a presentation on VVTA Comprehensive Operational Analysis and upcoming service changes.
Rod Goldman, VVTA

PASTACC Agenda December 9, 2024

- VII. SBCTA TRANSIT PROMOTION CAMPAIGNS:** *Information*
Receive an update on the Transit Etiquette Campaign.
Nicole Soto, SBCTA

- VIII. SBCTA TRANSIT EDUCATIONAL INITIATIVES:** *Information*
Discussion on upcoming Senior Transportation Resources.
Mairany Anaya, SBCTA

- IX. ANNOUNCEMENTS AND MEMBER REPORTS ON ITEMS OF INTEREST** *Information*
All

- X. PUBLIC COMMENT**
Comments related to PASTACC Agenda

Upcoming Free Fare Days

Transit Equity Day – February 4, 2025

Earth Day – April 22, 2025

Rural Transit Day – July 16, 2025

NEXT PASTACC MEETING:

MARCH 10, 2025

LOCATION: TBD

Generally, quarterly at 10:00 a.m. with some variation, now on the second Monday of the month.

To confirm PASTACC meeting dates and locations, please call SBCTA: (909) 884-8276

Meeting dates will be noticed to those registered for PASTACC mailings.

To register for PASTACC mailings, please contact:

Dennis Brooks: Dbrooks@AmmaTransitPlanning.com

We are happy to make reasonable accommodations for participants attending PASTACC meetings in need of such.

Please advise us of special needs no less than 72 hours prior to the meeting so that the appropriate accommodations can be arranged.

Contact AMMA Transit Planning at Mail@AmmaTransitPlanning.com

**Public and Specialized Transportation and Coordination Council (PASTACC)
Meeting Minutes, August 12, 2024, at the San Bernardino SBCTA Board Room**

Attendees:

Voting Member Participants:

- Mountain Transit – Steve Brouard, Noemi Anaya
- Omnitrans – Arianna Maldonado
- Victor Valley Transportation Authority – Marie Downing, Dana Fleming
- Department of Aging and Adult Services – Danielle De Los Santos
- Loma Linda Medical Center – Whitney Henderson
- Reach Out Morongo Basin – Robin Schlosser

Other Participants:

VIP Solutions Inc – Shirley Yamano

Reentry Coordinating Housing and Supportive Services – Anthony Brazier

OPARC – Sonia Borja

Elea Carey – Transit Happy (Remote Presentation)

Staff Support:

SBCTA – Sandra Castro, Nancy Strickert, Nicole Soto

AMMA Transit Planning – Dennis Brooks

I. Call to Order

The meeting was called to order at 10:04 a.m. by Robin Schlosser, PASTACC Vice Chair.

II. Minutes of May 14, 2024, meeting

PASTACC Minutes of May 14, 2024, were approved without change.

- Approval of the minutes was moved by Whitney Henderson (Loma Linda Medical Center) and seconded by Arianna Maldonado (Omnitrans).

III. PASTACC MEMBERSHIP MATTERS

Nancy Strickert (SBCTA) announced that PASTACC will be removing the standing membership for the San Bernardino County Department of Public Works (DPW). PASTACC will convene to create an executive team of voting members to review bylaws and consider replacing DPW with an at-large agency to become a standing voting member.

Loma Linda University Medical Center (LLUMC) was reappointed as an at-large voting member for an additional 3 years.

- Recommendation to reappoint LLUMC was moved by Marie Dowling (VVTA) and seconded by Arianna Maldonado

IV. FUTURE MEETINGS & FIELD TRIP FOR PASTACCASTACC

Nancy Strickert (SBCTA) announced the PASTACC meeting schedule for alternate locations. PASTACC is a countywide group, so we want to make sure we allow participation in other areas of the county. Nancy proposed the following schedule of meetings and location with carpool and rideshare available for those that would like to attend.

- November 12, 2024, Omnitrans (later postponed to December 9th)
- February 10, 2025, Basin Transit

Nancy Strickert (SBCTA) also announced we would like to take a PASTACC group field trip on Mountain Transit's Route 6 sometime in April 2025. The group would meet at the Santa Fe Depot and catch the bus taking a trip to Lake Arrowhead, visit the area for an hour and then return. SBCTA would cover the cost of the bus fare. In addition, we propose to plan field trips on Basin Transit, VVTA and Omnitrans in the future. We will send out a date for RSVPs to ensure vehicles have capacity to transport the group.

