

# Transportation

## Section Highlights

Average Commute Time

30.2 minutes

Residents Driving Alone to Work

77%

Annual Hours of Freeway Delay

2.2 million

Rail Passenger Boardings

6.4 million

Bus Passenger Boardings

16.4 million

Planned Federal Transportation Investment

\$3.08 billion

## A Success Story

*As federal and state transportation funds began to shrink, residents recognized the importance of not relying on federal and state dollars to implement the county's needed transportation projects. In 1990, San Bernardino County voters passed the first ½ cent sales tax for transportation improvements: Measure I. Voters have since renewed Measure I to continue until 2040. Between 2010 and 2040, it is estimated that Measure I will generate \$5.4 billion for local transportation projects.*

# Freeway Congestion Increases Significantly

Tracking commuter trends and transportation system demand helps gauge the ease with which residents, workers, and goods can move within the county. Traffic congestion adversely affects the efficient movement of goods, contributes to the expense of operating a car, and increases air pollution. Residents may choose to trade off longer commute times for housing affordability or other quality of life factors. This indicator tracks average commute times, residents' primary mode of travel to work, and hours of delay on freeways in the region.

## How is San Bernardino County Doing?

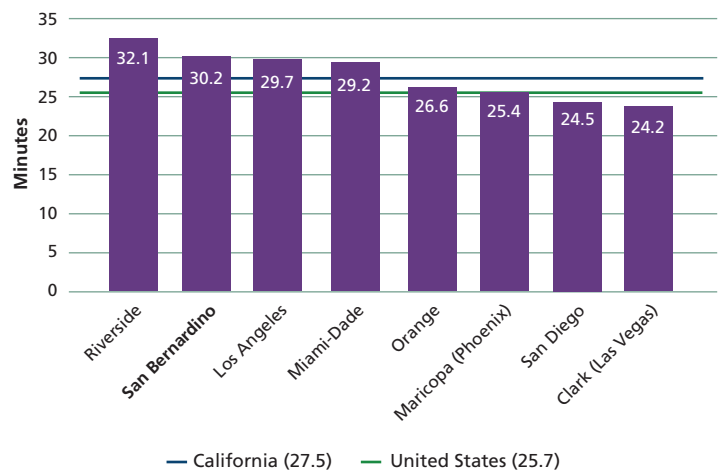
San Bernardino County commute times continue to hold steady at about half an hour:

- In 2013, the average commute time to work for San Bernardino County residents was 30.2 minutes.
- San Bernardino County's average commute time is longer than both California (27.5 minutes) and the U.S. (25.7 minutes).
- In 2013, 77.1% of San Bernardino County commuters drove alone – on the higher end of the regions compared. At 14.1% of trips, carpooling is the second most common mode of travel to work and is higher than all regions compared.
- 4.0% of residents work at home, while 1.8% walk to work and another 1.7% use public transportation.
- Transit use is likely significantly impacted by the sheer size of the county, the distances between destinations within the county, and low-density land use, which may result in lengthy transit trips.

Congestion on San Bernardino County freeways increased:

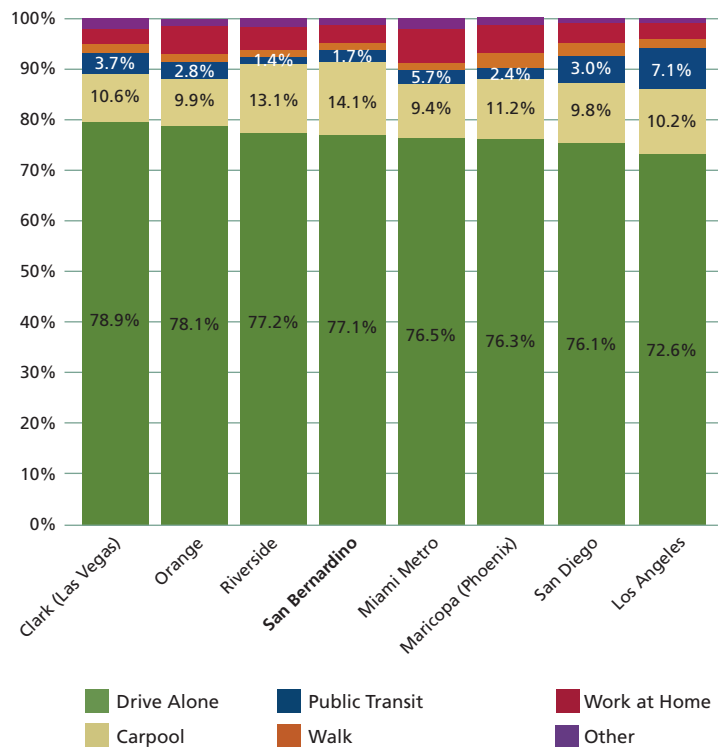
- In 2013, there were more than 2.2 million annual hours of delay due to severe congestion on San Bernardino County freeways (2,231,417 hours at speeds of less than 35 miles per hour).<sup>1</sup>
- This is an increase of 14% since 2011, and up 66% from five years ago in 2009.

