



# SBCTA Long-Range Multimodal Transportation Plan for San Bernardino County



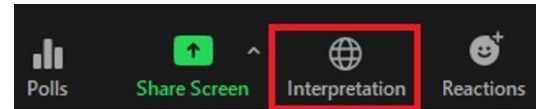
Public Meeting  
September 19, 2024



# Interpretation / Interpretación

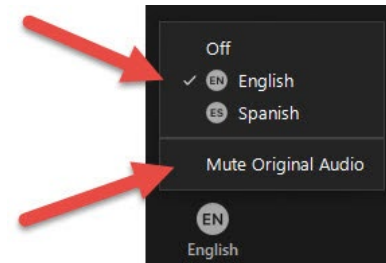
## Via Zoom

- Click on the “Interpretation” icon
- Select your language of choice “English” or “Spanish”
- To hear the Spanish interpretation only, click Mute Original Audio (Optional)



## Vía Zoom

- Haga clic en el icono de “Interpretación”
- Seleccione “Spanish” (español)
- Para escuchar solo el idioma interpretado, haga clic en “Mute Original Audio” para “Silenciar el audio inglés” (Opcional)



# Meeting Format



Meeting will be recorded



Webcams and microphones **will remain off** during the presentation



Q&A will be conducted **after the presentation**



- Zoom: Raise Hand Function
- Zoom: Type your question in the Q&A
- Phone: Dial \*9 to raise your hand

## AGENDA

- 1 LRMTTP Background
- 2 Community Engagement
- 3 Plan Vision, Goals, and Objectives
- 4 Scenario Planning
- 5 Plan Themes and Strategic Priorities
- 6 Next Steps
- 7 Q&A



# LRMTP Background

# Why the Long-Range Multimodal Transportation Plan?

*SBCTA's LRMTTP will ensure the safe and efficient management, operation, and development of a regional multimodal transportation system that, when linked with appropriate land use planning, will efficiently serve the mobility needs of San Bernardino County residents, businesses, and visitors, with robust connectivity to the regional system.*

- Build on statewide and regional plans
  - California Transportation Plan 2050
  - California Climate Action Plan for Transportation Infrastructure
  - SCAG Regional Transportation Plan/Sustainable Communities Strategy
- Bring together multiple planning efforts into a cohesive whole
- Identify funding opportunities



# LRMTP Project Process



# LRMTP Subregions

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





# Poll

1. Which subregion do you live in, work in, or most frequently visit?
  - a. Colorado River
  - b. Morongo Basin
  - c. Mountains
  - d. North Desert
  - e. Valley
  - f. Victor Valley
  - g. I live and work outside of San Bernardino County

# Community Engagement

# Community Engagement

- Project website [gosbcta.com/lrmtpl](https://gosbcta.com/lrmtpl) and [Story map](#)
  - Public survey August-October 2023
  - **2<sup>nd</sup> online survey open now!**
- Engagement events to date
  - Two virtual open houses
  - Four pop-up meetings
  - Eight stakeholder working group meetings



**Overview**

The San Bernardino County Transportation Authority (SBCTA) needs your input for the Long Range Multimodal Transportation Plan (LRMTPL). The LRMTPL will develop a comprehensive, multimodal transportation vision for the County through 2045. The plan will incorporate strategies for improving access, safety, connectivity, and sustainability for bus and rail riders, auto and truck drivers, bicyclists and pedestrians. The overall objective of the LRMTPL is to ensure the safe and efficient management, operation, and development of a regional multimodal transportation system that, when linked with appropriate land use planning, will efficiently serve the mobility needs of San Bernardino County residents, businesses, and visitors, with robust connectivity to the regional system. The LRMTPL will be integrated with local land use planning to address community and regional goals as well as state and federal goals. In addition, the LRMTPL will assess local and regional agencies in developing and implementing multimodal transportation policies, programs, and projects.

