



# SBCTA Long-Range Multimodal Transportation Plan



**Community & Mobility Working Group Meeting 4**  
August 27 and 29, 2024



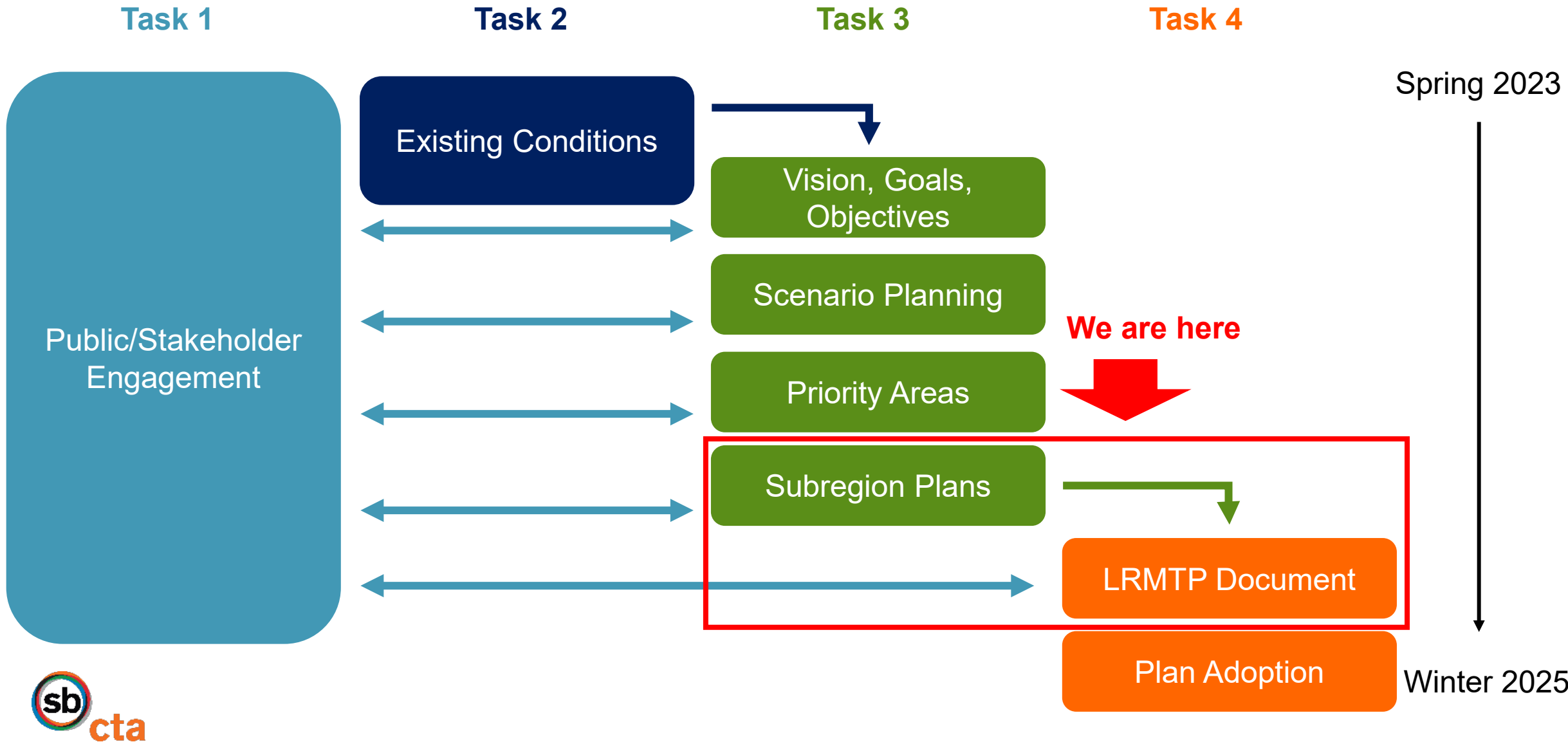
## AGENDA

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



# LRMTP Progress

# LRMTP Project Process



# LRMTP Subregions

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



# Recap of Last Meetings

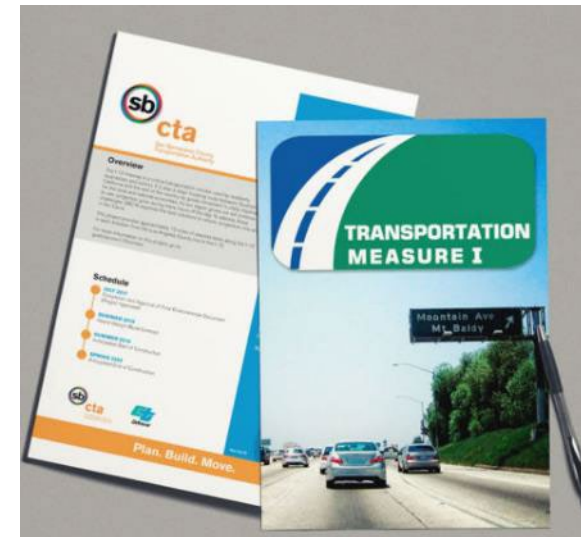
- Discussed LRMTTP priority areas
  - Core elements: transit, active transportation, goods movement, highways
  - Key issues: equity, health, safety, land use, environment, sustainability & resiliency
- Reviewed scenario planning process and presented results for background context conditions
  - Business as Usual
  - Virtual Future
  - Smart Growth



# Scenario Planning

# Scenario Planning Process

- Consider how future trends may affect the transportation system
- Model different potential futures and assess effects on outcomes
- Determine which issues and strategies rise to the top in multiple futures or perform better in particular scenarios
- Scenarios were modeled using SBTAM+





# Context Scenarios Presented Previously

## “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 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



# Enhanced Network Results

## Assumptions

- Additional funding and projects beyond expected plan

## Results

- Significant increase in transit ridership
- Significant reduction in delay and modest impact on total travel time
- Minimal impact on VMT despite modest mode shift

2050 Average Weekday Performance			
Performance Measure	Business as Usual	Enhanced Network	% Change
Total VMT	91,000,000	91,000,000	0%
Total VHT	2,130,000	2,000,000	-6%
Truck VMT	12,800,000	12,900,000	1%
Truck VHT	242,000	233,000	-4%
Passenger VMT per capita	30	30	0%
Person Hours Traveled, work trips	890,000	840,000	-5%
Person Hours Traveled, non-work trips	1,510,000	1,420,000	-6%
Total delay (hours)	244,000	134,000	-45%