Average Commute Time to Work in Minutes  
County Comparison, 2013



Source: U.S. Census Bureau, 2011-2013 American Community Survey 3-Year Estimates ([www.census.gov/acs](http://www.census.gov/acs))

Primary Mode of Travel to Work  
County Comparison, 2013



Source: U.S. Census Bureau, 2011-2013 American Community Survey 3-Year Estimates ([www.census.gov/acs](http://www.census.gov/acs))

<sup>1</sup> Caltrans Quarterly Mobility Performance Statistics, District 8 (<http://www.dot.ca.gov/hq/traffops/mpr/stats.html>)

## Rail Ridership Up Slightly; Bus Ridership Drops

The ability of residents and workers to move efficiently within San Bernardino County contributes to a higher quality of life and a more prosperous business climate. An effective public transit system is essential for individuals who cannot afford, are unable, or choose not to drive a car. Having both rail and bus service is important for meeting diverse transit needs, with rail serving mostly long-distance commuters and buses primarily serving local commuters. This indicator measures ridership on the commuter rail system, as well as ridership and operating costs for San Bernardino County's six bus systems, which offer bus service coverage to over 90% of the county's population.

### How is San Bernardino County Doing?

Increasing ridership on the 91 Line drove slight growth in overall ridership:

- In 2014/15, ridership on all Metrolink lines serving San Bernardino County totaled 6.38 million boardings, about one-half percent higher than in 2013/14 when ridership totaled 6.35 million.
- Ridership on the 91 Line grew 11.9% in 2014/15, and the Inland Empire-Orange County Line ridership grew 2.9%.
- The San Bernardino Line and Riverside Line each saw one-year decreases in ridership, dropping 1.8% and 1.5%, respectively.
- Long-term ridership trends remain positive, with 6.9% growth over the past 10 years.

Bus ridership in San Bernardino County declined in 2015:

- In 2014/15, there were a total of 16,377,492 bus passenger boardings, a decrease of 8% from the previous year.
- Ridership increased for two of the six transit agencies serving San Bernardino County (Mountain Area Regional and Victor Valley) but decreased for the remaining four agencies (Barstow, Needles, Morongo Basin, and Omnitrans).
- Bus boardings per capita decreased slightly for Omnitrans, at 10.5 per capita in 2013 compared to 10.7 in 2012. At the same time, Omnitrans' cost per boarding increased from \$3.55 per trip in 2012 to \$3.66 per trip in 2013.
- Victor Valley Transit boardings per capita remained unchanged at 5.3 per capita in 2012 and 2013, while cost per trip increased slightly from \$4.00 to \$4.03 per trip.
- Among the regions compared, Las Vegas had the lowest cost per boarding, and Riverside Transit Agency's cost per boarding was highest.