V. SBCTA TRANSIT PROMOTION & EDUCATION CAMPAIGNS:

Nicole Soto (SBCTA) provided a summary of the purpose and discussion of the Multimodal Working Group that meets as a collaborative of the transit operators to develop benefits to transit riders from a rider's perspective. The Multimodal Working Group developed the regional promotion maps and brochures that were distributed to PASTACC in the past Media Kits. SBCTA was initially planning to launch a harassment campaign but after speaking with riders and drivers we decided to shift the focus to an etiquette campaign.

In addition to the regional travel and etiquette campaigns, SBCTA sponsors free fare transit days throughout the county. The following are the dates for the upcoming Free Transit days:

- Clean Air Day – October 2, 2024
- Election Day – November 5, 2024
- Transit Equity Day – February 4, 2025
- Earth Day – April 22, 2025
- Rural Transit Day – July 16, 2025

Elea Care (Transit Happy) – Noted that these campaigns were developed because SBCTA was hearing those riders and potential riders had concerns about safety on buses. We conducted community outreach and focus groups to better understand how safe people feel riding transit. Non-riders reported feeling that transit is not safe while drivers indicated needing help in communicating information. Most existing riders feel that transit is safe, but bus operators need to better communicate the code of conduct while riding buses.

There was discussion amongst the group on how to better connect with stakeholders and the general public to communicate transit's availability and disseminate transit information.

VI. PLANNING FOR FORT MOHAVE SHUTTLE, NEEDLES, CA

Dennis Brooks (AMMA) presented the findings from the ongoing planning for the Fort Mohave Bullhead Limited Shuttle (FBMS) design and launch for residents of Needles. The FMBS would combine the existing Shopper Shuttle and Dial-A-Ride Medical programs into a service that runs two days per week and provides lifeline mobility options for Needles residents needing to travel into Arizona for grocery and medical trips.

VII. ANNOUNCEMENTS AND MEMBER REPORTS ON ITEMS OF INTEREST

Anthony (RCHSS) – stated that his agency is trying to offer more housing for its clients but needs contact information for funding agencies and grant programs that can help. Anthony also noted that he appreciates the PASTACC group and that SBCTA does not take transit for granted, making a difference for the county's residents.

Danielle De Los Santos (DAAS) – noted that DAAS has different programs aimed at trying to keep people in their homes and to check the agencies website for program reports.

Steve Brouard (Mountain Transit) – Mountain Transit is three years into their free fare program and the Arrowhead routes continues to improve.

Sonia Borja (OPARC) – During the month of June, OPARC's disabled development work activity program was mandated to integrate services and has received grants from Omnitrans to buy more vehicles. OPARC is now serving 600 riders, slightly below the pre-covid level of 800 riders.

Shirley Yamano (VIP) – VIP is excited about its new opportunity to expand its transportation services as a grant recipient of Section 5310 and Measure I funding. VIP's transportation is based on providing access to employment services.

Arianna Maldonado (Omnitrans) – Omnitrans just completed its awards for Measure I funding to its partner agencies. Omnitrans is aiming to ramp up our travel training program, where staff went to Charlotte NC to participate in travel instruction conference to understand way to improve the program. Omnitrans will be starting payments for the mileage reimbursement program starting July 1.

Whitney Henderson (LLUMC) – We recently started a PACE program for the elderly at Loma Linda Medical Center. The PACE program provides whole-person support for seniors, giving them the tools and support resources needed to continue safely living in their own home.

Nancy Strickert (SBCTA) - SBCTA is working with VVTA to assume control of the Section 5310 funding administration for the Victorville-Hesperia UZA in the Victor Valley during this next year. If any agency has a new idea for a project in the Victor Valley, please share it so SBCTA can help see it through.

Nicole Soto (SBCTA) - Reminded the group that there are countywide free fares for bus and trains for all K-12 students in the county where students can register for the free rides in the mobile app.

Robin Schlosser (ROMB) Reach Out recently received a donation for a Chrysler van, increasing their fleet and supporting five drivers providing service in the Morongo Basin. Reach Out transports its clients to the senior center, to local destinations and into the Coachella Valley.

VIII. PUBLIC COMMENT

No Public Comment

The meeting was adjourned at 11:05 a.m.

The next PASTACC meeting is tentatively scheduled for: November 12th, 2024 (later postponed to December 9th, 2024).



