

# Transportation

## Section Highlights

Average Commute Time ..... 30 Minutes

Residents Working From Home ..... 4.3%

Arterial Pavement Condition Compared to the State ..... Better

Rail Ridership ..... Steady

Bus Ridership ..... Declining

Six-Year Per Capita Transportation Investment ..... \$2,439

## A Success Story

*Measure I, the half-cent sales tax for transportation, includes funding for improving or building freeway interchanges in the Valley subarea. Eight major interchange upgrades have been completed through funding partnerships among local jurisdictions, the San Bernardino County Transportation Authority (SBCTA), Caltrans, and the building industry:*

- I-10/Live Oak Canyon Road
- I-10/Citrus Avenue
- I-10/Tippecanoe Avenue
- I-10/Cherry Avenue
- I-10/Pepper Avenue
- I-15/Baseline
- I-10/Riverside Avenue
- I-15/Duncan Canyon Road

*Ramp improvements have been completed at SR-60/Euclid Avenue and I-15/Sierra Avenue, and 10 more major interchange projects are underway. The SBCTA Board approved a funding plan to provide local jurisdictions with an opportunity for early action on some of the most congested ramps. Taken together with the completed and committed projects, this means 32 Valley interchanges could be improved under Measure I by 2026*

# Commute Times and Freeway Congestion are Steady

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 hold steady at about half an hour:

- In 2015, the average commute time to work for San Bernardino County residents was 30.4 minutes.
- San Bernardino County's average commute time is longer than both California (28.9 minutes) and the U.S. (26.4 minutes).
- In 2015, 80.2% of San Bernardino County commuters drove alone – the highest percentage among regions compared. Carpooling decreased from 2014, but at 10.9% of all trips, carpooling is the second most common mode of travel to work and is higher than all regions compared except Riverside County (at 13.5%).
- Down slightly from the previous year, 4.3% of residents worked at home, while 1.7% of residents walked to work and another 1.7% used 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.

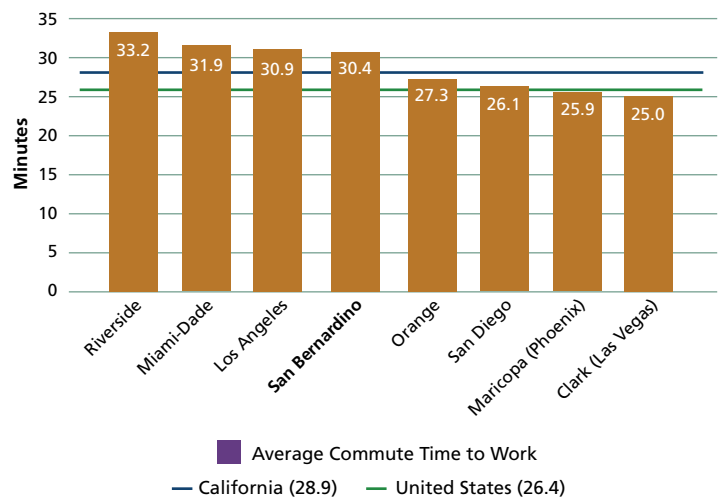
Congestion on San Bernardino County freeways stayed roughly the same, decreasing less than 1% in 2016:

- In 2016, there were more than 3.5 million annual hours of delay due to severe congestion on San Bernardino County freeways (3,506,987 hours at speeds of less than 35 miles per hour).