**Schedule**

- **SPRING 2023**  
Project begins
- **SUMMER/FALL 2023**  
Identify needs, opportunities and challenges
- **SPRING 2024**  
Develop plan recommendations
- **FALL/WINTER 2024**  
Finalize LRMTPL

**Key Elements of the LRMTPL**

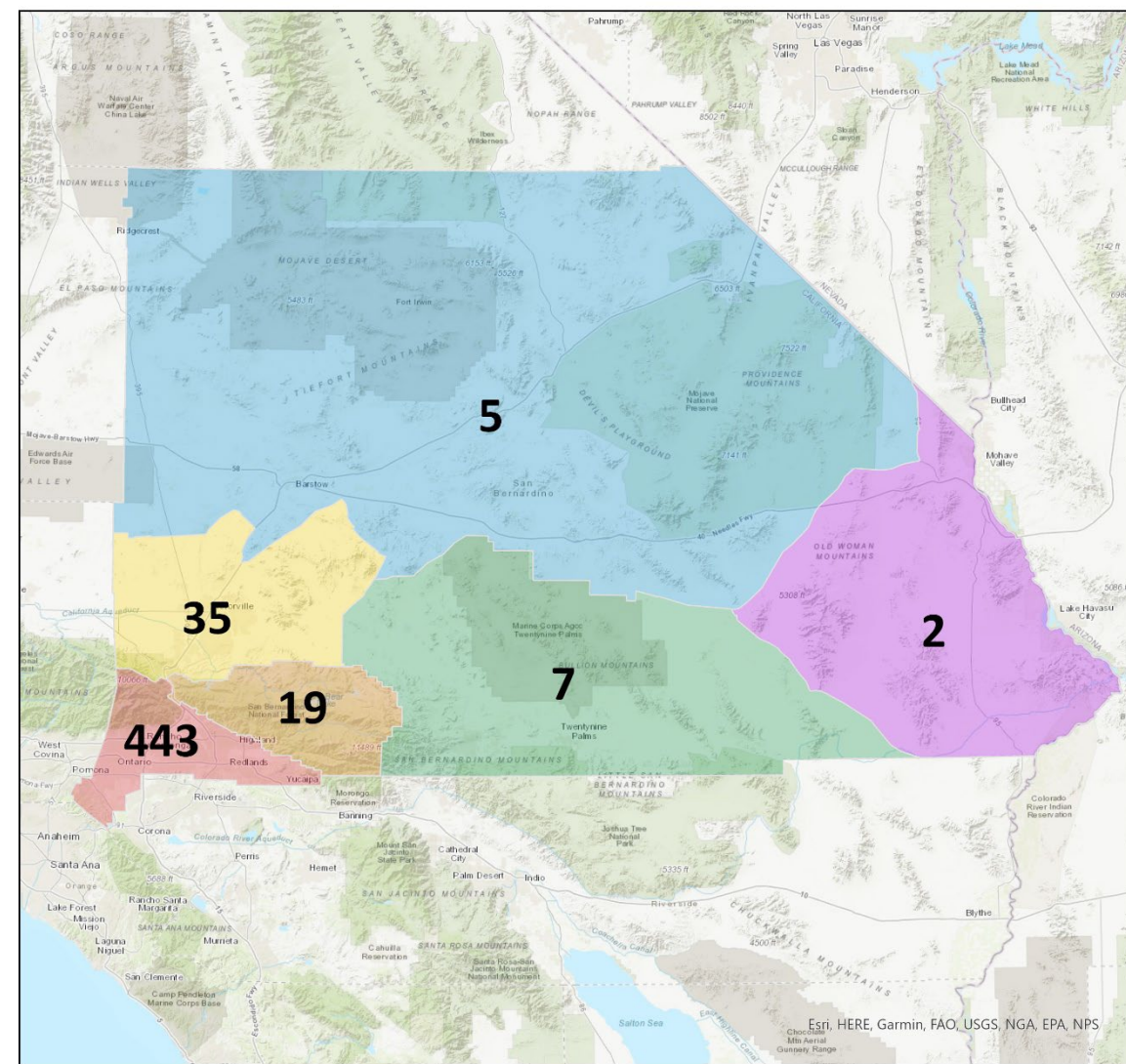
- Bringing together multiple planning efforts across the County into a cohesive whole
- Engaging stakeholders across the County, with particular emphasis on historically underserved and disadvantaged communities
- Understanding transportation network challenges
- Identifying funding sources for projects and programs

**Plan. Build. Move.**



# Online Survey Results

- An online survey was conducted from August through October 2023
- Available in English and Spanish
- 635 responses (621 English and 14 Spanish)
- The majority of respondents live in the Valley subregion



