San Bernardino County Transportation Authority (SBCTA)

Long-Range Multimodal Transportation Plan

Mobility Working Group Meeting 2

Tuesday, October 31, 2023, 10:00 – 11:30 a.m.

Agenda

- Introductions
- LRMTP Progress
- Stakeholder and Public Engagement
- Plan Vision, Goals, Objectives, and Performance Measures
- Scenario Discussion
- Next Steps

Attendees

- Courtney Aguirre, Southern California Association of Governments (SCAG)
- Fredy Bonilla, Victorville
- Jeremiah Bryant, Omnitrans
- Roderick Diaz, Southern California Regional Rail Authority (SCRRA)
- Thanya Espericueta, Caltrans District 8
- Justine Garcia, City of Rancho Cucamonga
- Cheri Holsclaw, Basin Transit
- Anna Jaiswal, Omnitrans
- Brian Jacob - SCRRA
- Rachel Om, SCAG
- Mark Roberts, Caltrans District 8
- Scott Strelecki, SCAG
- Rory Vaughn, SCRRA
- Rena Vergara, Caltrans D8
- Sam Wong, South Coast AQMD
- Ginger Koblasz, SBCTA
- Steve Smith, SBCTA
- Nicole Soto, SBCTA
- Nancy Strickert, SBCTA

- JD Douglas, HDR

- Joel Lessard-Clouston, HDR

- Marie Lewis Adams, HDR

- Jason Pack, Fehr & Peers

- Ethan Yue Sun, Fehr & Peers

- Heather Menninger, AMMA Transit Planning

- Nancy Verduzco, Arellano Associates

Stakeholder and Public Engagement

- Marie Lewis Adams – the online survey is still live until November 3, 2023.

Plan Vision, Goals, Objectives, and Performance Measures

- Rory Vaughn – regarding connectivity as a goal, do we want to be more specific on what we mean by that, such as schedule coordination or fare integration? It might be a higher order word to mean a lot of things, but it also might not mean much at all to some people. In the quality of life section, do we want to put something in the objectives that gets at the experience of navigating the system, whether pedestrian, bicycle, or transit system. Example in rail system of building stations that may be pretty to look at but unpleasant to stand at. Things like shade can impact experience at bus stops.

    o Heather Menninger (in chat) – Possibly "Improve the customer experience of multimodal transportation"

    o Steve Smith – I agree that schedule coordination is critical. Part of our task is to see how we can make the system function together and also address the experience side.

- Rena Vergara – Can you share some information about what specifically came up from surveys or other engagement about the impacts of freight in neighborhoods?

    o Marie Lewis Adams – We included a question about what statements respondents agree with, and concerns about freight in neighborhoods was high. We also received several comments in the first community working group, particularly from people in neighborhoods with distribution centers resulting in safety or air quality impacts.

    o Rena Vergara – it would be good to know what specifically the community wants. Do they want sound barriers, are there too many trucks parking on streets?

    o Steve Smith – any time we have a level of truck activity in residential land uses, we've been hearing those concerns for years. We have infill warehouses popping up where not originally intended. Maybe more specificity will come through in open ended survey responses. It would be a good place to look.

    o Rena Vergara – it would be good to get that detail so we can design our projects to address the real issues that people are facing.

- Rory Vaughn – I would caution about using delay as a performance measure, especially when it comes to trucks and vehicles. It's a metric that has been used to advance projects that run counter to the other metrics. For example, widening a road in a spot with delay at the expense of sidewalk or other amenities. In reality, the delay doesn't go away, it just moves somewhere else.
  - Marie Lewis Adams – That sounds like a problem with the solutions rather than the measure itself. The point is well taken about how we communicate these things and address them.
  - Rory Vaughn – It depends how you measure it. Measures such as intersection level of service, might give different conclusions than others.
  - Marie Lewis Adams – delay will be measured in hours
  - Steve Smith – we will be looking at this by sector (person and freight). Freight will always care about time and money. We need to think about how to keep freight moving and competitive, while also encouraging mode shift.
  - Anna Jaiswal (in chat) - maybe commute time would be a better metric for person travel (referring to the last slide) - both transit and driving commute time?

Scenario Discussion

- Jason Pack provided an overview of the Trendlab+ tool. Participants voted on how they thought each of nine topic areas would trend between now and 2045. Results are shown below. For information on how the three thematic conditions (return to pre-pandemic, new status quo, and transformative trends) apply to each trend, please see the presentation materials.

Trendlab+ Input, Mobility Working Group

Category	Trend	Return to Pre-Pandemic	New Status Quo (Default)	Transformative Trends
Social Economy	Social and Recreational Travel	**7**	6	2
	Labor Force Participation	3	**13**	0
	Migration and Land Use	1	4	**10**
Quality of Life and Public Health	Telecommuting	0	**13**	2
	E-commerce	1	**8**	6
	Car Ownership	5	**8**	0
	Health and Safety Concerns	1	**10**	3
Technology	Electric Vehicle Adoption	0	4	**10**
	Autonomous Vehicles	**12**	3	0

- Ethan Yue Sun summarized the estimated effects of these trends on key indicators. Results are shown below.

Trendlab+ Results, Mobility Working Group

Indicator	Value
Vehicle Miles Traveled	-1.4%
Transit Ridership/Farebox Revenue	-8.2%
Greenhouse Gas Emissions	-38.9%
Fuel Tax Revenue	-60.2%
AM Peak Period Traffic	-5.3%
PM Peak Period Traffic	0.7%

Next Steps

- Rena Vergara – How many context scenarios are you planning to model?

  o Marie - We don't have a set number, but likely 3. For some of these virtual things it makes sense to have a "more or less" option. Personally, I'm noticing things trend back towards in-person interactions, but we could always move more virtual if there is another pandemic or another issue. We would also want to look at impacts of land use.

  o Rena Vergara – Suggest condensing and pairing down the vision statement. It's important for it to be easy to understand for the audience, easy to remember and say in one breath.

- Marie Lewis Adams – feel free to email the project team with additional suggestions.

Trendlab+ Combined Results

Following the working group meetings, the project team combined the results of the Trendlab+ exercise for both the Community and Mobility Working Group meetings. The results are shown below.

Trendlab+ Input, Combined

Category	Trend	Return to Pre-Pandemic	New Status Quo (Default)	Transformative Trends
Social Economy	Social and Recreational Travel	9	**13**	5
	Labor Force Participation	5	**18**	7
	Migration and Land Use	1	9	**18**
Quality of Life and Public Health	Telecommuting	3	**22**	4
	E-commerce	1	**16**	11
	Car Ownership	12	**14**	0
	Health and Safety Concerns	7	**14**	6
Technology	Electric Vehicle Adoption	1	6	**20**
	Autonomous Vehicles	**18**	7	3

Trendlab+ Results, Combined

Indicator	Value
Vehicle Miles Traveled	-5.8%
Transit Ridership/Farebox Revenue	-17.6%
Greenhouse Gas Emissions	-41.6%
Fuel Tax Revenue	-62.0%
AM Peak Period Traffic	-10.7%
PM Peak Period Traffic	-7.2%