Minutes of delay per capita	5.6	3.1	-45%
Drive alone mode share, work trips	80.2%	79.2%	-1%
Drive alone mode share, non-work trips	39.6%	39.0%	-1%
Transit ridership	137,000	196,000	43%
Truck delay (hours)	23,000	12,000	-47%



# Transit Expansion Results

## Assumptions

- Doubling bus frequency
- “Smart Growth” land use

## Results

- Drastic increase in transit ridership
- Reduction in total travel time; significant reduction in delay
- Considerable reduction in VMT

2050 Average Weekday Performance			
Performance Measure	Business as Usual	Transit Expansion	% Change
Total VMT	91,000,000	82,000,000	-10%
Total VHT	2,130,000	1,800,000	-14%
Truck VMT	12,800,000	12,600,000	-2%
Truck VHT	242,000	230,000	-5%
Passenger VMT per capita	30	27	-11%
Person Hours Traveled, work trips	890,000	780,000	-12%
Person Hours Traveled, non-work trips	1,510,000	1,340,000	-11%
Total delay (hours)	244,000	150,000	-37%
Minutes of delay per capita	5.6	3.6	-36%
Drive alone mode share, work trips	80.2%	69.5%	-11%
Drive alone mode share, non-work trips	39.6%	35.9%	-4%
Transit ridership	137,000	500,000	264%
Truck delay (hours)	23,000	15,000	-34%



# Roadway Pricing Sensitivity Results

- The model showed an elasticity of -0.17 between auto operating costs and VMT
- In other words, each 10% increase in operating costs would be expected to reduce VMT by 1.7%
- A 10% increase in total operating cost in the model is roughly equivalent to increasing gas prices by 93 cents per gallon



Fair. Transparent. Sustainable.

## EARN UP TO \$400 TO HELP CALIFORNIA TEST A ROAD CHARGE

You could earn up to **\$400** by helping California plan for the future of transportation funding!

Currently, taxes on gasoline and diesel provide most of the money to build and maintain California roads and highways. But hybrid and electric vehicles use very little gas, or no gas at all, and pay much less in fuel taxes. California is predicting a large funding drop in the future as more drivers switch to vehicles that use less gas.

