



# Transportation

## Section Highlights

Average Commute Time (2010 - 2019)	rose 8% to 31.9 minutes
Alternative Fueled Vehicle Registrations (2018 – 2020)	up 32%
Victims of Vehicle Collisions (2010 - 2019)	up 35%
Bus Ridership (2018/19 – 2019/20)	down 21%
Proportion of Transportation Funding that is Locally Sourced (2021-2026)	74%

## Success Story

COVID-19 created a substantial demand on non-profit organizations to distribute food and other essential items at different events throughout San Bernardino County. When Victor Valley Transit Authority (VTA) was asked to assist with these events, three VTA staff members stepped up and offered their service whenever needed. These staff members drove paratransit buses to food banks to assist with picking up large amounts of food to be distributed at events at multiple locations. They would then transport and offload the food and actively distribute the food at the drive-up events for the community. They participated in over 20 different events, benefitting thousands of individuals and families. Their help was critical in making these events a real benefit to the community in these times of need.



# More Commuters Drive Alone than 10-Years Ago

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. 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. 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.

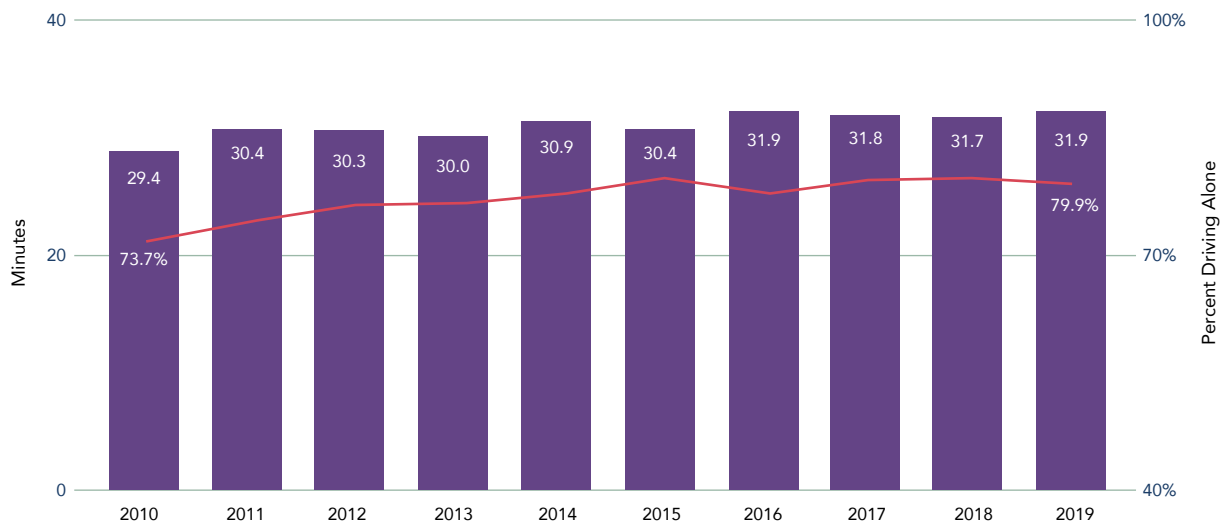


## TREND

In 2019, the average commute time to work for San Bernardino County residents was 31.9 minutes, compared with 31.7 minutes in 2018. San Bernardino County commute times have increased by an average of 2.5 minutes since 2010.

At 79.9%, most of San Bernardino County commuters drove alone in 2019. This level is higher than ten years ago, when 73.7% of commuters drove alone. Carpooling, while the second most common means of commuting (10.1%), has declined significantly from 2010 when 17.4% of commuters drove to work with someone else. At 5.9%, the percentage of commuters working at home is steadily increasing, from 3.5% in 2010.

SAN BERNARDINO COUNTY COMMUTE TIMES INCREASING SLIGHTLY OVER TIME  
Mean Travel Time to Work (in Minutes) and Percentage Driving Alone in San Bernardino County, 2010-2019



Source: U.S. Census Bureau, 2019 American Community Survey 1-Year Estimates, Table DP03

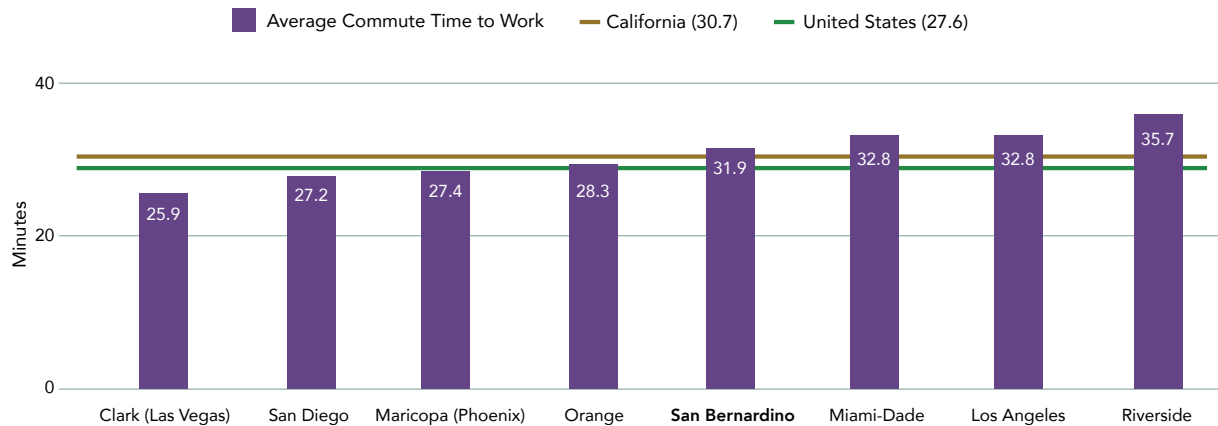


### GEOGRAPHIC DETAIL

San Bernardino County's average commute time is longer than both California (30.7 minutes) and the U.S. (27.6 minutes) and is exceeded by Miami, Los Angeles, and Riverside, among regions compared.

