

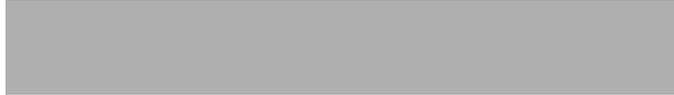


Appendix A: Community and Stakeholder Engagement Materials

San Bernardino County Long Range Multimodal Transportation Plan

San Bernardino County, CA

February 14, 2025



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Contents

Project Website Screenshots

Stakeholder Working Group Meetings

Stakeholder Working Group #1 Meeting Materials (July 2023)

Stakeholder Working Group #2 Meeting Materials (October 2023)

Stakeholder Working Group #3 Meeting Materials (March 2024)

Stakeholder Working Group #4 Meeting Materials (August 2024)

Virtual Public Meeting Materials 2023 (September 2023) Virtual

Public Meeting Materials 2024 (September 2024)

Pop Up Materials 2023 (October 2023)

Pop Up Materials 2024 (September 2024)

Online Survey 2023 (August - November 2023)

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Project Website Screenshots

Project Overview

Project Overview | Project Information | Community Engagement | Stakeholder Working Groups



We want to hear from you! Share your input on upcoming projects in your area to help us develop a comprehensive transportation vision for the county. [Take our survey](#) to share your thoughts and for a chance to win a **\$100 Amazon gift card!**

The Long Range Multimodal Transportation Plan (LRMTP) will work with stakeholders at all levels to develop a comprehensive, multimodal transportation vision for San Bernardino County through 2045/2050. 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 LRMTP 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 LRMTP will be integrated with local land use planning to address community and regional goals as well as state and federal goals. In addition, the LRMTP will assist local and regional agencies in developing and implementing multimodal transportation policies, programs, and projects.

- [Funding Options](#)
- [Existing Conditions StoryMap](#)
- [Existing Transit Conditions](#)

Project Information

Project Overview | **Project Information** | Community Engagement | Stakeholder Working Groups

Project Information

Fact Sheets

- [English](#)
- [Español](#)

Other Resources

- [Funding Options](#)
- [Existing Conditions StoryMap](#)
- [Existing Transit Conditions](#)

Community Engagement

Project Overview | Project Information | **Community Engagement** | Stakeholder Working Groups

Community Engagement



We want to hear from you! Share your input on upcoming projects in your area to help us develop a comprehensive transportation vision for the county. [Take our survey](#) to share your thoughts and for a chance to win a \$100 Amazon gift card! Please join us via Zoom for one of the virtual public meetings below. Both meetings will present the same material. Spanish interpretation will be provided at both meetings. Se proporcionará interpretación al español en ambas reuniones.

View previous public meeting recordings and presentations:

September 19, 2024

- [Recording \(English\) \(Español\)](#)
- [Presentation](#)

September 17, 2024

- [Recording \(English\) \(Español\)](#)
- [Presentation](#)

October 3, 2023

- [Recording \(English\) \(Español\)](#)
- [Presentation](#)

September 27, 2023

- [Recording \(English\) \(Español\)](#)
- [Presentation](#)

Surveys

- [View Fall 2023 Survey Results](#)

Stakeholder Working Groups

Project Overview | Project Information | Community Engagement | **Stakeholder Working Groups**

Stakeholder Working Groups



View previous working group presentations:

August 27 and 29, 2024 Mobility Working Group #4

- [Presentation](#)
- [Meeting Notes for August 27](#)
- [Meeting Notes for August 29](#)
- [Video Recording](#)

March 2024 Stakeholder Working Group #3

- [Presentation](#)
- [March 21, 2024 Meeting Notes](#)
- [March 28, 2024 Meeting Notes](#)

October 31, 2023 Mobility Working Group #2

- [Presentation](#)
- [TransitLand-Survey Results](#)
- [Meeting Notes](#)

October 26, 2023 Community Working Group #2

- [Presentation](#)
- [TransitLand-Survey Results](#)
- [Meeting Notes](#)

July 27, 2023 Mobility Working Group #1

- [Presentation](#)
- [Meeting Notes](#)

July 26, 2023 Community Working Group #1

- [Presentation](#)
- [Meeting Notes](#)



Stakeholder Working Group Meetings



Stakeholder Working Group #1 Meeting Materials



SBCTA Long-Range Multimodal Transportation Plan



Community Working Group Meeting 1
July 26, 2023



AGENDA

- 1 Introductions
- 2 LRMTTP Background
- 3 Stakeholder and Public Engagement
- 4 Existing Conditions
- 5 Visioning Discussion
- 6 Next Steps





SBCTA Long-Range Multimodal Transportation Plan



Community Working Group Meeting 1
July 26, 2023



AGENDA

- 1 Introductions
- 2 LRMTTP Background
- 3 Stakeholder and Public Engagement
- 4 Existing Conditions
- 5 Visioning Discussion
- 6 Next Steps