## Legend

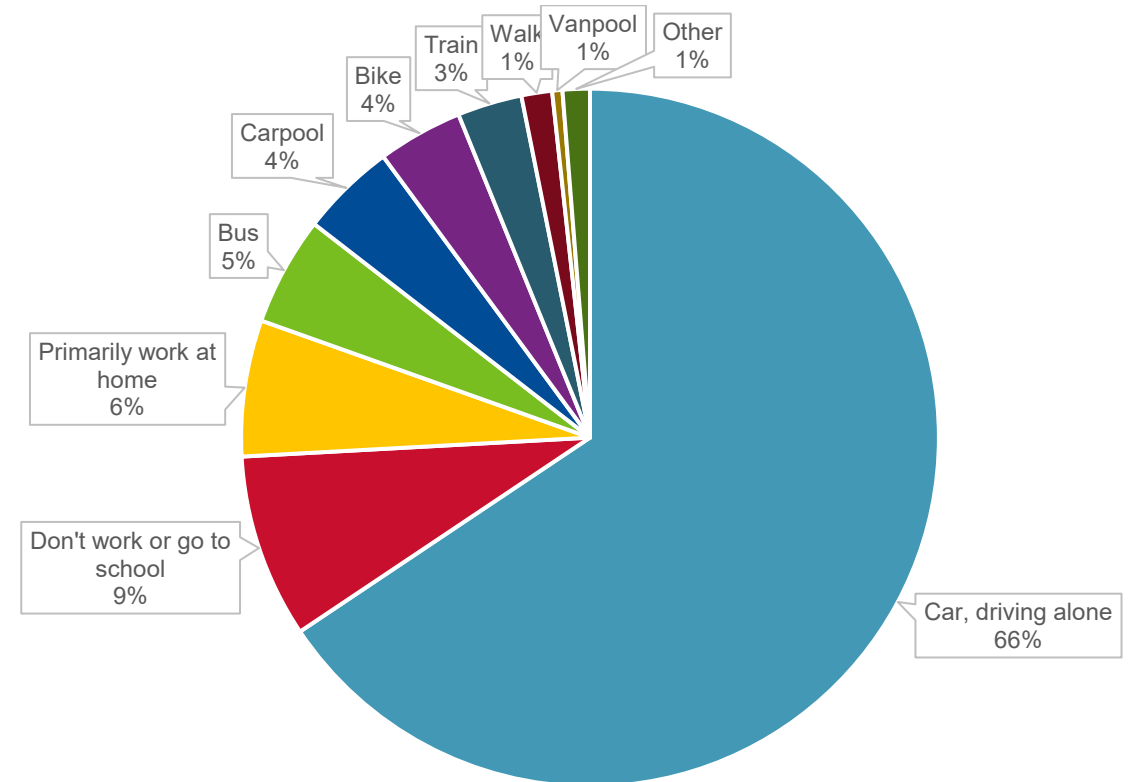
- Colorado River
- Morongo Basin
- Mountains
- North Desert
- Valley
- Victor Valley



# Preliminary Survey Results – Mode Choices

- Driving alone was the dominant commute mode, representing two thirds of respondents
- 15% have no commute at all, either by working from home (6%) or being neither employed or in school (9%)