#### COMMUTE TIMES IN MIDDLE OF RANGE AMONG REGIONS COMPARED

Regional Comparison of Average Commute Time to Work in Minutes, 2019

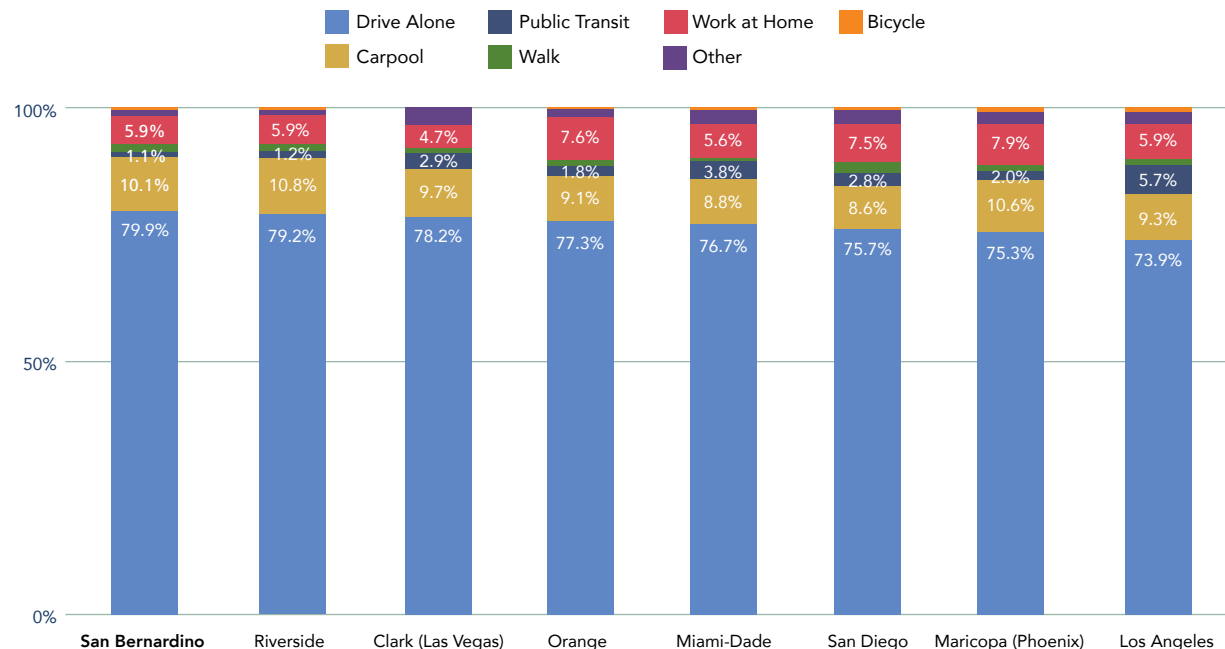


Source: U.S. Census Bureau, 2019 American Community Survey 1-Year Estimates

Compared to peer regions, San Bernardino County has the highest level of commuters driving alone (79.9% in 2019), while Los Angeles County has the lowest level (73.9%). San Bernardino County also has the lowest level of public transit use among peers (1.1%), well below the high of 5.7% of commuters using public transit in Los Angeles County.

#### SAN BERNARDINO COUNTY HAS HIGHEST RATE OF PEOPLE DRIVING ALONE

Regional Comparison of Primary Mode of Travel to Work, 2019



Source: U.S. Census Bureau, 2019 American Community Survey 1-Year Estimates



Nearly 366,000 residents work outside of San Bernardino County. Most of these residents work in Los Angeles County (161,749), followed by Riverside (74,774) and Orange (68,614) counties. In contrast, about 288,500 people commute into San Bernardino County to work. Of these, approximately the same number of people live in Riverside (99,617) and Los Angeles (99,307) counties and commute into San Bernardino County to work. Just 35,096 people live in Orange County and commute into San Bernardino. About 280,000 people both live and work in San Bernardino County.

### MORE PEOPLE COMMUTE OUT OF SAN BERNARDINO COUNTY THAN COMMUTE IN Intercounty Commuting Patterns, 2017

Live in San Bernardino County and Work Elsewhere (Outflow)      Work in San Bernardino County and Live Elsewhere (Inflow)



Source: U.S. Census Bureau, On the Map Application

### Arterial Pavement Condition in "Good" Range

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 2020 assessment included a total of 22,601 lane miles of pavement in San Bernardino County, which are maintained by local jurisdictions. In 2020, San Bernardino County's average pavement condition index (PCI) was 74, which is one point below the "good to excellent" range, but higher than the statewide average PCI of 66. Ratings between 71 and 100 are considered good to excellent, while ratings of 50 to 70 are considered at risk. San Bernardino County has maintained a PCI rating between 70 and 74 since tracking began.

Source: Draft California Statewide Local Streets and Roads Needs Assessment, 2021 ([www.savecaliforniastreet.org/](http://www.savecaliforniastreet.org/))