SBCTA Long-Range Multimodal Transportation Plan for San Bernardino County



PUBLIC AND SPECIALIZED TRANSPORTATION
ADVISORY AND COORDINATION COUNCIL

December 9, 2024



AGENDA

- 1 LRMTTP Overview
- 2 Plan Vision, Goals, and Objectives
- 3 Plan Themes and Strategic Priorities



LRMTP Project Process



LRMTP Subregions

- Consistent with Measure I
- Analysis and recommendations will follow the six subregion format

Draft LRMTTP Vision Statement

SBCTA's long-range plan supports integrated, multimodal transportation to strengthen the health of our communities, the environment, and our economy by providing safe, reliable, and equitable connectivity for people and goods in, to, and through San Bernardino County.



LRMTTP Goals and Objectives

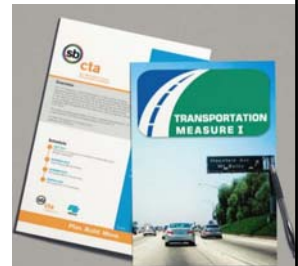
	Goals	Objectives
Connectivity	Improve multimodal mobility and safe access to destinations for all users	<ul style="list-style-type: none"> • Improve multimodal mobility and access to jobs, housing, and key destinations • Improve connectivity between modes and services • Better integrate transit and bicycle/pedestrian facilities with land use planning
Equity	Reduce transportation burdens for low-income communities, communities of color, people with disabilities, and other disadvantaged groups	<ul style="list-style-type: none"> • Reduce cost burden to underserved communities • Improve access to mobility options for disadvantaged groups
Economy	Support a vibrant, resilient economy	<ul style="list-style-type: none"> • Support access to employment, educational institutions, and businesses via all modes, with special emphasis on transit, shared-rides, and non-motorized • Improve freight's economic competitiveness and efficiency • Maintain infrastructure in a state of good repair • Deploy resources in a cost-effective manner
Environment	Enhance environmental health and reduce negative transportation impacts	<ul style="list-style-type: none"> • Reduce VMT, GHG emissions, and air pollution • Strengthen the transportation system's resiliency to withstand and recover from disruptions brought about by natural disasters, climate change, and other factors • Support clean mobility technology, including the freight sector
Quality of Life and Public Health	Enable vibrant, healthy communities	<ul style="list-style-type: none"> • Manage the impact of freight traffic in neighborhoods • Reduce sources of delay on the transportation system • Increase the share of people carpooling, bicycling, walking, and taking transit
Safety	Provide a safe and secure transportation system	<ul style="list-style-type: none"> • Reduce fatalities, injuries, and incidents on the transportation system



Scenario Planning

Scenario Planning Process

- Consider how future trends may affect the transportation system
- Model different potential futures and assess effects on outcomes
- Scenarios considered the system demand (land use and travel behavior) and supply (transportation network)



Context (Demand) Scenarios

“Business as Usual”

- Travel patterns return to pre-pandemic conditions
- Assumes 2019 travel behavior with 2050 population and employment

“Virtual Future”

- Shift to remote work is permanent and grows stronger
- Assumes anyone who can work from home does so, reducing home-based work trips

“Smart Growth”

- Assumes 2019 travel behavior with modified land use
- All future population and employment growth in Valley subarea is concentrated around major transit corridors to test the extremes of smart growth



Transportation (Supply) Scenarios

“Enhanced Network”

- Assumes availability of new funding sources and additional transportation projects
- Corresponds to SCAG “Plan” network
- Assumes “Business as Usual” background context

“Transit Expansion”

- Bus frequency is doubled across southern California
- Assumes “Smart Growth” background context

Sensitivity Test: Roadway Pricing

- Assumed Business as usual background context and enhanced transportation network with increased automobile operating cost



Key Findings

- Delay is reduced in multiple scenarios, but difficult to reduce Vehicle Miles Traveled (VMT)
- Roadway pricing sensitivity test showed that each 10% increase in auto operating costs would be expected to reduce VMT by 1.7%; costs would be burdensome for drivers (equivalent to raising gas prices over 5 dollars/gallon to reduce VMT 10 percent)
- Major transit expansion across Southern California along with smart growth increases ridership and reduces VMT, but with major increase in operating expenses