### Bus System Boardings per Capita and Operating Costs Regional Comparison, 2013

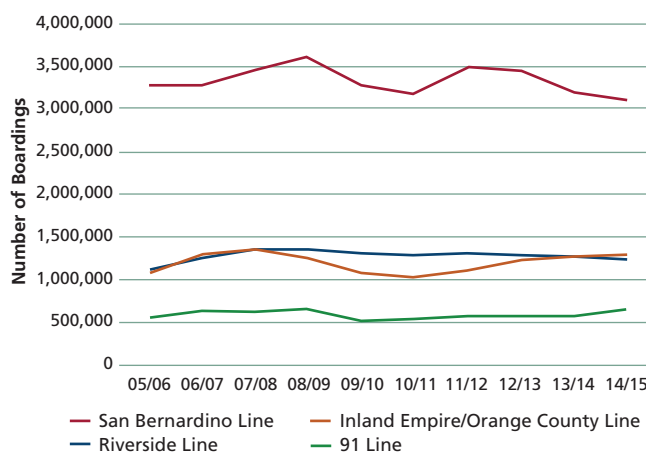
2013	Bus Boardings per Capita	Cost per Boarding
Los Angeles Metropolitan Transportation Authority	40.6	\$2.66
Regional Transportation Commission of Southern Nevada (Las Vegas)	27.9	\$2.26
Miami-Dade Transit	31.6	\$3.92
Valley Metro (Phoenix)	24.5	\$3.51
San Diego Metropolitan Transit System	23.3	\$2.77
Orange County Transportation Authority	16.9	\$3.76
Sunline Transit Agency	10.8	\$4.14
<b>Omnitrans</b>	<b>10.5</b>	<b>\$3.66</b>
<b>Victor Valley Transit Authority</b>	<b>5.3</b>	<b>\$4.03</b>
Riverside Transit Agency	5.0	\$4.51

Note: Boardings per capita are calculated using the service area population for the transit providers, and bus boardings only, not demand responsive service.

Source: National Transit Database ([www.ntdprogram.gov](http://www.ntdprogram.gov))

### Commuter Rail Ridership

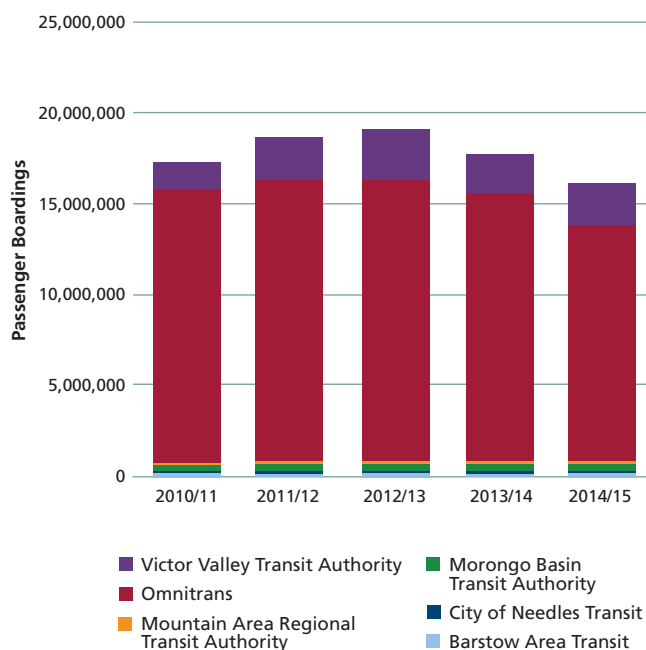
San Bernardino Line, Riverside Line, Inland Empire/Orange County Line, and 91 Line, 2006-2015



Source: Southern California Regional Rail Authority (Metrolink)

### Bus Ridership

San Bernardino County, 2011-2015



Source: San Bernardino Associated Governments

# Federal Spending on Transportation Improvements Falls 25%

A comprehensive, well-maintained, and effective road and transit network is important for commuters to get to and from their jobs, for goods movement and freight to flow efficiently through the region, and for residents and visitors to access the natural and recreational opportunities available throughout the county. Consistent and adequate investment in the county's transportation system reflects a commitment to supporting the economic vitality and quality of life of the region. This indicator measures planned investment in the county's transportation system, including investments in state highways, local highways and transit (bus and rail), from Measure I and as reported in the biennial Federal Transportation Improvement Program.<sup>1</sup>