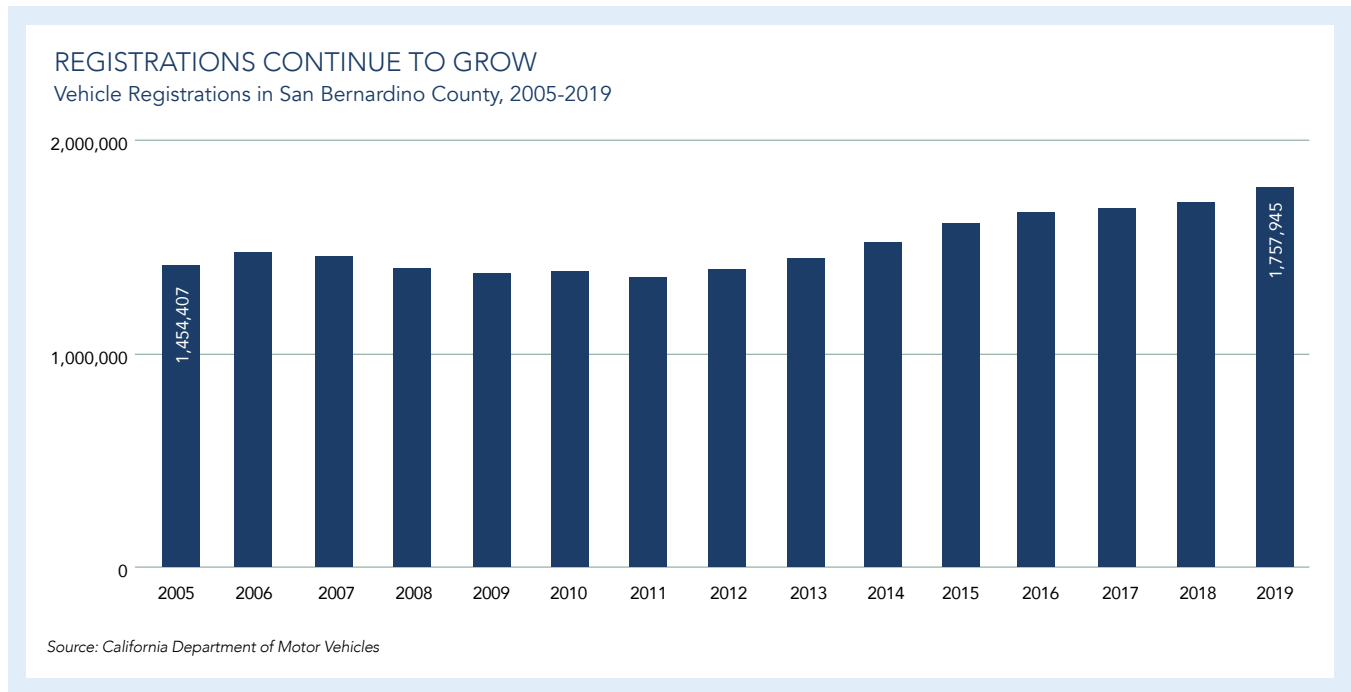
# Alternative Fuel Vehicles: Only 1% of all Registrations, but Growing

Tracking vehicle registrations can help a community understand its reliance on cars, and the potential for increased traffic congestion and air quality impacts. Tracking the growth in alternatively fueled cars helps illustrate the region’s contribution to statewide goals for reducing pollution and greenhouse gas emissions and reveals infrastructure that may be needed to support the growth of alternatively fueled cars, such as electric vehicle charging stations or hydrogen fuel stations. This indicator measures selected vehicle registrations including alternative fuel vehicles.



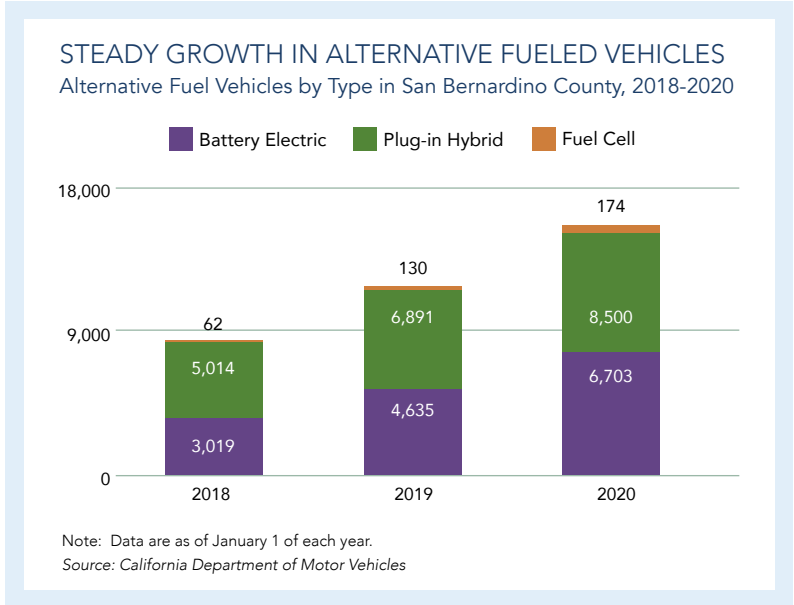
## TREND

Nearly 47,000 new cars, trucks and motorcycles were added to San Bernardino County’s vehicle registration rolls between 2018 and 2019. This one-year change reflects a growth rate of 3%, which is slightly faster than the statewide growth rate of 2%. Since 2005, registrations have grown 21%.



The rapid adoption of alternative fueled vehicles continued in 2020, with San Bernardino County residents adding over 3,700 battery electric, plug-in hybrid, or hydrogen fuel cell vehicles. This represents a one-year growth rate of 32%. These three vehicle types were selected for tracking because they may be eligible for Clean Air Vehicle (CAV) decals that allow access for use in HOV lanes regardless of the number of passengers.

Together these three types of alternative fuel vehicles make up only 1% of San Bernardino County vehicles, but they are among the fastest growing. In 2020, hybrid gas vehicles made up 2% and ethanol powered vehicles made up 4%. The remaining 93% of vehicles in San Bernardino County are powered by fossil fuels, including gasoline, diesel, or natural gas.





### Alternative Fuel Vehicle Definitions

**Plug-in hybrid:** A plug-in hybrid electric vehicle has both an electric motor and internal combustion engine, and therefore uses battery-powered electricity and gasoline in tandem for power. Unlike conventional hybrids, the batteries can be charged by plugging into an outlet.

**Battery electric:** These vehicles run exclusively on electricity via on-board batteries that are charged by plugging into an outlet or charging station. They have no gasoline engine, longer electric driving ranges compared to plug-in hybrids, and do not produce tailpipe emissions (though there are emissions associated with charging these vehicles).