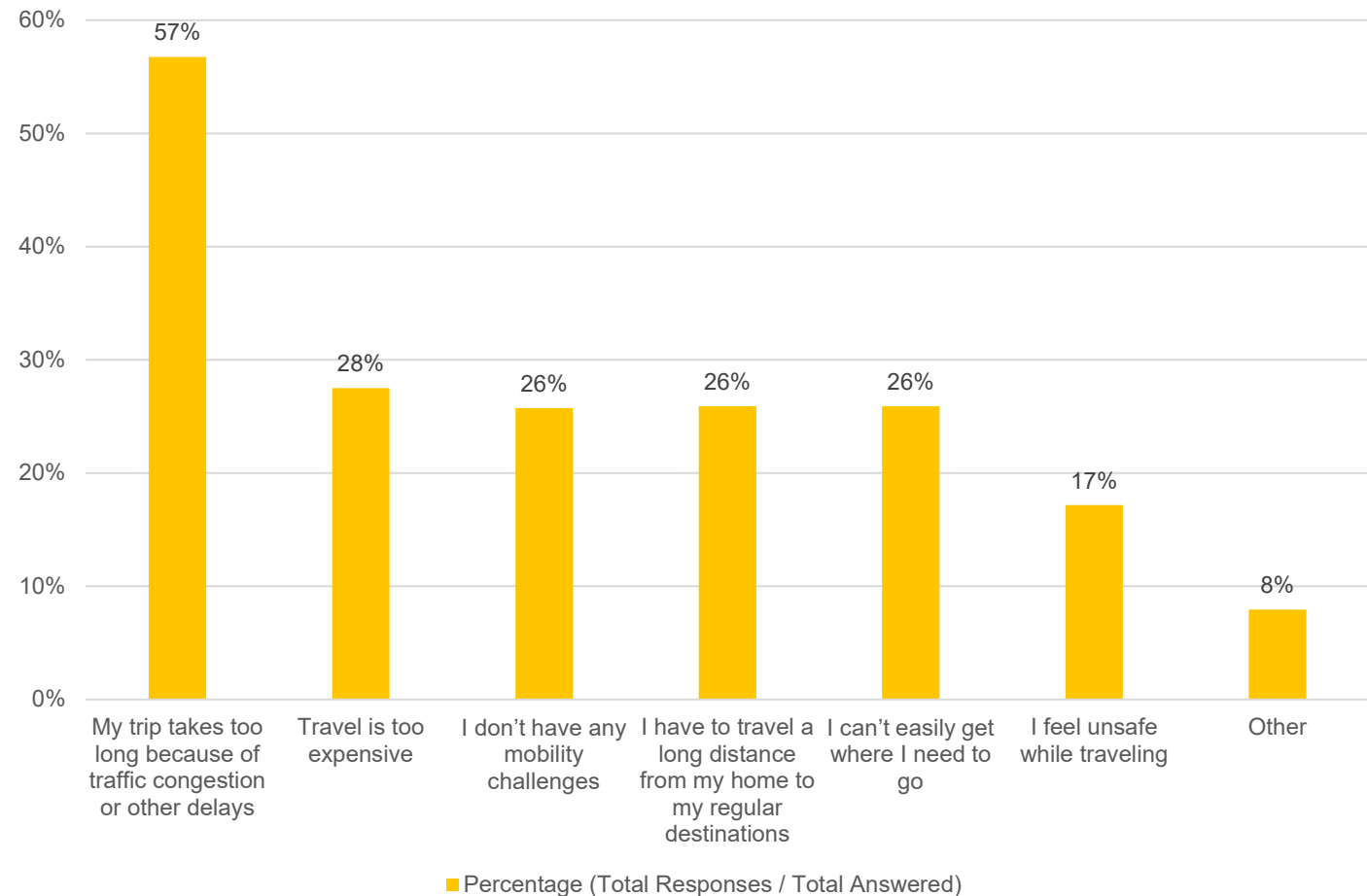
*What kind of transportation do you primarily use to get to work or school?*



# Preliminary Survey Results – Mobility Challenges

- Delay is the top mobility challenge
- Cost, distance, and accessibility follow with similar counts
- Safety is the least common concern