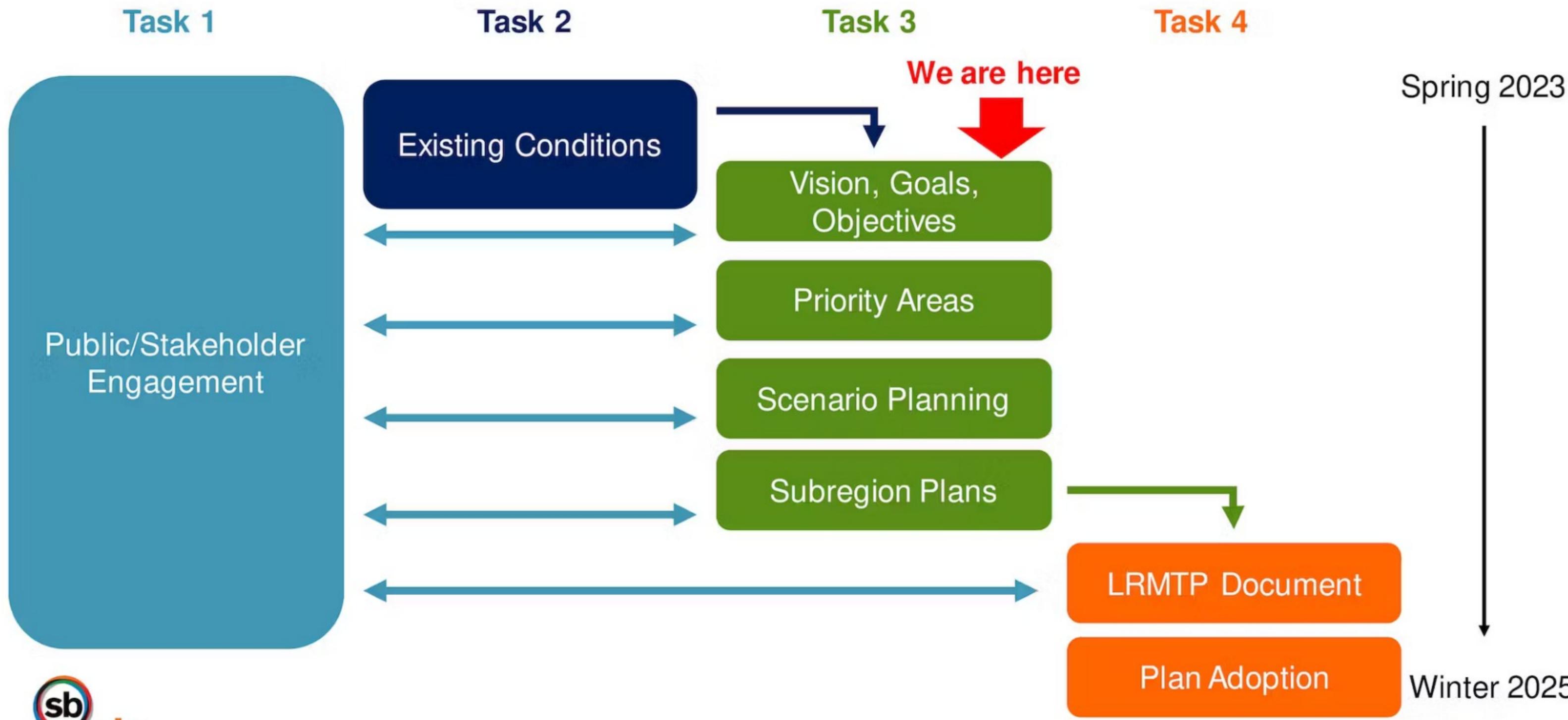
LRMTP Background

LRMTP Context

SBCTA's LRMTP 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.

- Building on statewide and regional planning initiatives
- Bringing together multiple planning efforts into a cohesive whole
- Identifying funding opportunities

LRMTP Project Process



LRMTP Subregions

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



Which subregion do you represent?

0
Colorador River

0
Morongo Basin

0
Mountains

1
North Desert

2
Valley

1
Victor Valley

3
Countywide

Stakeholder and Public Engagement

Stakeholder Engagement

- Series of six quarterly virtual meetings between Summer 2023 and Fall 2024
- Stakeholders will advise the project team throughout the process
- Include subregional representatives

Community Working
Group

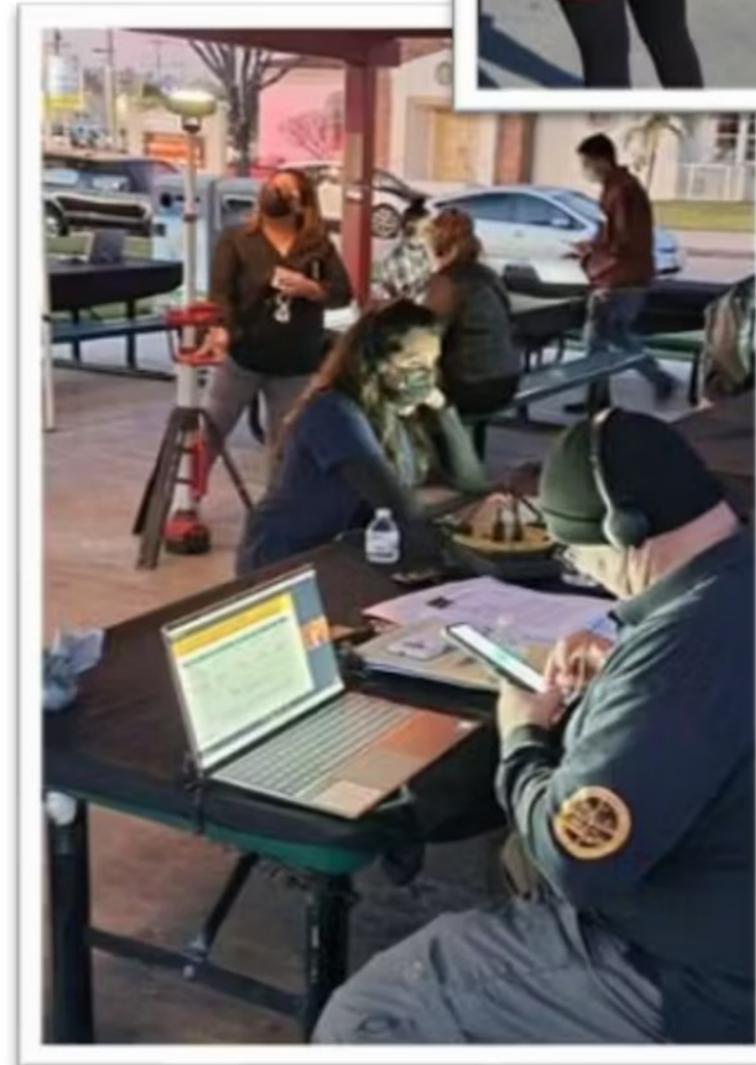
Mobility Working Group

Proposed Stakeholder Meeting Topics

Meeting 1	Visioning, Opportunities and Challenges
Meeting 2	Performance Measures and Metrics
Meeting 3	Scenario Development
Meeting 4	Priority Area/Subregion Discussion
Meeting 5	Scenario Modeling Results
Meeting 6	Draft LRMTTP Review

Public Engagement

- Project website gosbcta.com/lrntp
- Informational materials
- Story map
- Online survey
- Social media and e-newsletters
- Virtual open houses
- Engaging underrepresented communities



The cover page of the Long Range Multimodal Transportation Plan (LRMTP) report. It features the sbcta logo (San Bernardino County Transportation Authority) and a title graphic with a rainbow and icons of a train, car, and bicycle. The page is divided into sections: Overview, Schedule, and Key Elements of the LRMTP. The Overview section provides a brief description of the plan's purpose and goals. The Schedule section lists key milestones from Spring 2022 to Fall/Winter 2024. The Key Elements section highlights the plan's focus on bringing together multiple planning efforts, engaging stakeholders, understanding transportation network challenges, and identifying funding sources. A map of San Bernardino County is also included, showing the North Desert, East Desert, Valley, and Mountain regions. The footer contains the slogan "Plan. Build. Move.".