## How is San Bernardino County Doing?

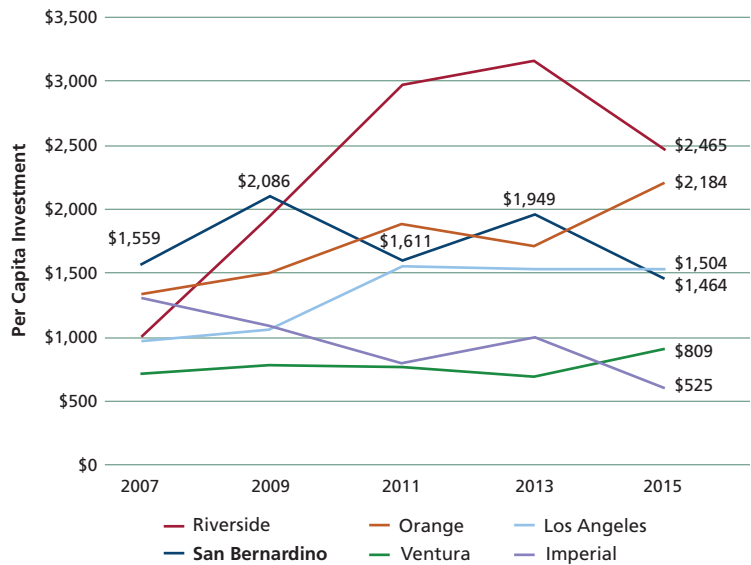
Federal funding for transportation improvements is expected to be lower over the six-year planning period between 2015 and 2020:

- Federal investment in the transportation system in San Bernardino County is planned at \$1,464 per capita for 2015 to 2020, compared with \$1,949 per capita for the previous funding cycle (2013 to 2018).
- This is a 25% decrease between the 2013 and 2015 funding cycles, and a 6% decrease since 2007. The decrease is due to the completion of large projects, as well as the loss of one time federal American Recovery and Reinvestment Act (stimulus funds) and state Proposition 1B transportation bond funds.
- The investment of \$1,464 per capita equates to a total of \$3.08 billion invested in San Bernardino County over the six-year period.
- San Bernardino County is in the mid-range of per capita transportation investment compared to neighboring counties, with Riverside and Orange counties on the high end and Ventura and Imperial counties on the low end.

While federal transportation dollars are shrinking, local funding of transportation infrastructure through Measure I has increased:

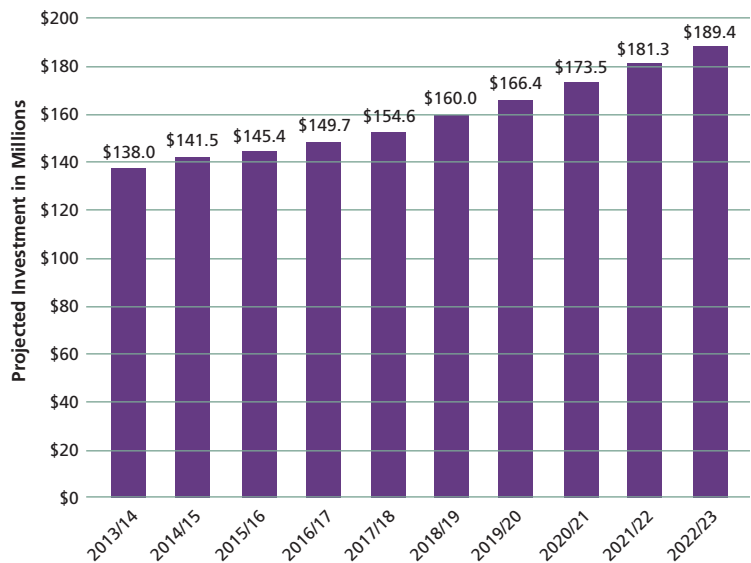
- In 2013/14, Measure I funds invested in transportation projects totaled \$138.0 million.
- Measure I will generate gradually increasing annual transportation investment through 2022/23, when annual investment is expected to be \$189.4 million.
- From 2010 to 2040, it is estimated that Measure I will generate \$5.4 billion for local transportation projects.
- Through the mid 1990's, state and federal funding accounted for nearly 75% of total transportation funding. Currently, state and federal funding account for 39% of transportation funding with local funds making up the remaining 61%.

Federal Transportation Improvement Program Planned Investment County Comparison, 2007-2015 Funding Cycles



Source: San Bernardino Associated Governments

Planned Measure I Investment San Bernardino County, 2013/14 – 2022/23



Source: San Bernardino Associated Governments

<sup>1</sup>The Federal Transportation Improvement Program (FTIP) is a list of transportation projects to be implemented over a six year period. The FTIP is updated every odd-numbered year.