Scenario Summary

Performance Measures (Metrics for S.B. County Only)	Business as Usual	Virtual Future	Smart Growth	Enhanced Network	Transit Expansion + Smart Growth
	Value	Change	Change	Change	Change
Total Vehicle Miles Traveled	91,000,000	-4%	-2%	0%	-10%
Person Hours Traveled, work trips	890,000	-30%	-2%	-5%	-12%
Person Hours Traveled, non-work trips	1,510,000	8%	-3%	-6%	-11%
Minutes of delay per capita	5.6	-28%	-1%	-45%	-36%
Transit ridership	137,000	-32%	21%	43%	264%



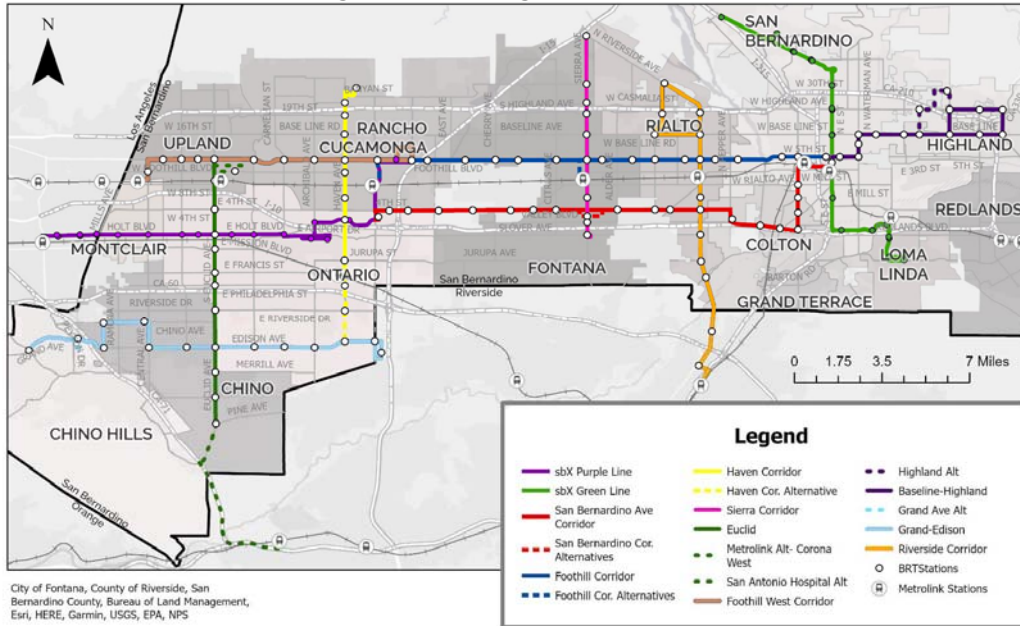
Plan Themes and Strategic Priorities

Strategic Priorities for Multimodal Connectivity

- Work toward 30-minute frequencies on Metrolink San Bernardino line
- Further investment in higher service levels
- Priority treatments on core transit network (“systemwide plan”)
- Local coordination on transit-focused land use
- Create first/last mile connections
- Completion of the I-10 and I-15 managed lane network
- Transportation demand management strategies
 - Non-motorized transportation facilities
 - Vanpooling
 - Carpooling
 - Telework



Transit Connectivity in Valley Subarea



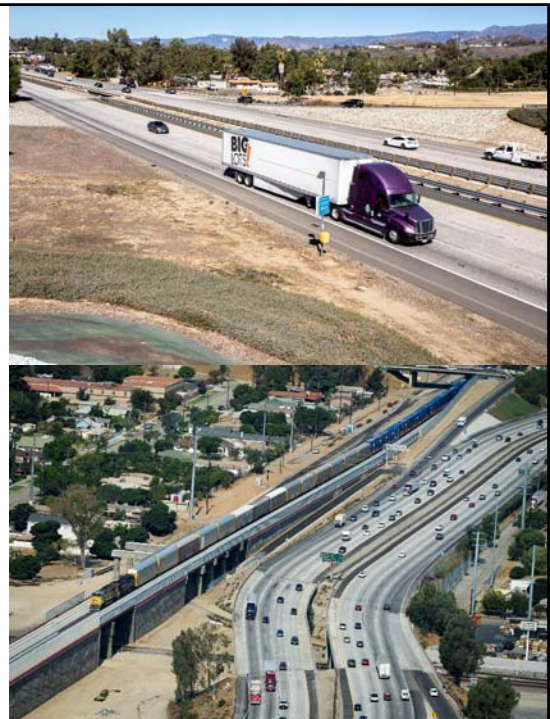
Strategic Priorities for Freight Movement