The California Department of Transportation (Caltrans) is conducting a research study to test if a per-mile fee, called a Road Charge, would be a fair and sustainable way to replace the current gas tax. **Caltrans is seeking members of the public to participate in a six-month Road Charge Collection Pilot.**



### Participation is simple, and here's how you can get involved:

#### 1 Sign-Up

May - June 2024

- Express interest in the Pilot by filling out the questions on the website at [caroadcharge.com/engage/contact-us](https://caroadcharge.com/engage/contact-us)

#### 2 Get Selected

July 2024

- Participants will be selected throughout California
- If you receive an invitation, complete the sign-up for the Pilot at the enrollment link provided

#### 3 Drive & Pay

August 2024 - January 2025

- Drive as you normally do
- Pay your monthly Road Charge payments online
- You may receive a gas tax or electric vehicle registration fee credit at the end of the Pilot

#### 4 Two Surveys

- Complete Initial Participant Survey
- Complete Final Participant Survey

#### 5 Get \$400

- Complete all required activities throughout the Pilot and earn up to \$400
- Up to \$100 will be distributed in September 2024 and up to \$300 will be distributed in February 2025

WE NEED YOU



California passed Senate Bill 339 in 2021 to test the payment of a road charge and report the research study results back to the Legislature. We need you to participate in the Road Charge Collection Pilot and share your experience.

**Tell us what you think! To express interest or learn more about the Pilot, visit [caroadcharge.com](https://caroadcharge.com).**



[info@caroadcharge.com](mailto:info@caroadcharge.com)

[caroadcharge.com](https://caroadcharge.com)

# Scenario Summary

All Performance Measures	Business as Usual	Virtual Future		Smart Growth		Enhanced Network		Transit Expansion + Smart Growth	
	Value	Value	Change	Value	Change	Value	Change	Value	Change
Total VMT	91,000,000	87,000,000	-4%	89,000,000	-2%	91,000,000	0%	82,000,000	-10%
Total VHT	2,100,000	2,000,000	-7%	2,100,000	-2%	2,000,000	-6%	1,800,000	-14%
Truck VMT	12,800,000	12,800,000	0%	12,700,000	0%	12,900,000	1%	12,600,000	-2%
Truck VHT	240,000	230,000	-3%	240,000	-1%	230,000	-4%	230,000	-5%
Passenger VMT per capita	30	29	-4%	29	-1%	30	0%	27	-11%
Person Hours Traveled, work trips	890,000	620,000	-30%	870,000	-2%	840,000	-5%	780,000	-12%
Person Hours Traveled, non-work trips	1,510,000	1,630,000	8%	1,470,000	-3%	1,420,000	-6%	1,340,000	-11%
Total delay (hours)	244,000	174,000	-28%	240,029	-2%	134,000	-45%	150,000	-37%
Minutes of delay per capita	5.6	4.0	-28%	5.5	-1%	3.1	-45%	3.6	-36%
Drive alone mode share, work trips	80.2%	80.3%	0%	79.1%	-1%	79.2%	-1%	69.5%	-11%
Drive alone mode share, non-work trips	39.6%	39.9%	0%	39.4%	0%	39.0%	-1%	35.9%	-4%
Transit ridership	137,000	94,000	-32%	166,000	21%	196,000	43%	500,000	264%
Truck delay (hours)	23,000	16,000	-29%	22,000	-4%	12,000	-47%	15,000	-34%

# Key Findings

- Telecommuting reduces delay, but also transit ridership, with modest impact on VMT
- Reallocating growth boosts transit ridership but does not meaningfully reduce VMT
- Planned projects under aggressive funding assumptions help reduce delay and increase transit ridership, but do not reduce VMT
- Drastic transit expansion across Southern California along with smart growth increases ridership and reduces VMT
- Roadway pricing could be effective for VMT reduction, but significant change requires burdensome costs for drivers (equivalent to raising gas prices over 5 dollars/gallon to reduce VMT 10 percent)