Public Engagement

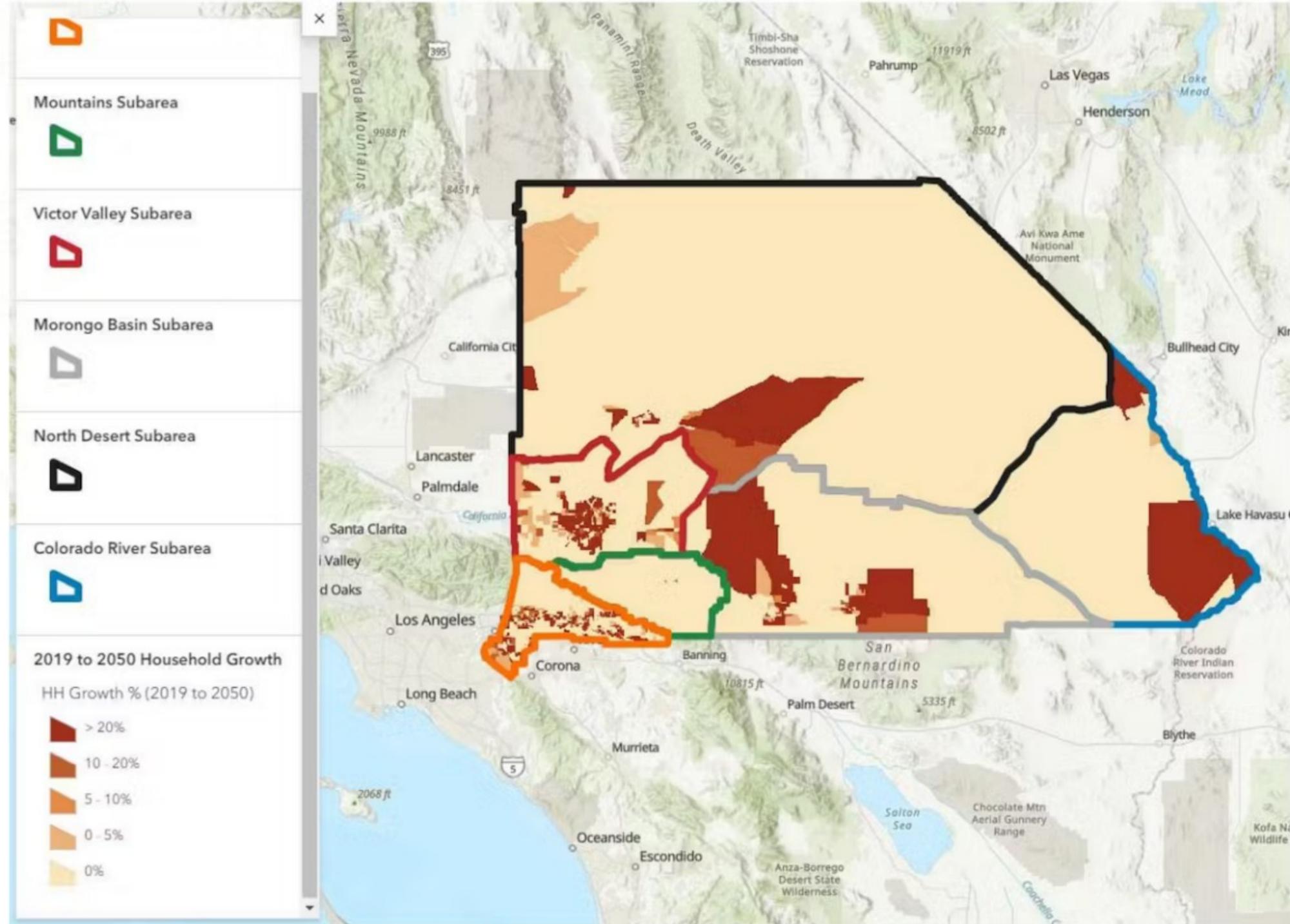
Phase	Timeframe	Input Needed	Potential Strategies
1	Summer – Fall 2023	Needs, opportunities, challenges	<ul style="list-style-type: none"> • Online survey/interactive map • Virtual open houses • E-blasts to stakeholder mailing lists • In-person participation at community events
2	Spring – Summer 2024	Response to draft recommendations	<ul style="list-style-type: none"> • Recommendations posted online in interactive map format • Virtual open houses • E-blasts to stakeholder mailing lists • Targeted outreach to communities, agencies, and interest groups

Existing Conditions

Regional Growth

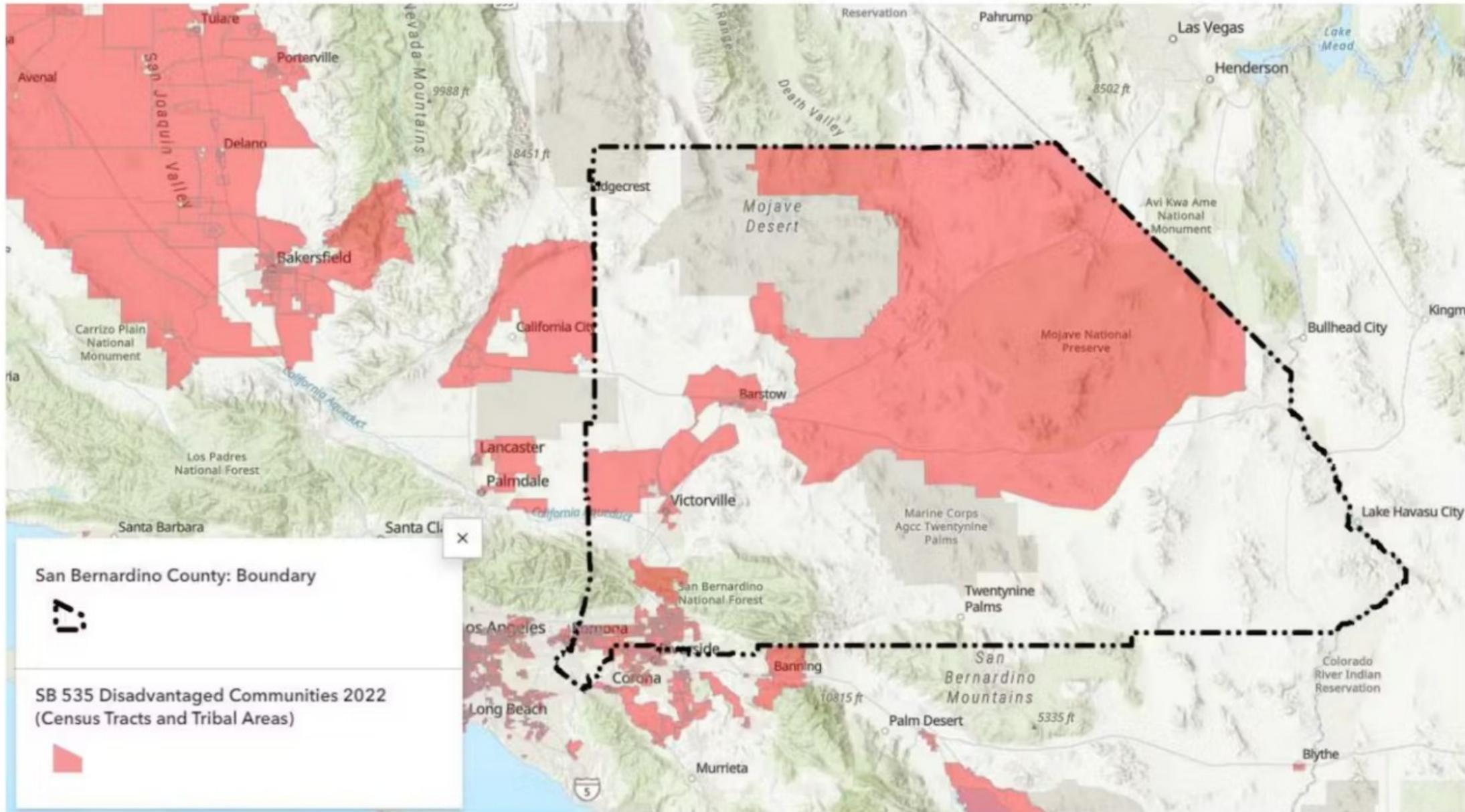
Population and employment projected to grow significantly between now and 2050