Designate and improve key freight corridors

- Invest in high-volume highway freight corridors, including strategic bottleneck relief
- Interchange ramp improvements, auxiliary lanes and mainline projects (ex. Northbound truck climbing lane extension from Kenwood Ave. to SR-138)

Work with private sector on key initiatives

- Collaborate with private sector on transition to clean trucks
- Collaborate with private sector on strategic opportunities to shift from truck to rail



Strategic Priorities for Climate Change & Resiliency

Incentivize transit and shared rides

- Managed lanes
- Transit system improvements (ex BRT, Brightline, ONT Connector)

Improved operational resiliency

- Emergency route planning (including AB 98)
- Strategic highway improvements to address severe weather

Support zero-emissions transition

- Collaborate with private sector on transition to clean trucks
- Support transition to zero-emission transit
- Support development of hydrogen production hubs and zero-emission charging/fueling infrastructure



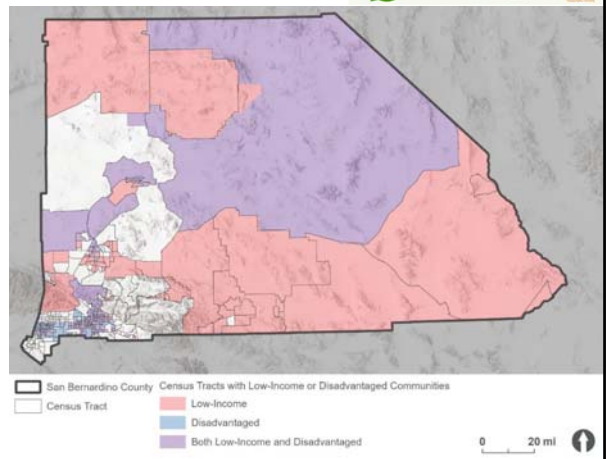
Strategic Priorities for Equity

Partner with local jurisdictions and CBOs

Demand-responsive services

- Continue, expand, and advertise fare reduction programs and free fare events for students, seniors, and low-income transit riders

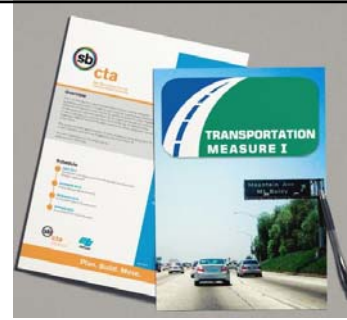
Prioritize multimodal improvements



Strategic Priorities for Funding

Expand sources of funding for transit operations

- Can't afford to build what we can't also operate
- Work with state, federal, and regional partners to increase operating funds for transit
- Use excess toll revenues (after debt service and operations) for transit and (on I-10 east of I-15) zero-emission projects



Existing Measure I: Sources of Transit Operating \$

- Metrolink/Rail Service (8% of Valley revenue)
- Express Bus/BRT Program (5% of Valley revenue)
- Senior/Disabled Transit (8% for the Valley and up to 6.5% for the Mountain/Desert, with future increases up to 7.5%)

Future Measure I: Increase flexibility of funding programs for both transit capital and operations



VVTA Comprehensive Operational Analysis

Presentation to PASTACC

December 9, 2024

What is the Comprehensive Operational Analysis?

- 5-Year blueprint for VVTA
- Guides longer term vision
- Looks at all services and aspects of the agency
- A plan for ZEB buses
- A plan for improvements to bus facilities and transit centers
- Infrastructure to support services

Phase I

- Analysis of current programs and operations

Phase II

- Development of a system plan that looks at reorienting services to better serve VVTA's customers

Phase III

- Final plan that includes a comprehensive capital program and financially constrained implementation program



Analysis Findings

- No significant demands beyond the current service area
- Missed connections are a major concern
- Passengers requested later and more frequent service
- Major new development areas need to be served in later years
- There are areas where microtransit may be more effective than fixed route
- Review potential for vanpool services to replace NTC commuter bus service
- Route 15 intercity service is very popular
- Fare program modernization will provide benefits to riders and VVTA



Service Alternatives

Short-Term Alternatives

- Serve new and emerging destinations
- New connections
- Streamlined route alignments
- Span and frequency improvements