# Plan Themes and Strategic Priorities



# Plan Themes – What are the main challenges facing the County’s transportation system?

1. **Dispersed development and long travel distances** make it difficult to travel by transit or active modes, contributing to auto-dependence and congestion
2. **Goods movement** is a backbone of the local economy, but contributes to air quality, congestion, pavement degradation, and safety issues
3. **Climate risks** (heat, wildfire, floods) can disrupt the transportation network, and long distances and heat pose a challenge for **Zero-Emission mobility** to mitigate climate change
4. **Equity-focus communities** face environmental burdens, affordability challenges, and limited non-auto connectivity
5. **Funding** is critical to improving the transportation network, but need outstrips available sources, particularly for transit operations

# Strategic Priorities for a Dispersed County – Transit, TDM and Active Transportation

- Develop “Core Network” of enhanced, frequent transit services in denser areas of the County
  - Work with local jurisdictions to incorporate Core Network into land use plans
- Improve transit frequency, connectivity and customer experience throughout the region, especially at emerging transit hubs
- Define an active transportation priority list and advance project development to position for funding
- Continue vanpool, carpool, and TDM initiatives
- Continue and expand TDM partnerships with employers and neighboring counties



# Strategic Priorities for a Dispersed County – Roadway Network

- Prioritize state of good repair on local roadways (Caltrans maintains state highways)
- Upgrade arterial traffic flow through designated multimodal “smart corridors”
- Complete the San Bernardino County portion of the regional multimodal managed lane system



# Strategic Priorities for Goods Movement

- Develop plan for designated arterial freight corridors and program of improvements
- Collaborate with private sector on transition to clean trucks
- Invest in high-volume highway freight corridors, including strategic bottleneck relief
- Collaborate with private sector on strategic opportunities to shift from truck to rail



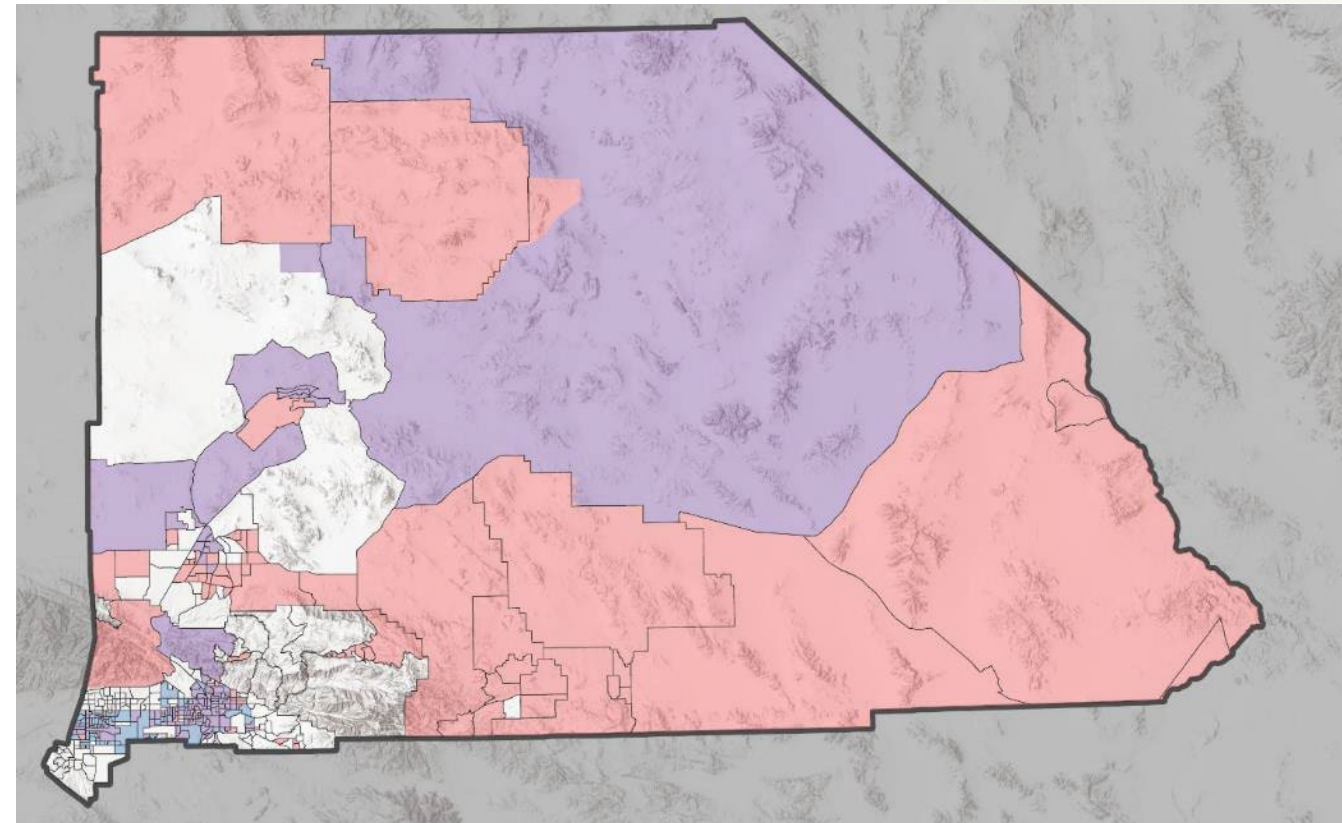
# Strategic Priorities for Climate Change