	Households	Jobs
Valley	+148,000	+152,000
Mountains	+40	+1,100
Victor Valley	+75,000	+47,000
Morongo Basin	+11,000	+6,400
North Desert	+7,000	+5,400
Colorado River	+500	+300



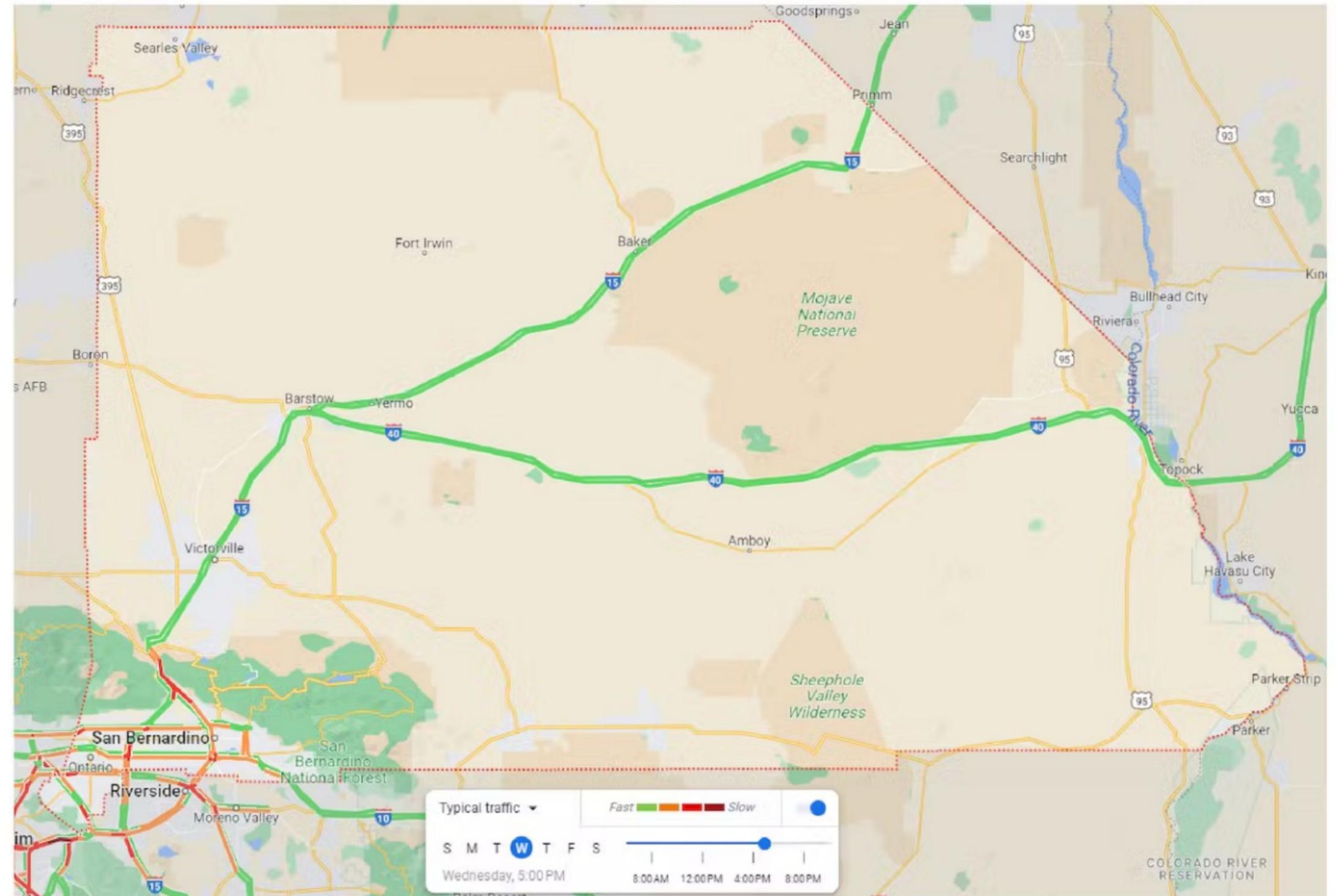
Disadvantaged Communities

The county is home to many communities considered disadvantaged based on demographic and environmental criteria. These communities may have mobility or public health challenges.