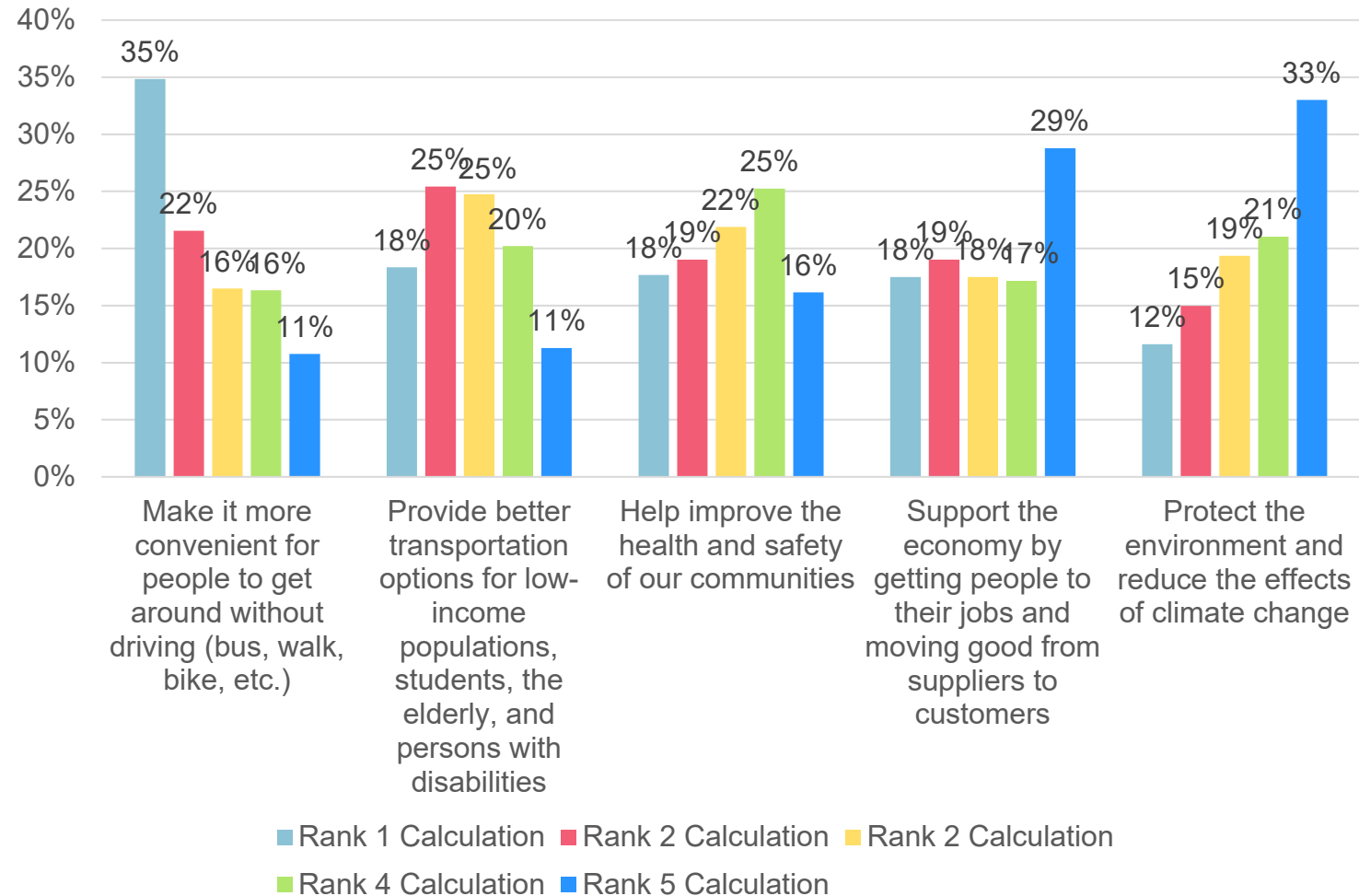
*What are the top mobility challenges you face?*



# Preliminary Survey Results – Transportation Priorities

- Improving convenience of alternatives to driving was the most common top priority
- Equity and health were generally rated in the middle
- Fewer respondents prioritize environmental factors or the economy

Aside from basic mobility, it is most important for the County’s transportation system to (rank by priority):