Long-Term Vision

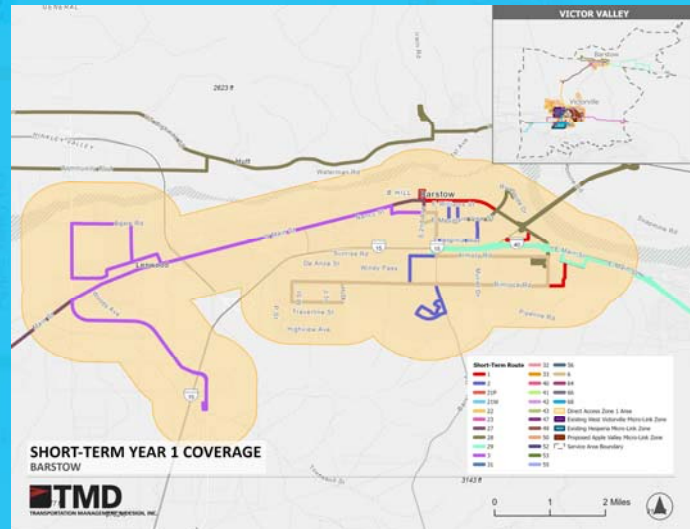
- Serving new developments
- More extensive frequency and span improvements
- New connections
- New transit centers
- Streamlined route alignments
- Span and frequency improvements

Additional Recommendations

- Route 15
 - Additional stops and additional trips
- Ft. Irwin Commuter Service – future to be decided
- Vanpool
 - Advertise to new markets
 - Include as part of the future of NTC transportation
- Direct Access
- CTSA
 - Travel training
 - Transit ambassadors
 - Veterans' transportation program
 - Long-term programs

Year 1 Service Changes – Implemented October 6, 2024

- Major restructure of service throughout the service area
- Span and frequency consistency within services and day of week
- Replace Route 50X with streamlined and more frequent Route 55 service
- New County Route 27 connecting Barstow and Hinkley
- New Route 49 serving the Yucca Loma corridor
- New Apple Valley Micro-Link service beginning October 28, 2024
- Replace Routes 25 and 54 with existing Micro-Link
- Modify an additional Route 15 NB trip to serve CSUSB
- Plan for future of Ft. Irwin Commuter services



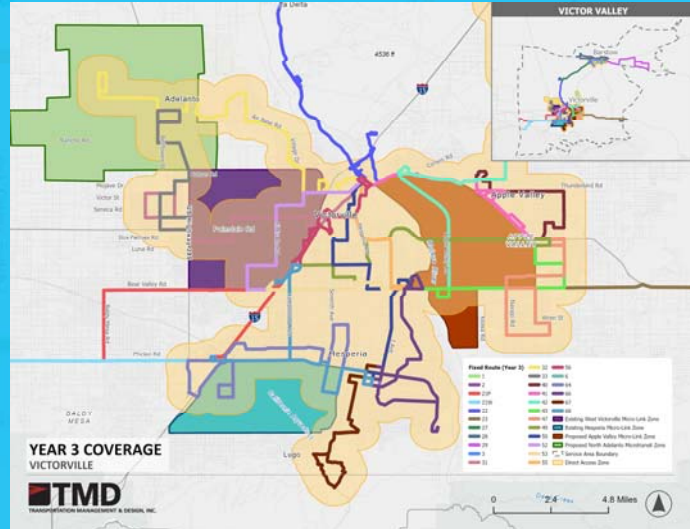
Year 2 Service Changes

- Span Expansion – Weekday service span extended one hour into the evening on Routes 1 through 6 and Routes 31 through 68
- Adjust span of Direct Access service to match fixed route
- Route 15 – Add one additional weekday trip between Victorville and Barstow
- Implement changes to the NTC Commuter program



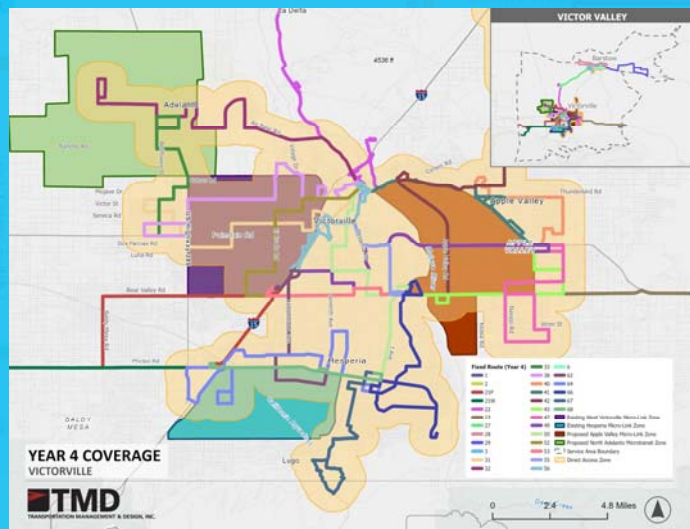
Year 3 Service Changes

- New Route 67 to serve the Silverwood development
- New North Adelanto Micro-Link
- Adjustments to Routes 33 and 66 based on new services
- Operate Route 15 Saturday schedule on Sunday