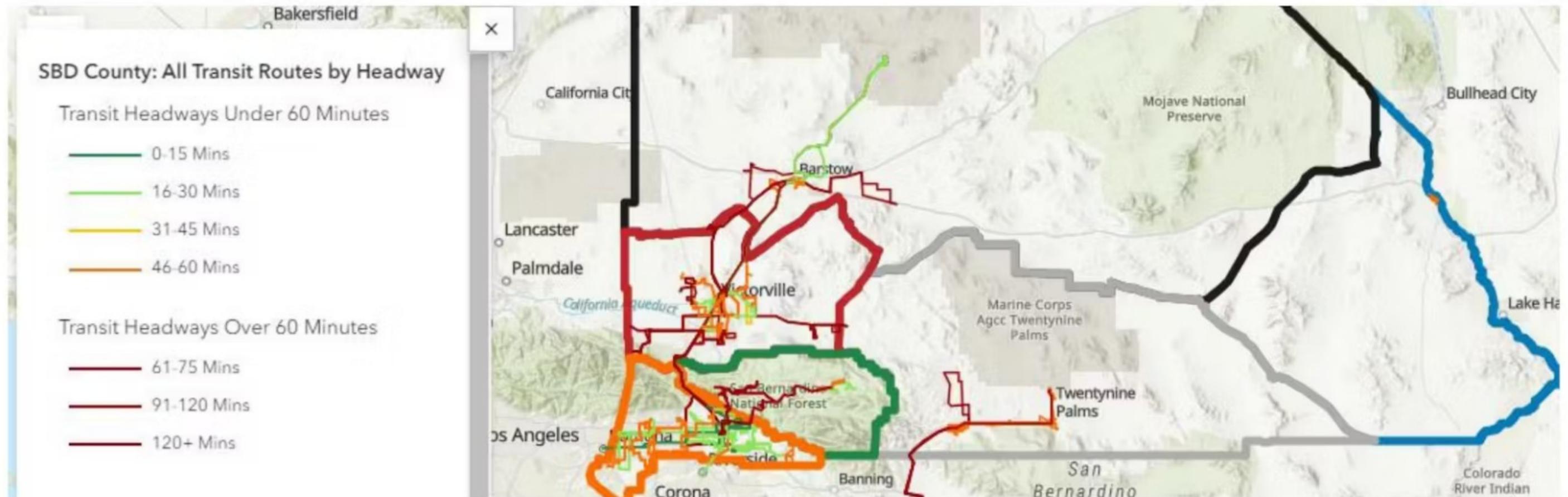
Roadways

- Roads and highways in the Valley subregion and Cajon Pass experience recurring congestion
- Accommodating travel demand must be balanced against VMT reduction goals
- I-10 and I-15 Express Lanes in development



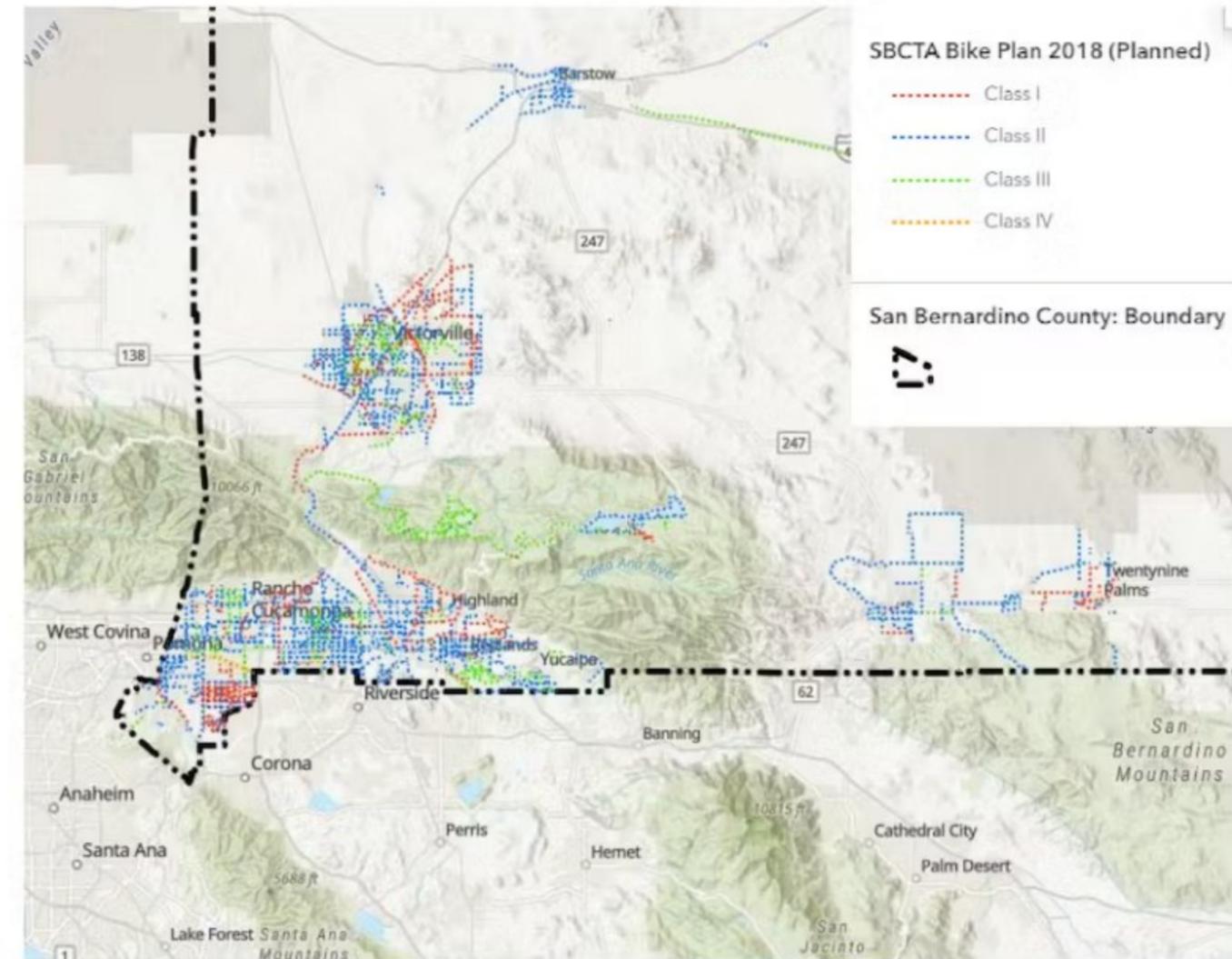
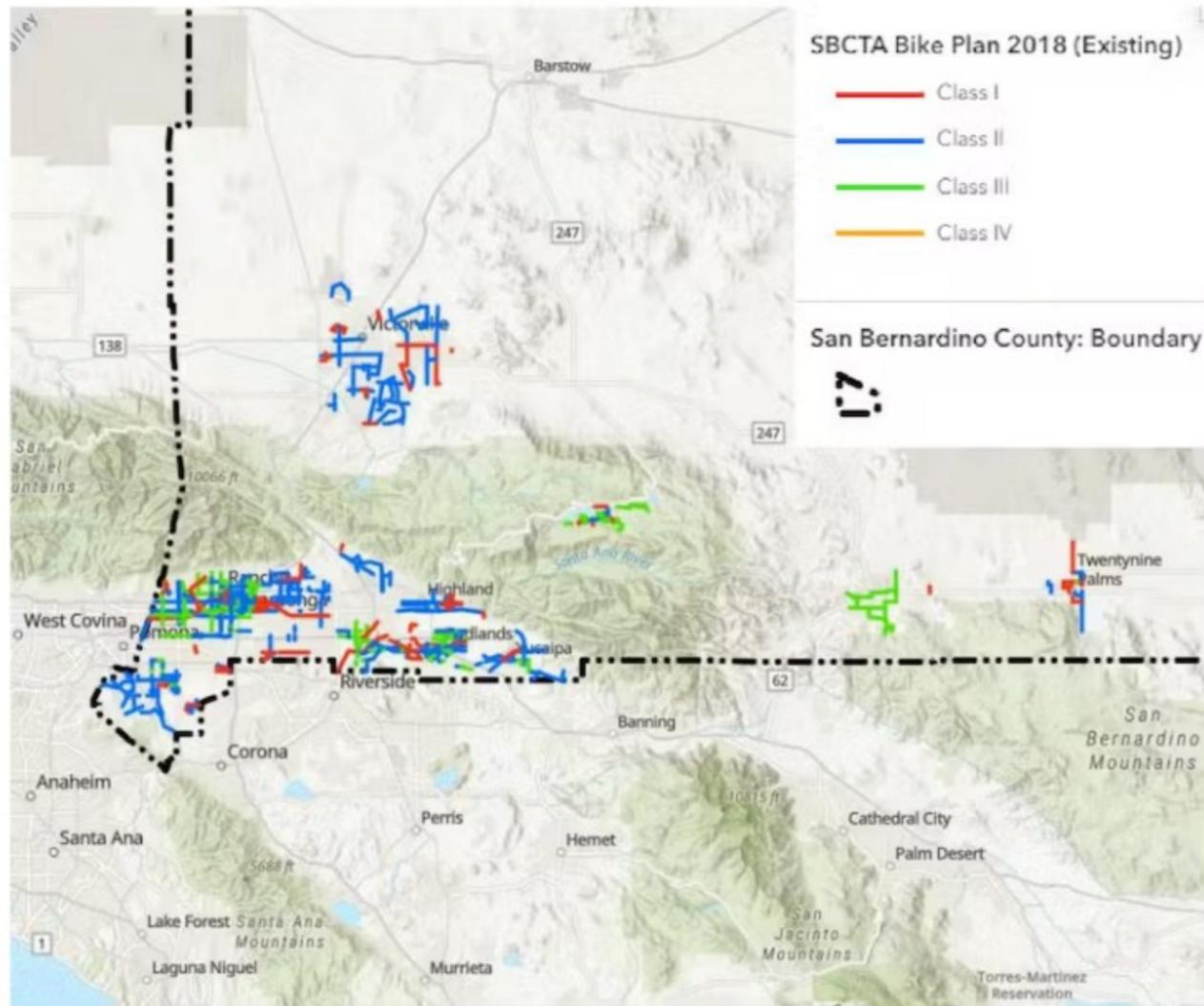
Transit