**Fuel Cell:** A fuel cell vehicle uses an electric-only motor like a battery electric vehicle, but stores energy differently. Instead of recharging a battery, fuel cell electric vehicles store hydrogen gas in a tank. The fuel cell combines hydrogen with oxygen from the air to produce electricity. The electricity from the fuel cell then powers an electric motor, which powers the vehicle. The only byproduct of fuel cell electric vehicles is water.

Source: Goldman, Josh. "Comparing Electric Vehicles: Hybrid vs. BEV vs. PHEV vs. FCEV." Union of Concerned Scientists, 26 Feb. 2015 (<https://blog.ucsusa.org/josh-goldman/comparing-electric-vehicles-hybrid-vs-bev-vs-phev-vs-fcev-411>)



# Steady Upward Climb in Traffic Injuries and Fatalities

Traffic safety is an important element of a livable community that supports convenient and safe transportation choices including driving, transit, bicycling, and walking. Yet there are thousands of victims of traffic collisions each year, and many of those injuries or fatalities were potentially preventable. Factors that influence traffic safety include road design, posted traffic speed, road and sidewalk quality, and driver behaviors like speeding and driving under the influence of drugs and/or alcohol. Distracted driving, biking, or walking may also contribute. Traffic safety data helps communities assess whether strategies to improve safety are having an impact. This indicator tracks the number of San Bernardino County victims of vehicle collisions per 10,000 residents and the number of pedestrians and bicyclists killed or injured in vehicle collisions by age.

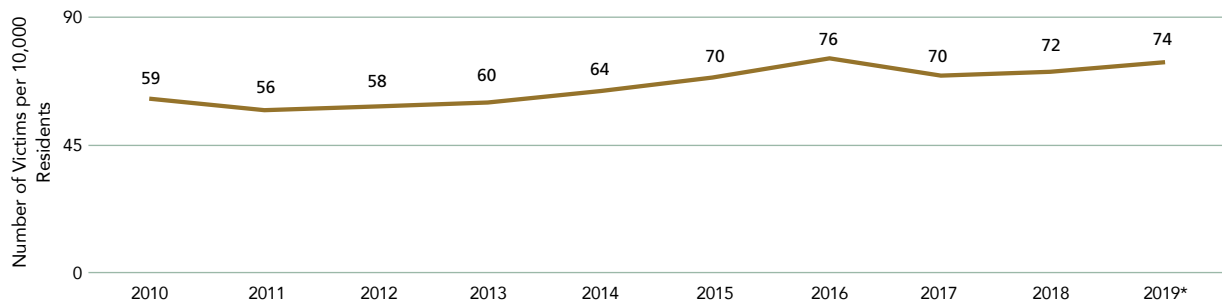


## TREND

There were 16,123 people injured or killed in vehicle collisions in San Bernardino County in 2019, a 6% increase from the previous year, and up a total of 35% since 2010.

### INJURIES AND FATALITIES ARE INCREASING

Victims Killed or Injured in Vehicle Collisions per 10,000 in San Bernardino County, 2010-2019



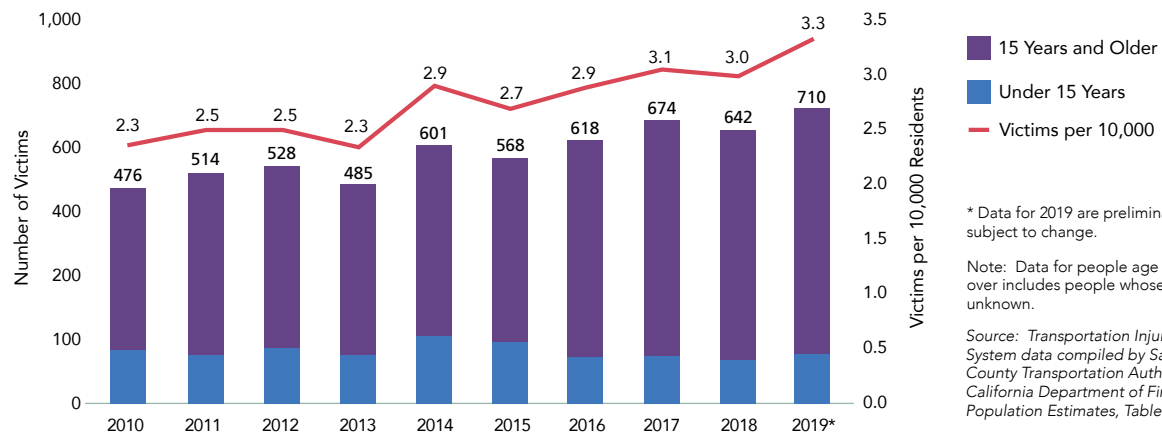
\* Data for 2019 are preliminary and subject to change.

Source: Transportation Injury Mapping System and California Department of Finance Population Estimates, Table E-2

Bicyclists and pedestrians made up 5% of all traffic collision victims in 2019. Pedestrian injuries and fatalities were the highest reported since 2009, at 710 victims. This represents a one-year increase in pedestrian injuries and fatalities of 11%, and a 49% increase between 2010 and 2019. In contrast, bicyclist injuries and fatalities decreased, falling to 256 victims in 2019, a drop of 18% from the previous year.

### PER CAPITA AND ABSOLUTE PEDESTRIAN DEATHS AND INJURIES ON THE RISE

Pedestrians Injured or Killed in Vehicle Collisions by Age in San Bernardino County, 2010-2019



\* Data for 2019 are preliminary and subject to change.