# Plan Vision, Goals, and Objectives



# LRMTP 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.*



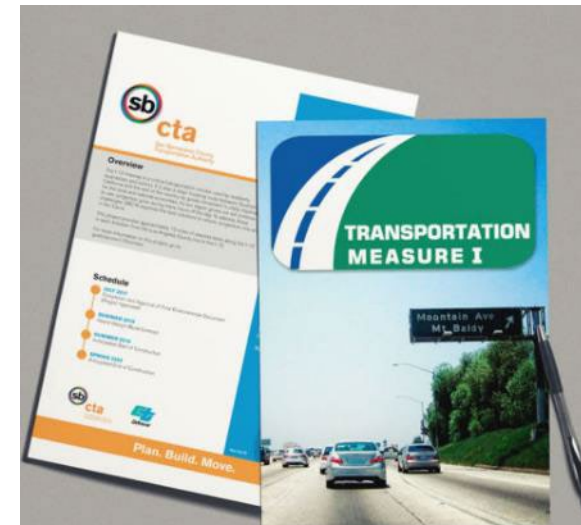
# LRMTP Goals and Objectives

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

# 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

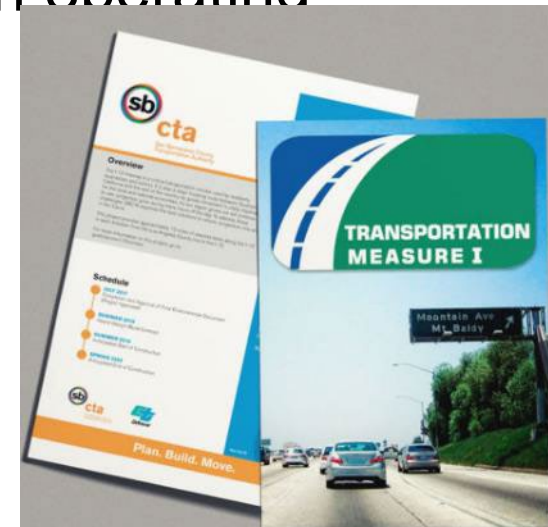


# Scenario Summary

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%

# 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





# Plan Themes and Strategic Priorities

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

1. **Multi-modal connectivity** is challenging in a County with dispersed development and long travel distances, leading to congestion and auto dependency
2. **Freight 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**
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 Multimodal Connectivity

## Invest in a strong, interconnected transit network

- Develop “Core Network” of enhanced, frequent transit services in denser areas of the County and incorporate into land use plans
- Improve transit frequency, connectivity and customer experience throughout the region, especially at emerging transit hubs

## Create first/last mile connections

- Define an active transportation priority list and advance project development to position for funding



# Strategic Priorities for Multimodal Connectivity (cont'd)

## Improve quality and efficiency of County roadways

- 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

## Manage network demand where feasible

- Continue vanpool, carpool, and Travel Demand Management initiatives and partnerships



# Strategic Priorities for Freight Movement

## Designate and improve key freight corridors

- Develop plan for designated arterial freight corridors and program of improvements
- Invest in high-volume highway freight corridors, including strategic bottleneck relief

## 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

## Invest in corridors with few alternatives

- Encourage resiliency across the transportation network, particularly for main arteries
- Coordinate connections to Brightline West to create a robust alternative to I-15 through the Cajon Pass