- Transit ridership dropped drastically as a result of COVID, but ridership is steadily returning
- With such a large county, much of which is rural or suburban, operators face tradeoffs between service coverage and frequency



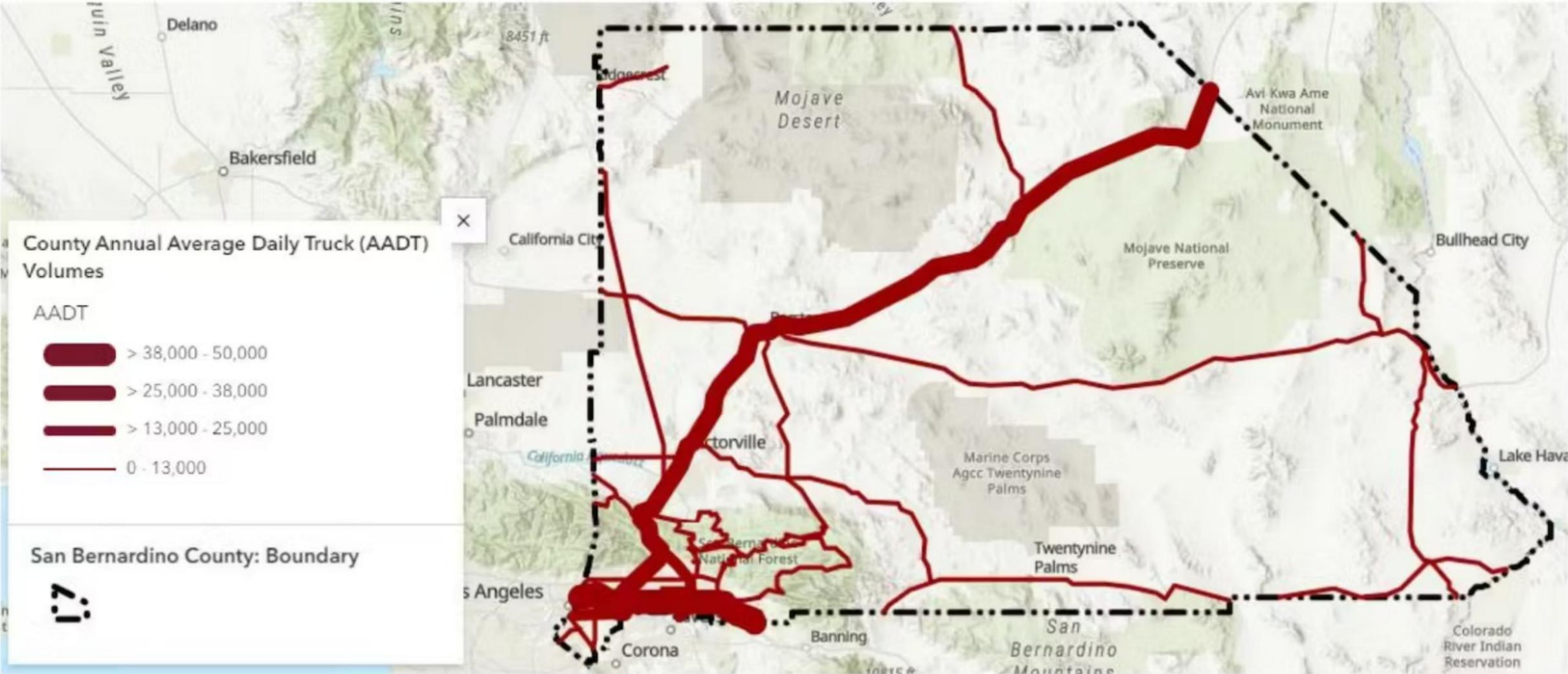
Active Transportation

The county has a growing network of sidewalks and bike lanes and several plans focused on making active transportation safer and more accessible



Freight

Freight movement by truck and rail is a key part of the local economy. Portions of the Valley subregion serve as major warehousing and logistics hubs.