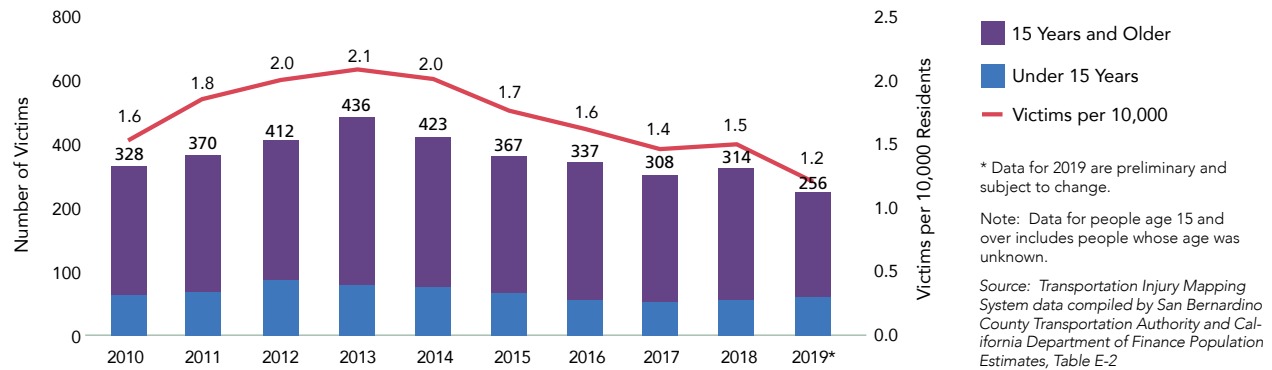
Note: Data for people age 15 and over includes people whose age was unknown.

Source: Transportation Injury Mapping System data compiled by San Bernardino County Transportation Authority and California Department of Finance Population Estimates, Table E-2



### BICYCLIST INJURIES AND DEATHS TRENDING DOWNWARD

Bicyclists Injured or Killed in Vehicle Collisions by Age in San Bernardino County, 2010-2019



### RACE/ETHNICITY DETAIL

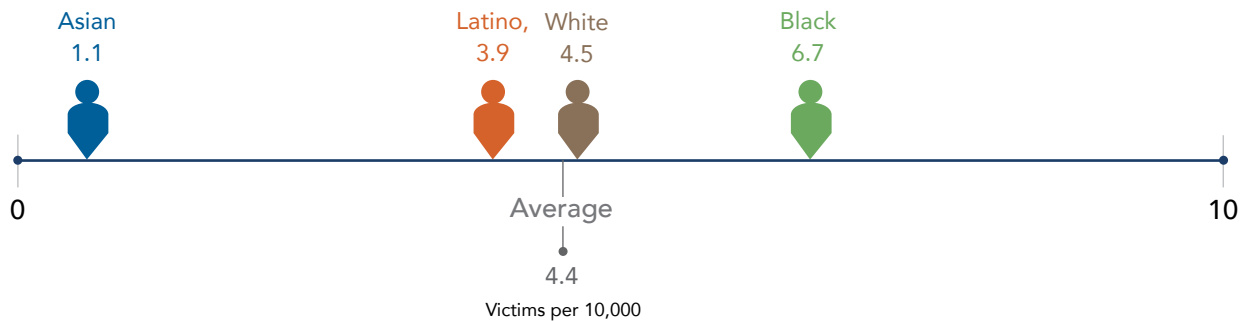
In 2018 in San Bernardino County, 434 Latino bicyclists or pedestrians were victims in a vehicle collision, compared to 298 White cyclists or pedestrians, 130 Black cyclists or pedestrians, and 17 Asian cyclists or pedestrians.<sup>1</sup> While there were fewer Black cyclist and pedestrian victims than Latino and White cyclists and pedestrians, Black cyclists and pedestrians experienced the highest rate of victimization at 6.7 per 10,000 Black residents. These rates are calculated using the population of each race/ethnic group, not the number in each group that walks or bicycles, which is unknown. Asian cyclists and pedestrians experienced the lowest rate of victimization at 1.1 per 10,000 Asian residents. The Equity Gap Score for bicyclist and pedestrian victims of traffic collisions was 6.3, which indicates that the group with the highest rate of injury or death (Black cyclists or pedestrians) was over six times higher than the group with the lowest rate of injury or death (Asian cyclists or pedestrians).



Equity Gap Score  
**6.3**

### VARIATION BY RACE/ETHNICITY IN RATE OF VICTIMIZATION

Bicyclists or Pedestrians Injured or Killed in Vehicle Collisions per 10,000 by Race/Ethnicity in San Bernardino County, 2018



Source: Transportation Injury Mapping System and California Department of Finance Population Projections, Table P-2D

<sup>1</sup> Since 2019 data are preliminary, 2018 data were selected for the race/ethnicity detail analysis to improve accuracy.





# Pandemic Deals a Blow to Transit Ridership

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 longer-distance commuters and buses serving mostly local commuters and other trips. 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.