## 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 in the Inland Empire



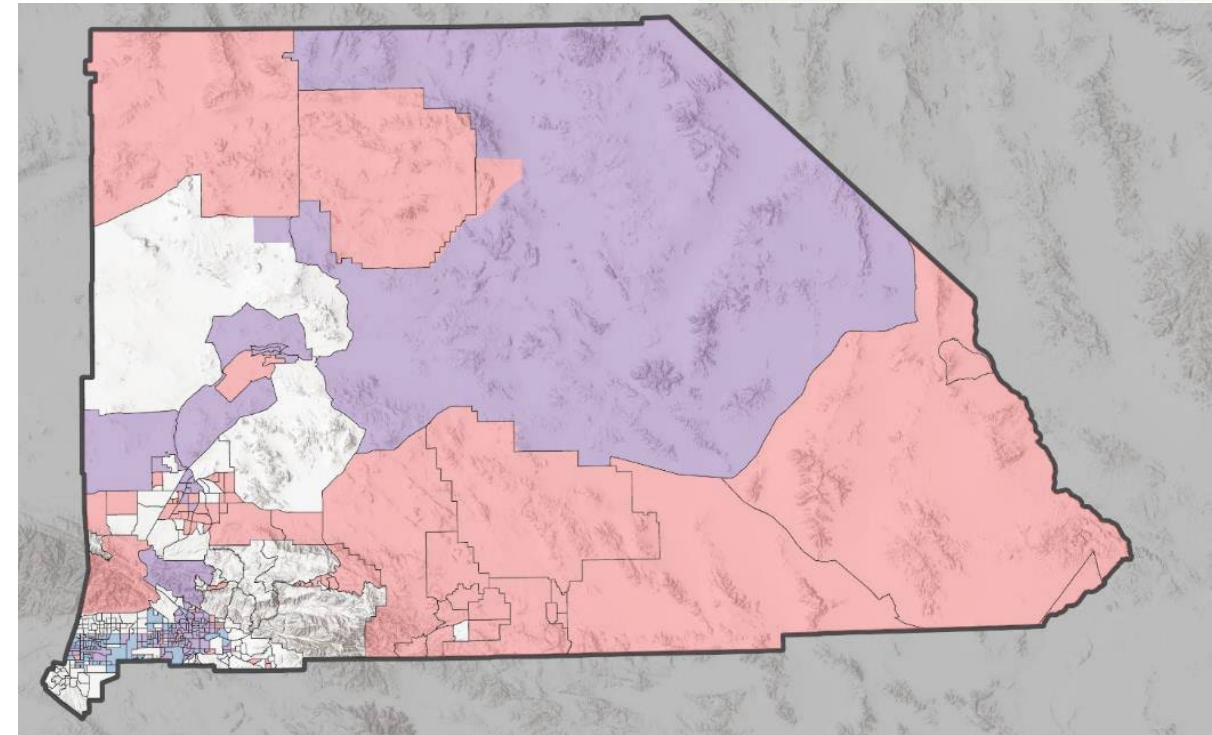
# Strategic Priorities for Equity

## Fund improvements in equity-focus areas

- Take advantage of state and federal funding targeted to disadvantaged communities
- Incorporate equity principles into applications for grant funding programs

## Expand fare-reduction programs and engagement

- Continue, expand, and advertise fare reduction programs and free fare events for students, seniors, and low-income transit riders
- Partner with local jurisdictions and CBOs to expand engagement opportunities



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



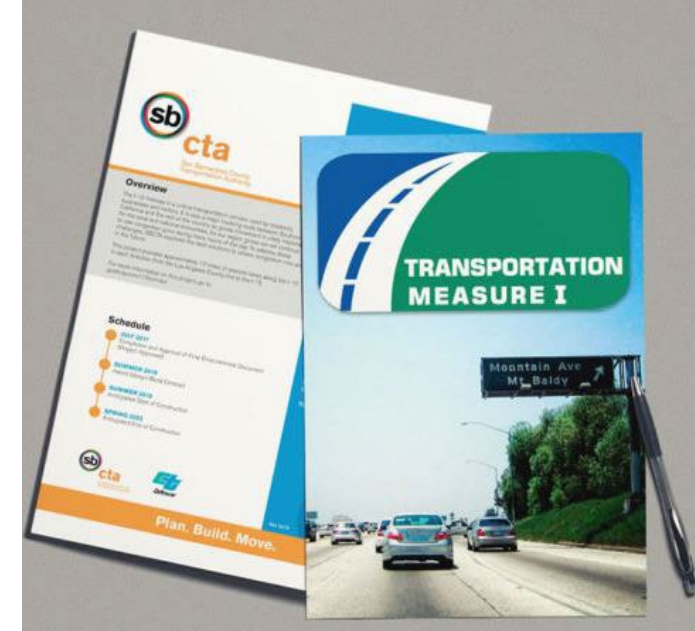
# Strategic Priorities for Funding

## Expand sources of funding for transit operations

- Work with state and regional partners to increase operating funds for transit
- Continue to use excess toll revenue for transit projects and operations

## Increase flexibility and effectiveness of funding programs

- For future funding measures, align funding strategy with the priorities of the LRMTTP
- 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





# Poll:

- What are the **most important topics** you would want to see covered in the LRMTTP? Select up to three concerns.
  - Active transportation (bike/ped) improvements
  - Climate change
  - Fixing freight bottlenecks and mitigating freight impacts
  - Roadway congestion
  - Roadway state of good repair
  - Transit improvements