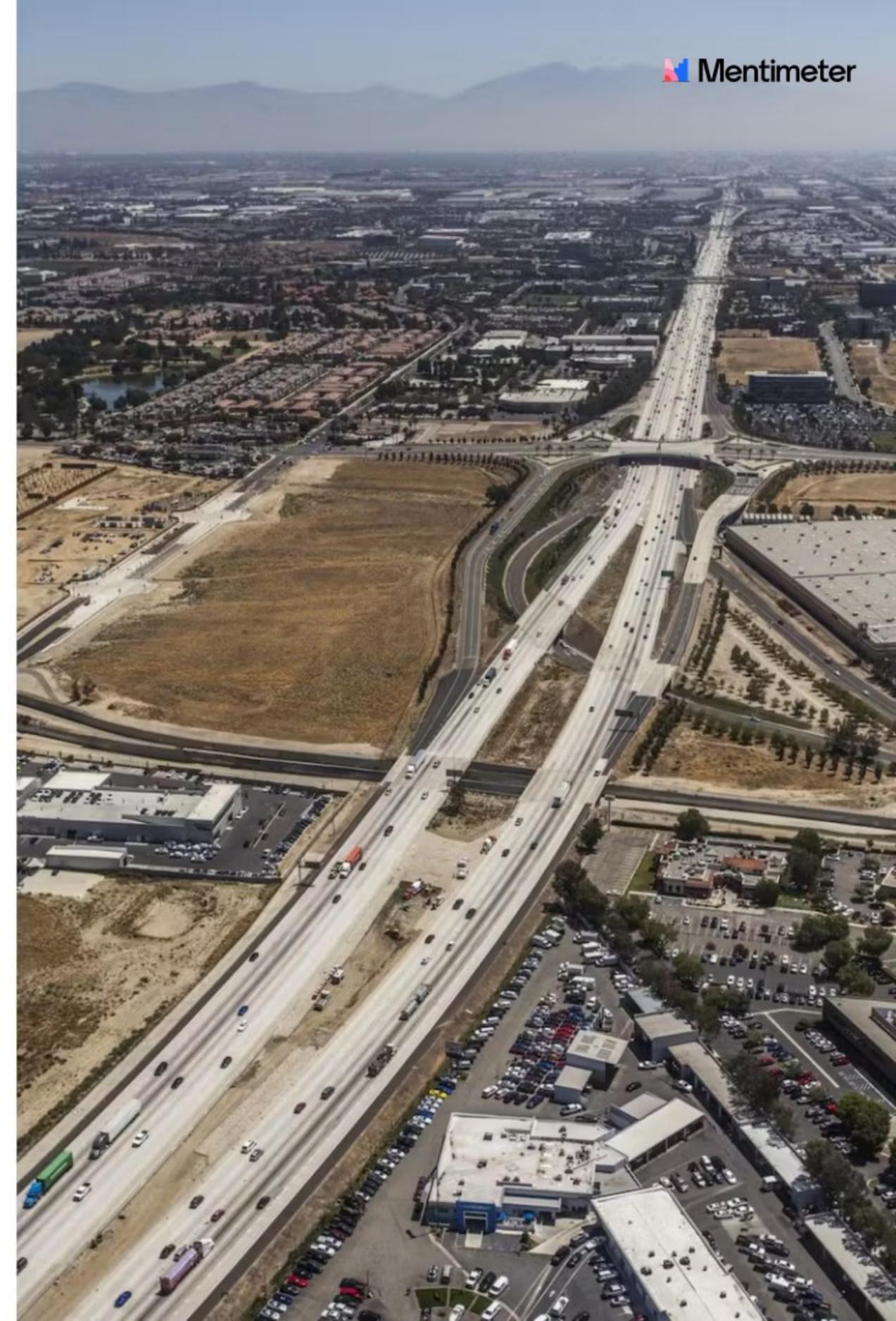
Policy Framework

- The Infrastructure Investment and Jobs Act and Inflation Reduction Act have increased the availability of federal funds for transportation
- Funding programs (both state and federal) emphasize:
 - Multimodal options that reduce vehicle travel to mitigate climate change and improve air quality
 - Directing investment towards disadvantaged communities (ex. Justice40, CalEnviroScreen)
- California legislation (SB 743) limits highway expansion but is increasingly supportive of housing production to match continued population growth