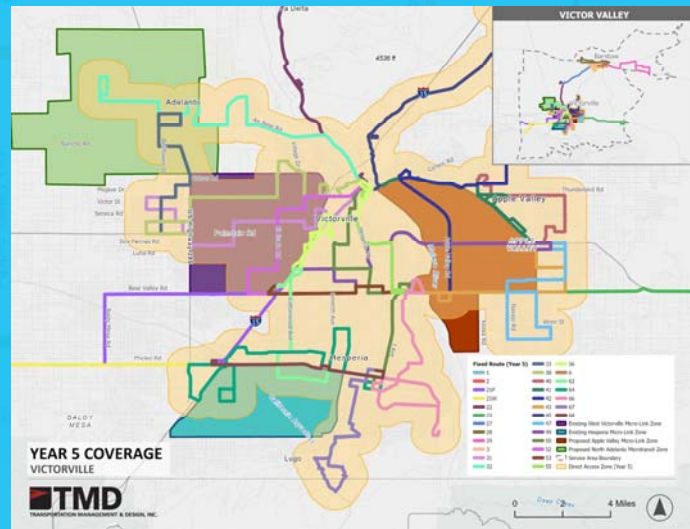
Year 4 Service Changes

- New Route 38 along Mojave Drive
- Modify Routes 31 and 32 based on Route 38
- New Route 62 between Hesperia and Victor Valley Mall
- Modify Route 68 to operate solely along Main Street



Year 5 Service Changes

- Implement new Route 45 to connect to the Apple Valley Brightline facility
- Modify Route 22 based on implementation of Route 45
- Span expansion – weekday service span extended one hour early in the morning and 1 hour later into the evening on Routes 1 through 6 and 31 through 68
- Adjust span of Direct Access service to match fixed route
- Changes to Route 15
 - Add stops at the Apple Valley and Hesperia Brightline Stations
 - Add two additional weekday roundtrips to Route 15 between Victorville and San Bernardino



Prioritized Future Improvements Beyond Five Years

- Weekend span improvements
- County service span improvements
- Implementation of Route 65
- Provide 30-minute weekday headways on the following routes: 1, 2, 3, 6, 33, 38, 40, 42, 45, 47, 49, 50, 56, 62, 64, 66, 67, 68
- Provide 20-minute weekday headways on the following routes: 31, 41, 43, 52, 53, 55
- Provide 60-minute headways on County routes
- Provide 30-minute service on weekends along major routes



Additional Recommendations

- CTSA
 - Restoration of the Transit Ambassador and Travel Training programs
 - Introduction of a Veterans Transportation program
 - Develop a mobility assessment center associated with the Hesperia facility expansion
- Commuter Service
 - Possible transition of Commuter bus service to Vanpools
- Vanpool
 - Explore model of selling seats on vanpools
 - Additional vanpools may be a part of the NTC Commuter strategy
 - Market vanpool program to additional employers
- Fare Modernization
 - Implement in Year 2/FY 2026
 - Introduce fare capping program
 - Incremental purchase of unlimited ride fares
 - Introduce open-loop payment structure
 - Fare modification
- Administration
 - Review staffing needs for FY 2026 and beyond



Capital Program



- Vehicle Acquisition
- ZEB Transition
- Transit Hub Development (Hesperia & Barstow)
- O&M Facility Expansion
- Fare Collection
- Passenger Amenities
- Brightline

Financial Plan

- The Five-Year Plan includes a balanced financial plan using Federal, State, and Local funding sources for Operating and Capital expenses.



Next Steps

- Implement Year 1 service plan (October 2024)
- Planning for the future of Ft. Irwin Commuter service (Fiscal Year 2025)
- Incorporate COA service plans in annual budgets
- Fare modernization
- Plan for growth