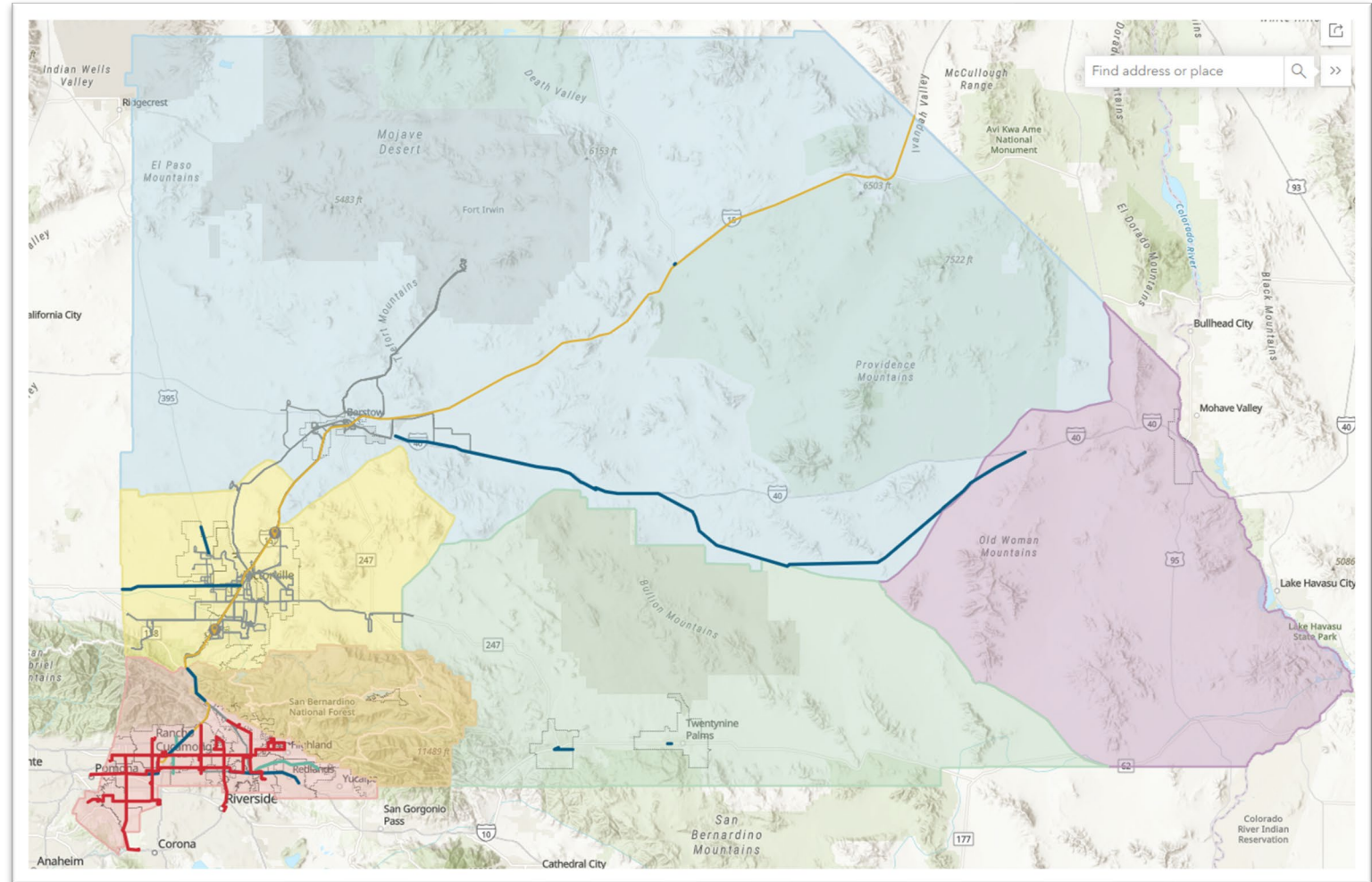
# Poll:

- What should be SBCTA's **most important priorities** for funding over the next 20 years? Select up to three priorities.
  - Active transportation (bike/ped) improvements
  - Freight network improvements
  - Roadway state of good repair
  - Roadway congestion relief
  - Transit (bus/rail) improvements
  - Zero-emissions car/truck transition

# Next Steps

# SBCTA Transportation Projects Survey

- <https://bit.ly/LRMTPSurvey>
- Provide your opinion on upcoming projects considered for your subarea
  - Rapid bus routes
  - Active transportation improvements
  - Highway improvements
  - Managed lanes
- Complete survey for a chance to win a \$100 Amazon gift card



# Next Steps

- Continue collecting community input
- Develop action plan and subarea plans based on strategic priorities
- Develop Draft LRMTTP

## Project Contact Information

[gosbcta.com/lrmtpp](https://gosbcta.com/lrmtpp)

[lrmtpp@gosbcta.com](mailto:lrmtpp@gosbcta.com)

Scan to take the survey!



**Q&A**

**Thank you!**