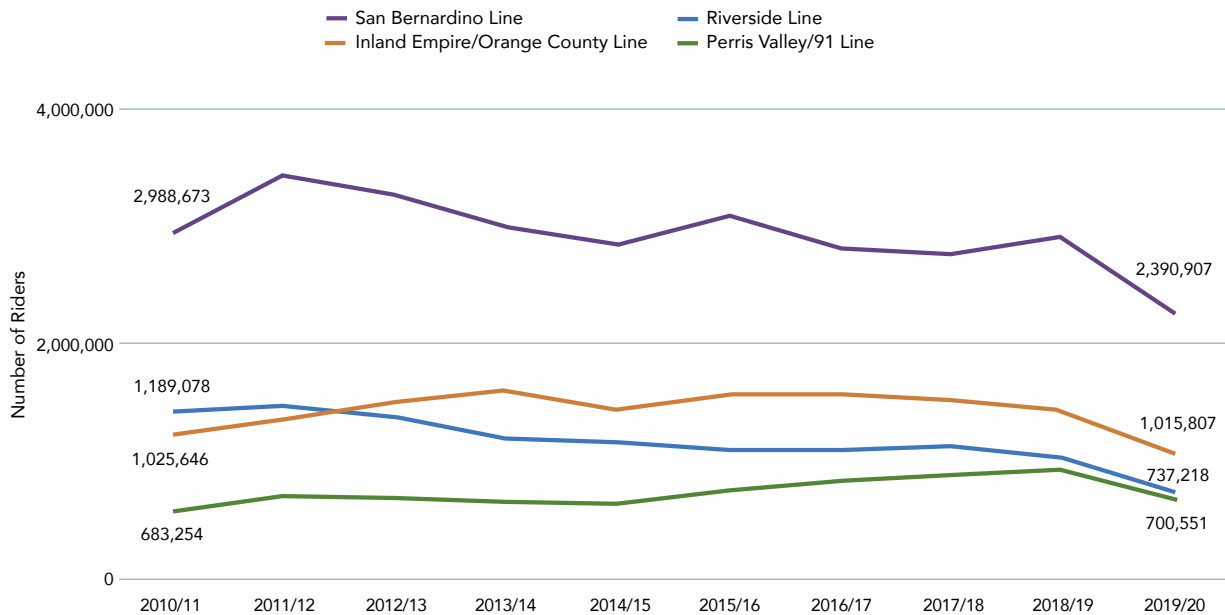


## TREND

For all Metrolink rail lines that have at least one station serving San Bernardino County, ridership figures from the 2019/20 fiscal year (July to June) showed a one-year decline of 21% decline, due to many commuters transitioning to working at home as a result of the pandemic. The line that experienced the greatest one-year decline as of June 2020 was the Riverside Line, falling 23%. The San Bernardino Line fell the least, but still experienced a 18% decline in one year. Prior to the onset of the pandemic, the Riverside Line and the San Bernardino Line were already seeing slow but steady ridership declines. Conversely, in the 10 years prior to the pandemic, ridership on the Inland Empire/Orange County Line and the Perris Valley/91 Line was generally increasing. This growth was halted by the pandemic.

### RAIL RIDERSHIP DOWN ON ALL LINES AS PANDEMIC KEEPS COMMUTERS HOME

Commuter Rail Ridership on Rail Lines Serving San Bernardino County (San Bernardino Line, Riverside Line, Inland Empire/Orange County Line, and Perris Valley/91 Line), 2011-2020



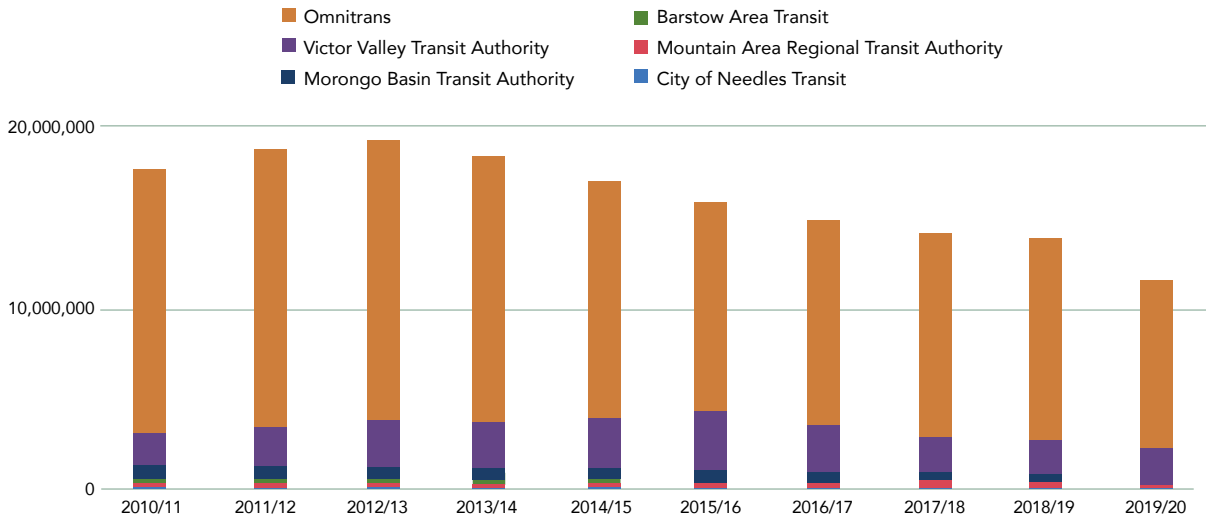
Source: San Bernardino County Transportation Authority



The steady decline in bus ridership in San Bernardino County continued in 2019/20 and declined more sharply than in previous years due to the pandemic. In 2019/20, there were 11,364,228 bus passenger boardings, which reflects a one-year decrease of 16% (compared to decreases of 3% or 4% in previous years). Overall, since 2010/11, ridership dropped 35%. On a per capita basis, Omnitrans ridership fell from 10.7 trips per capita in 2012 to 7.0 in 2019 (a 35% decline). Per capita ridership on Victor Valley Transit fell 20% over the same period, from 5.3 trips per capita to 4.2 in 2019.

### PANDEMIC EXACERBATES DOWNWARD TREND IN BUS RIDERSHIP

Bus Ridership in San Bernardino County, 2011-2020



Note: Beginning 2015/16, the City of Barstow and portions of the county joined the Victor Valley Transit Authority, expanding its service area. Consequently, ridership reporting for Barstow Area Transit ended in 2015/16.