**Arterial Pavement Condition is Good**

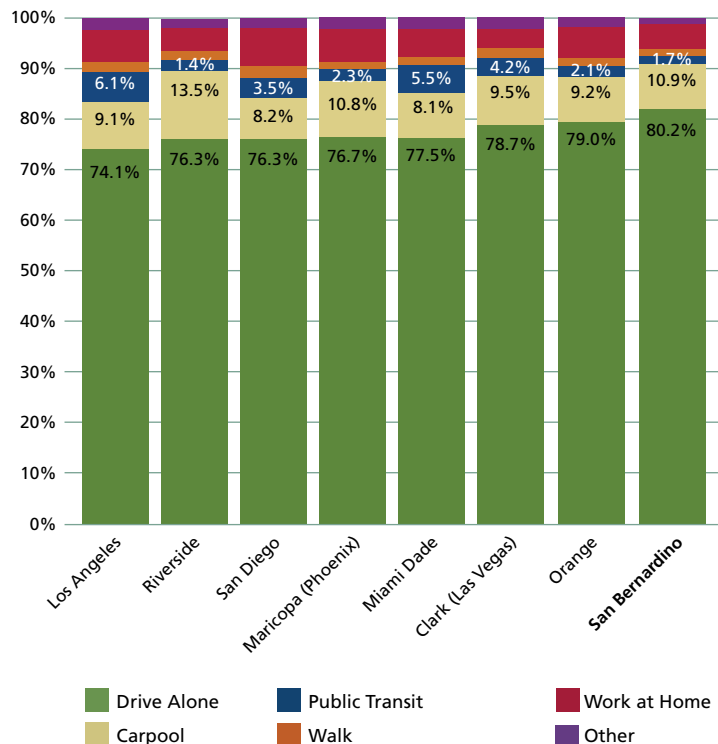
The California Local Streets and Roads Needs Assessment, which has been conducted biennially since 2008, rates pavement condition on a scale of zero (failed) to 100 (excellent). The 2016 assessment included a total of 22,318 lane miles of pavement in San Bernardino County which are maintained by local jurisdictions. In 2016, San Bernardino County's average pavement condition index (PCI) was 71, which is on the low end of the "good to excellent" range, and is higher than the statewide average PCI of 65. Ratings between 70 and 100 are considered good to excellent, while ratings of 50-69 are considered at risk. San Bernardino County has maintained a PCI rating between 70 and 72 since tracking began. As of 2016, 52 of 58 counties in California were either at risk or had poor pavement conditions.

**Average Commute Time to Work in Minutes**  
County Comparison, 2015



Source: U.S. Census Bureau, 2015 American Community Survey 1-Year Estimates (<https://factfinder.census.gov>)

**Primary Mode of Travel to Work**  
Regional Comparison, 2015



Source: U.S. Census Bureau, 2015 American Community Survey 1-Year Estimates (<https://factfinder.census.gov>)

## Rail Ridership Stabilizes

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 five bus systems, which offer bus service coverage to over 90% of the county's population.

### How is San Bernardino County Doing?

Rail ridership stabilized in 2016/17:

- In 2016/17, ridership on all Metrolink lines serving San Bernardino County totaled 6.21 million riders, essentially unchanged from the previous year.
- There was a very slight one-year increase in the number of riders on each of the four lines, including a 0.2% increase on the San Bernardino Line, and a 0.1% increase for the Riverside, Inland Empire-Orange County, and 91 lines.
- The 10-year ridership trend remains downward (-6%).

Bus ridership in San Bernardino County continued to decline:

- In 2016/17, there were a total of 14,622,982 bus passenger boardings, a decrease of 9% on top of a 2% decrease the previous year.
- While the City of Needles Transit ridership increased 17%, ridership declined for four transit agencies serving San Bernardino County. Omnitrans ridership dropped by 9%, as did Mountain Area Regional Transit (-0.8%), Morongo Basin (-9%), and Victor Valley Transit (-8%), resulting in a net decrease of 9%.
- Bus boardings decreased the fourth consecutive year for Omnitrans, at 9.6 per capita in 2015, compared with 10.7 in 2012. The cost per boarding increased to \$4.13 per trip, a 21% increase in one year.
- Victor Valley Transit boardings per capita increased to 5.9 per capita in 2015 compared with 5.2 in 2014. Cost per trip decreased slightly, at \$5.00 in 2015, down from \$5.03 per trip in 2014.