- Encourage resiliency across the transportation network, particularly for corridors with few if any alternatives
- Coordinate connections to Brightline West to create a robust alternative to I-15 through the Cajon Pass
- Collaborate with private sector on transition to clean trucks
- Support transition to zero-emission transit
- Support development of hydrogen production hubs in the Inland Empire



# Strategic Priorities for Equity

- Take advantage of state and federal funding targeted to disadvantaged communities
- Continue, expand, and advertise fare reduction programs and free fare events for students, seniors, and low-income transit riders
- Incorporate equity principles into applications for grant funding programs
- Partner with local jurisdictions and CBOs to expand engagement within disadvantaged communities



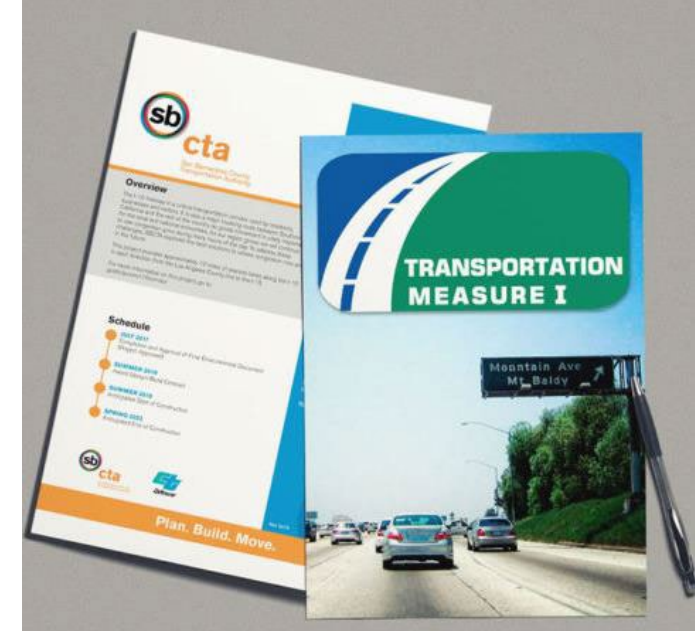
San Bernardino County Census Tracts with Low-Income or Disadvantaged Communities

San Bernardino County	Census Tracts with Low-Income or Disadvantaged Communities
Census Tract	Low-Income
	Disadvantaged
	Both Low-Income and Disadvantaged



# Funding

- Work with state and regional partners to increase operating funds for transit
- For future funding measures, align funding strategy with the priorities of the LRMTTP
- Continue to use excess toll revenue for transit projects and operations
- Develop VMT mitigation bank to allow permitting of strategic highway improvements and fund transit and active transportation
- Partner with CBOs to garner support for grant applications



# Next Steps

- Next round of public outreach starting in September – we need your help to get the word out!
  - Virtual Public Meetings on **September 17 and 19, 6 – 7 p.m.**
  - Survey on project-level improvements in progress
- Incorporate input and develop action plan for the Strategic Priorities
- Build on action plan to develop subarea-focused plans



## Project Contact Information

[gosbcta.com/lrmtp](http://gosbcta.com/lrmtp)

Ginger Koblasz, SBCTA Project Manager  
[gkoblasz@gosbcta.com](mailto:gkoblasz@gosbcta.com)

Marie Lewis Adams, HDR Project Manager  
[Marie.LewisAdams@hdrinc.com](mailto:Marie.LewisAdams@hdrinc.com)