Source: San Bernardino County Transportation Authority

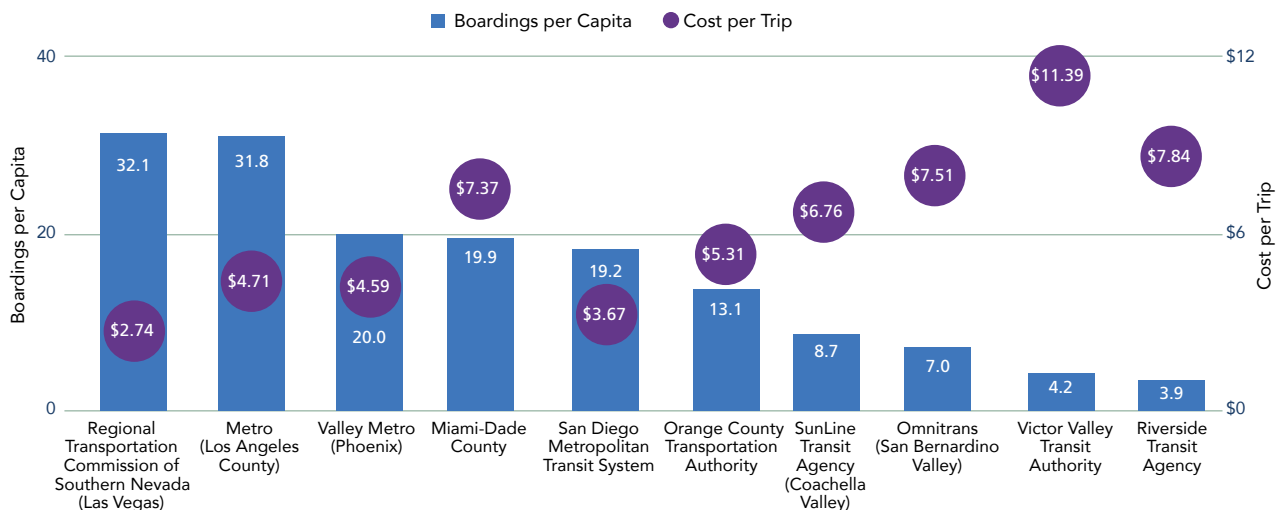


### GEOGRAPHIC COMPARISON

Inland Empire transit agencies, including Omnitrans and Victor Valley Transit Authority (VTA), have substantially fewer boardings per capita than peer markets compared, including transit agencies serving Las Vegas, Los Angeles, and Phoenix. VTA posted the highest operating costs per trip at \$11.39 in 2019, while the transit agency serving Las Vegas had the lowest at \$2.74. Omnitrans operating costs per trip were the third highest among the 10 agencies compared.

### FEWER BOARDINGS PER CAPITA IN SAN BERNARDINO COUNTY THAN IN MORE URBAN PEER MARKETS

Regional Comparison of Bus System Boardings per Capita and Operating Costs per Trip, 2019



Note: Boardings per capita are calculated using the service area population for transit providers and include bus and bus rapid transit service only; commuter bus, demand response service, and heavy or light rail is not included.

Source: National Transit Database, National Total Summary and Complete Profile Set: All Reporters ([www.transit.dot.gov/ntd/transit-profiles-summary-reports](http://www.transit.dot.gov/ntd/transit-profiles-summary-reports))



# Measure I Revenues Decline Slightly

A comprehensive, well-maintained, and effective road and transit network is important for commuters to get to and from their jobs. It is also essential for efficient goods movement through the region and for visitors and tourists 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.

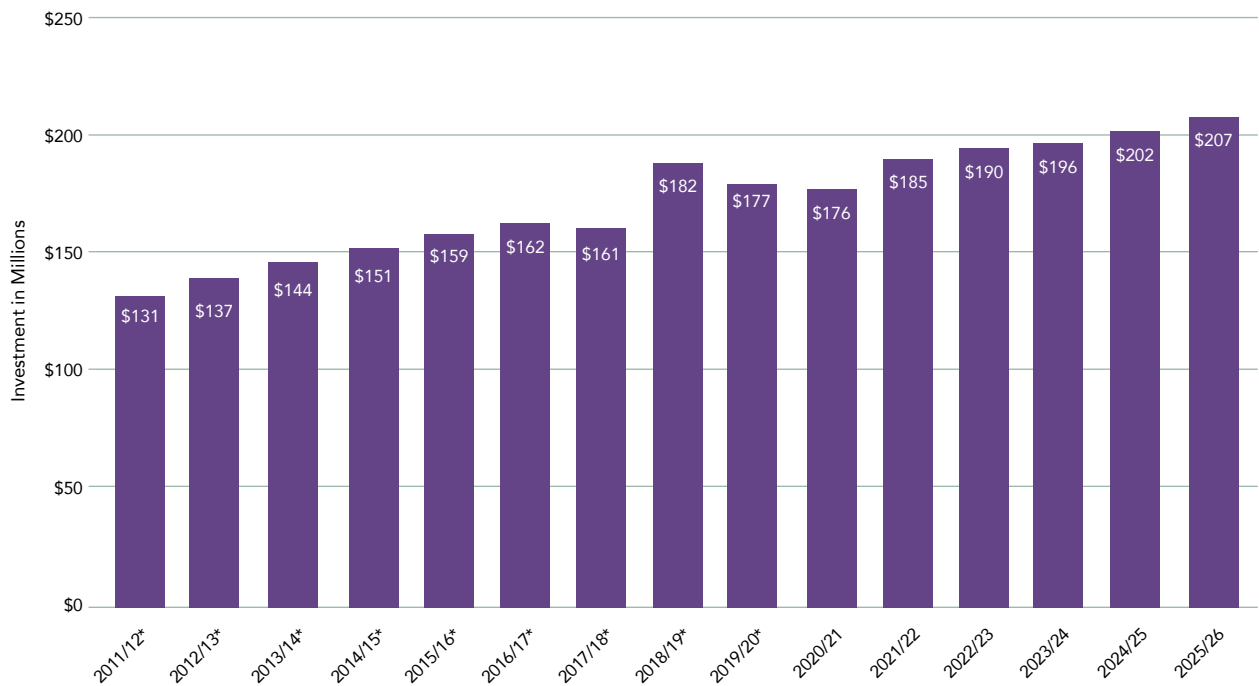


## TREND

While Measure I revenue has been variable in recent years, it is still projected to continue to increase. In a single year, between 2017/18 and 2018/19, revenue grew 13%, riding on a robust economy. However, in the subsequent fiscal year, which overlapped partly with the start of the pandemic (2019/20), revenue fell 3%. Revenues are expected to decline again, but only slightly (-1%) for the 2020/21 fiscal year and rise annually after that, reaching an estimated \$207 million in 2025/26.