### Bus System Boardings per Capita and Operating Costs Regional Comparison, 2015

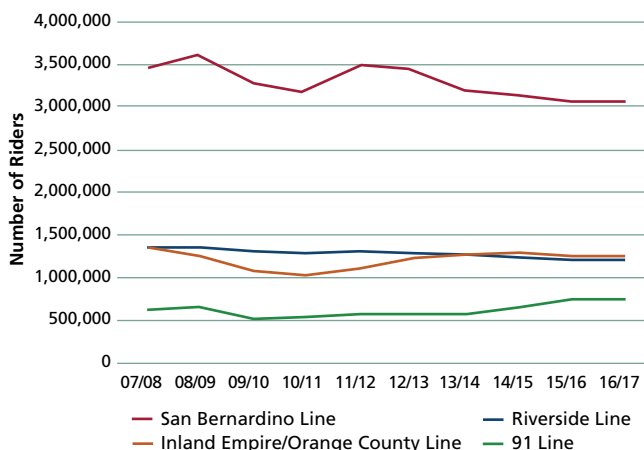
Transit Agency	Boardings per Capita	Operating Cost (\$)
Regional Transportation Commission of Southern Nevada (Las Vegas)	30.6	\$2.12
Miami-Dade Transit	29.0	\$4.65
Valley Metro (Phoenix)	25.1	\$3.82
San Diego Metropolitan Transit System	21.9	\$2.74
Orange County Transportation Authority	15.2	\$4.10
Sunline Transit Agency	11.0	\$4.86
<b>Omnitrans</b>	<b>9.6</b>	<b>\$4.13</b>
<b>Victor Valley Transit Authority</b>	<b>5.9</b>	<b>\$5.00</b>
Riverside Transit Agency	5.2	\$4.89

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

Source: National Transit Database ([www.transit.dot.gov/ntd/transit-profiles-summary-reports](http://www.transit.dot.gov/ntd/transit-profiles-summary-reports))

### Commuter Rail Ridership

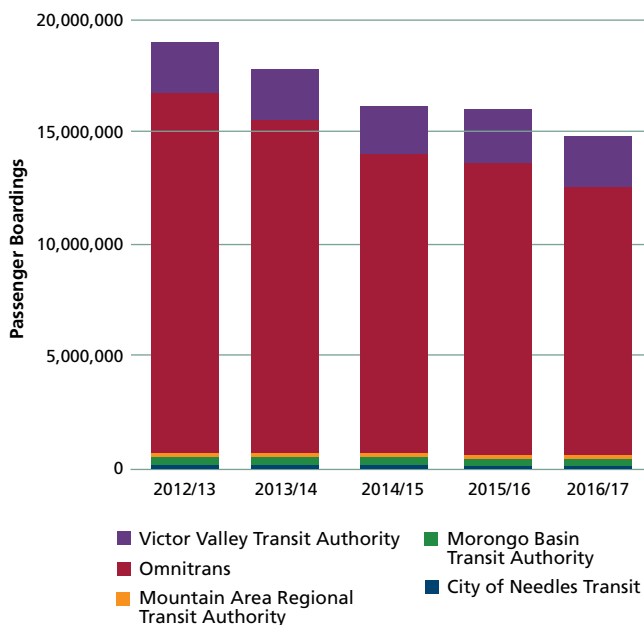
San Bernardino Line, Riverside Line, Inland Empire/Orange County Line, and 91 Line, 2008-2017



Source: San Bernardino Council of Governments

### Bus Ridership

San Bernardino County, 2013-2017



Note: Beginning 2015/16, the City of Barstow and portions of the county joined the Victor Valley Transit Authority expanding its service area.

Source: San Bernardino Associated Governments

# Local Funds Make Up Greatest Proportion of Investment

A comprehensive, well-maintained, and effective transportation network is important for commuters to get to and from their jobs, as well as for goods movement and freight to flow efficiently through the region. It is also essential for 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), as reported in the biennial Federal Transportation Improvement Program.<sup>1</sup> It also tracks investment through the local sales tax for transportation known as Measure I.

## How is San Bernardino County Doing?

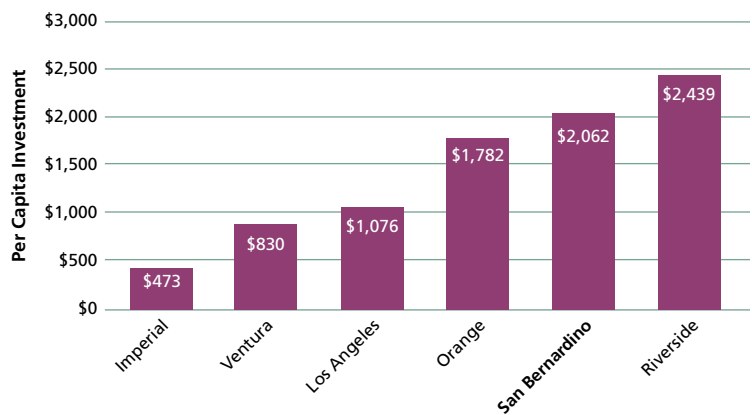
Funding for transportation improvements is expected to be higher over the six-year planning period between 2017 and 2022 compared with the previous six-year cycle:

- Investment in the transportation system in San Bernardino County is planned at \$2,062 per capita for 2017 to 2022, compared with \$1,464 per capita for the previous funding cycle (2015 to 2020).
- This is a 41% increase between the 2015 and 2017 funding cycles, and in line with the peak spending in 2009. The increase is largely due to the inclusion of the proposed express lane projects on I-10 (which is scheduled to begin construction in 2018), and on I-15 (which is currently under environmental review).
- The investment of \$2,062 per capita equates to a total of \$4.39 billion invested in San Bernardino County over the six-year period.
- For the 2017-2022 funding cycle, San Bernardino County is on the high end of per capita transportation investment compared to neighboring counties.

Local funding of transportation infrastructure through Measure I has increased:

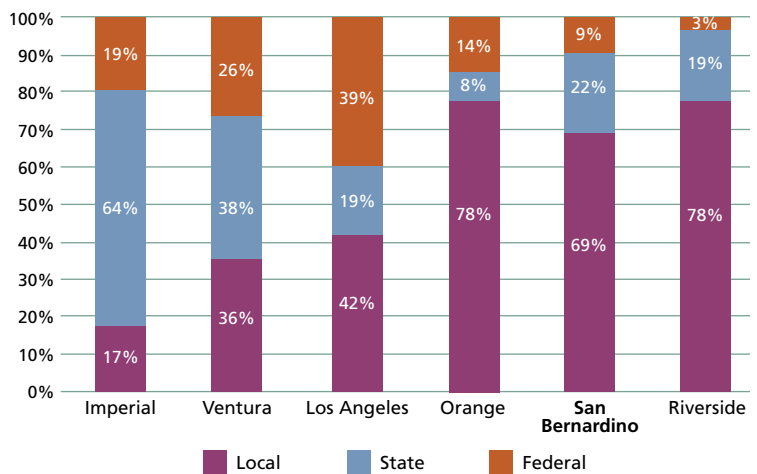
- In 2015/16, Measure I funds available for investment in transportation projects totaled \$161 million.
- Measure I is projected to generate gradually increasing annual transportation revenue through 2024/25, when annual revenue is expected to be \$197 million.
- From 2010 to 2040, it is estimated that Measure I will generate \$6.94 billion (escalated), or \$5.4 billion in 2016 dollars, for local transportation projects.
- Through the mid 1990's, state and federal funding accounted for nearly 75% of total transportation funding in San Bernardino County. Currently, state and federal funding account for 31% of transportation funding with local funds making up the remaining 69%.

Planned Per Capita Transportation Investment County Comparison, 2017-2022



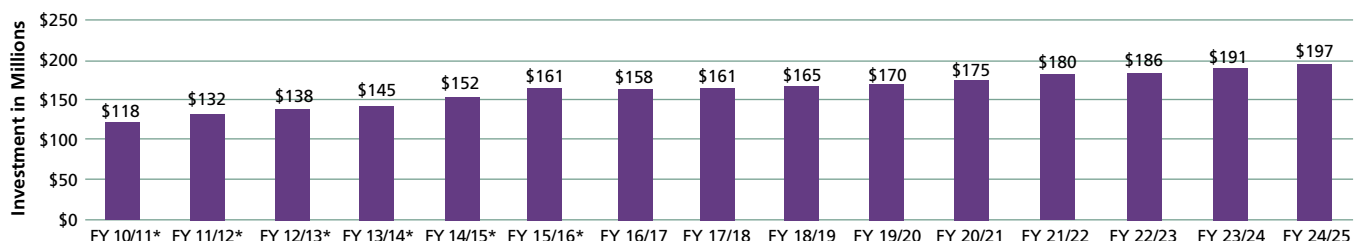
Source: Southern California Association of Governments

Proportion of Local, State and Federal Transportation Investment County Comparison, 2017-2022



Source: Southern California Association of Governments

Actual and Planned Measure I Revenue San Bernardino County, 2010/11 – 2024/25



\*Actuals Source: San Bernardino County Transportation Authority

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