Over the past several transportation funding cycles, planned per capita investment in transportation projects in San Bernardino County remained relatively steady, increasing an average of 1% annually since the 2015-2020 funding cycle.

REVENUE PROJECTED TO GROW AGAIN AFTER SLIGHT PANDEMIC-INDUCED RETRACTION  
Actual and Forecast Measure I Revenue (in Millions) for San Bernardino County Transportation Projects, 2011/12-2025/26



\*Actuals

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, including local, state and federally-funded projects. The FTIP is updated every odd-numbered year.

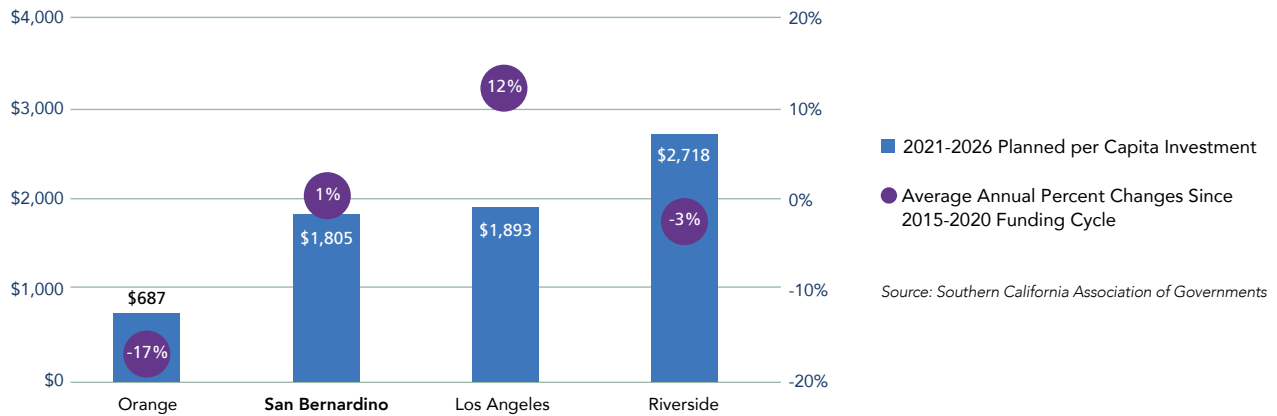


### GEOGRAPHIC COMPARISON

In the current (2021-2026) funding cycle, the planned transportation investment is equivalent to \$1,805 per capita in San Bernardino County. This is similar to Los Angeles County (\$1,893), but less than Riverside County (\$2,718) and more than Orange County (\$687). While investment since the 2015-2020 funding cycle has been relatively steady in San Bernardino County and Riverside County, investment has been falling in Orange County and increasing in Los Angeles County.

#### PLANNED INVESTMENT REMAINED FAIRLY STEADY IN SAN BERNARDINO COUNTY SINCE 2015

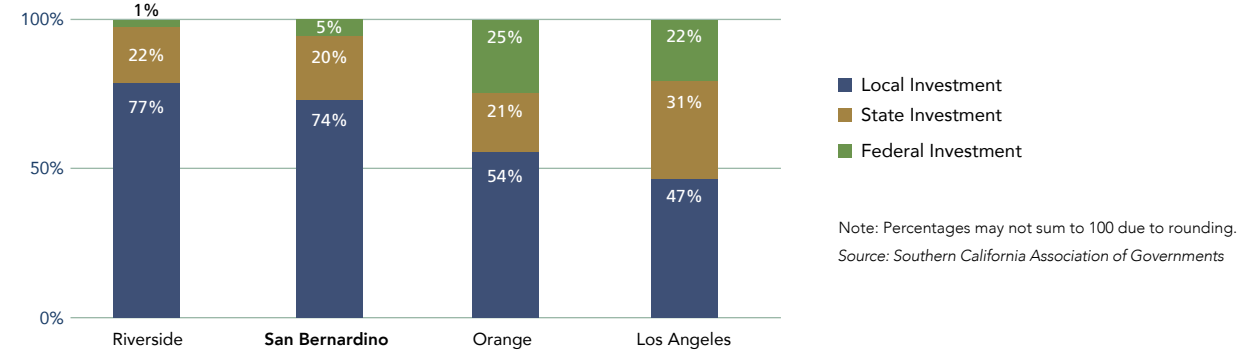
County Comparison of 2021-2026 Planned per Capita Transportation Investment and Average Annual Percent Change in Planned per Capita Investment Since 2015-2020 Funding Cycle



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 just 26% of transportation funding with local funds making up the remaining 74%. Among peers, only Riverside County has a higher percentage of local transportation funding (77%).

#### 74% OF TRANSPORTATION DOLLARS ARE LOCALLY SOURCED

County Comparison of the Proportion of Transportation Funding that is from Local, State, and Federal Sources, 2021-2026 Funding Cycle



### SBCTA Successfully Secures Grants for Key Transit and Highway Projects

In 2017, the state passed Senate Bill 1 – Road Repair and Accountability Act of 2017 (SB1) that provides for several statewide competitive programs to address transit and highway congestion needs. In 2020, San Bernardino County Transportation Authority was extremely successful in these competitive grants and received a total of \$223 million for critical transit and highway projects. These include a \$15 million award of Transit and Intercity Rail Capital Program funds for Zero-Emission Buses on the future West Valley Connector Bus Rapid Transit Project in the West Valley; two Trade Corridor Enhancement Program grants (\$118.7 million for Express Lanes, Auxiliary Lanes and Toll Systems on the I-15 from SR-60 to Foothill Boulevard and \$24.1 million for the I-10 Eastbound Truck Climbing Lane in Yucaipa); and \$65 million of Solutions for Congested Corridors Program funds for the West Valley Connector Bus Rapid Transit Project. These awards represent 10.8% of SB1 Competitive Program dollars available statewide for 2020.

Source: San Bernardino County Transportation Authority