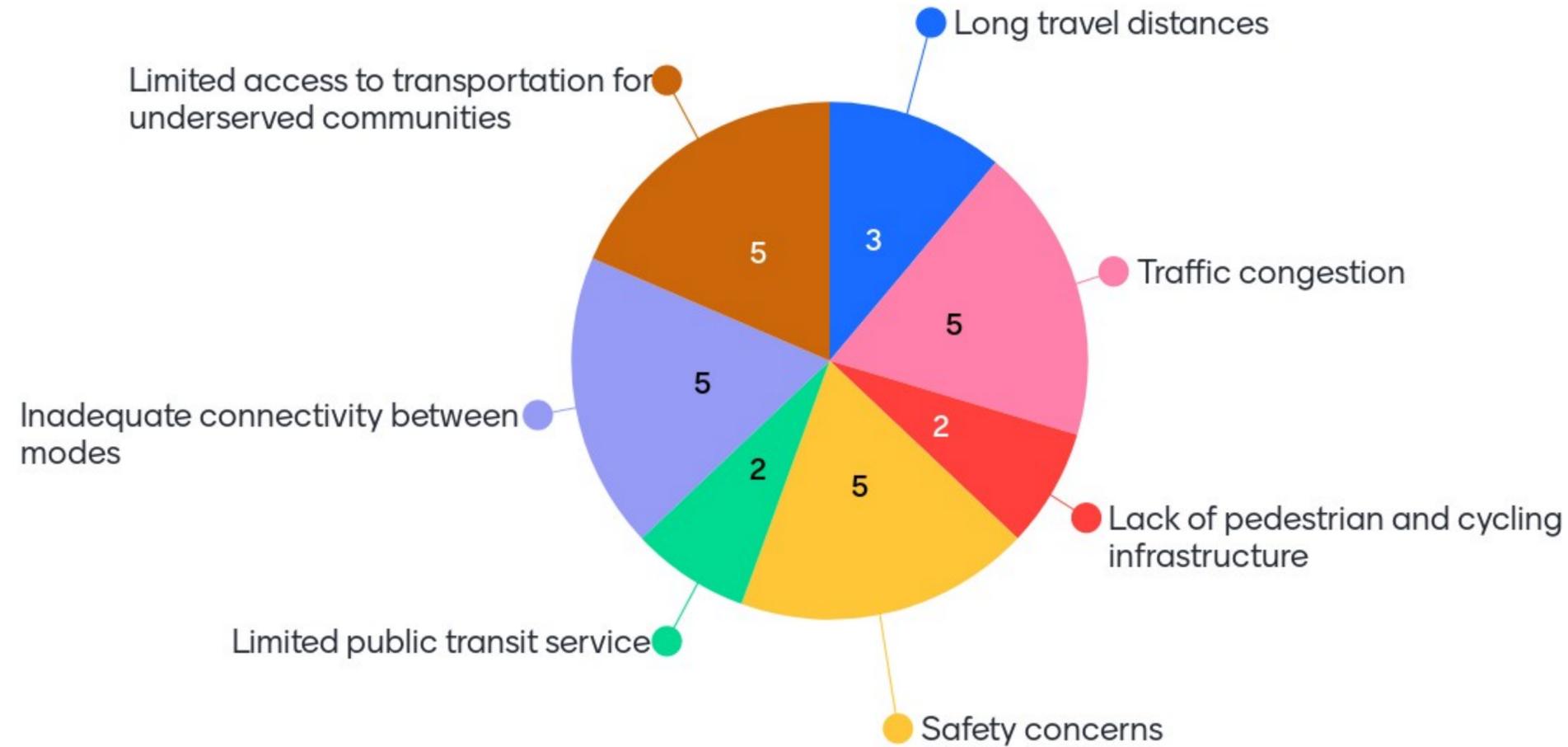
Key Takeaways

- San Bernardino County is large and diverse geographically and demographically, creating differing needs by subregion
- The county faces continued growth in population, employment, and travel demand, but state policy makes accommodating demand with highway expansion difficult
- The large, spread-out county presents a challenge for transit operators to balance frequency with service coverage
- Freight and logistics will continue to be vital to the economy and must be addressed in conjunction with moving passengers and achieving environmental goals

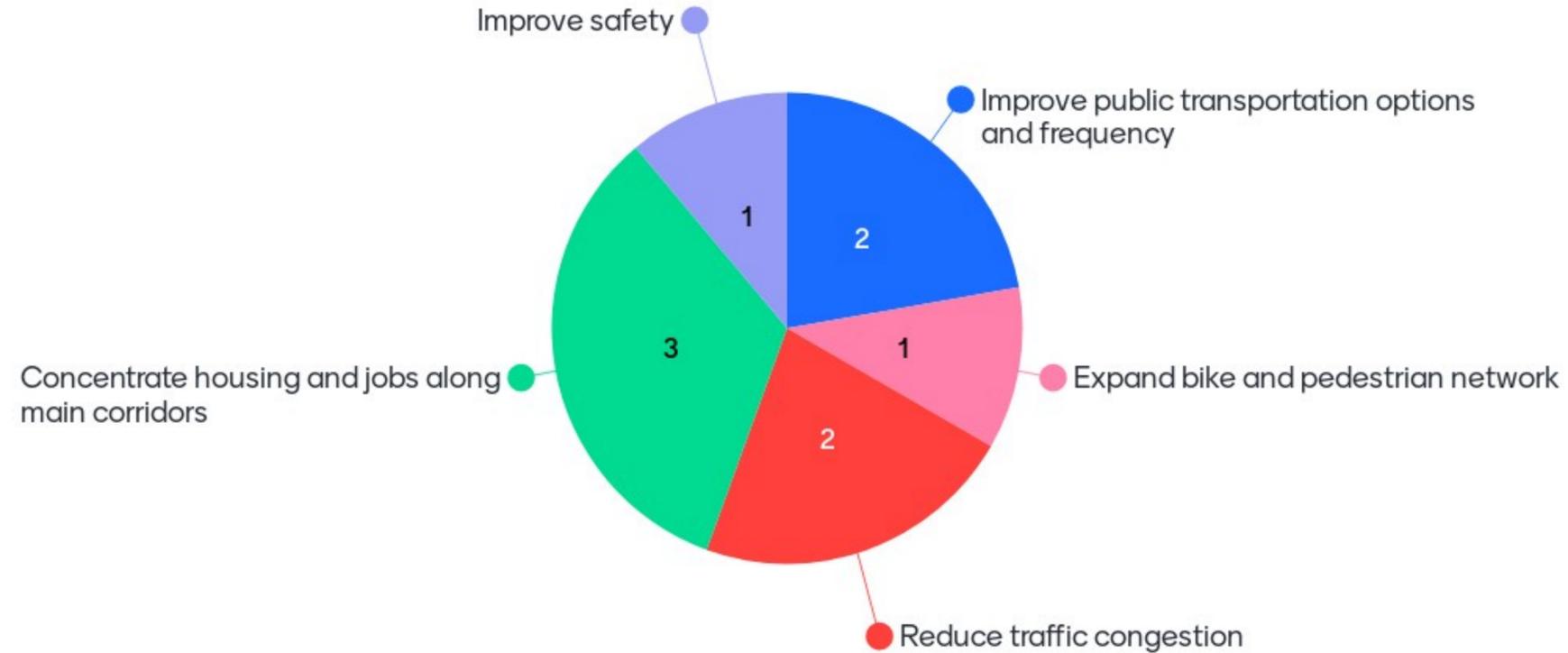


Visioning:
Where do we want to go?

What are the biggest transportation challenges you face in your community? (select up to three)



If you could change anything about the transportation system, what would it be? (choose one)



Subregion Discussion



How are these challenges different within each subregion?



2021 Countywide Transportation Plan Update

Goals Consistent with CTP 2050:

- Safety
- Climate
- Equity
- Accessibility
- Quality of Life & Public Health
- Environment
- Economy
- Infrastructure
- Partnerships

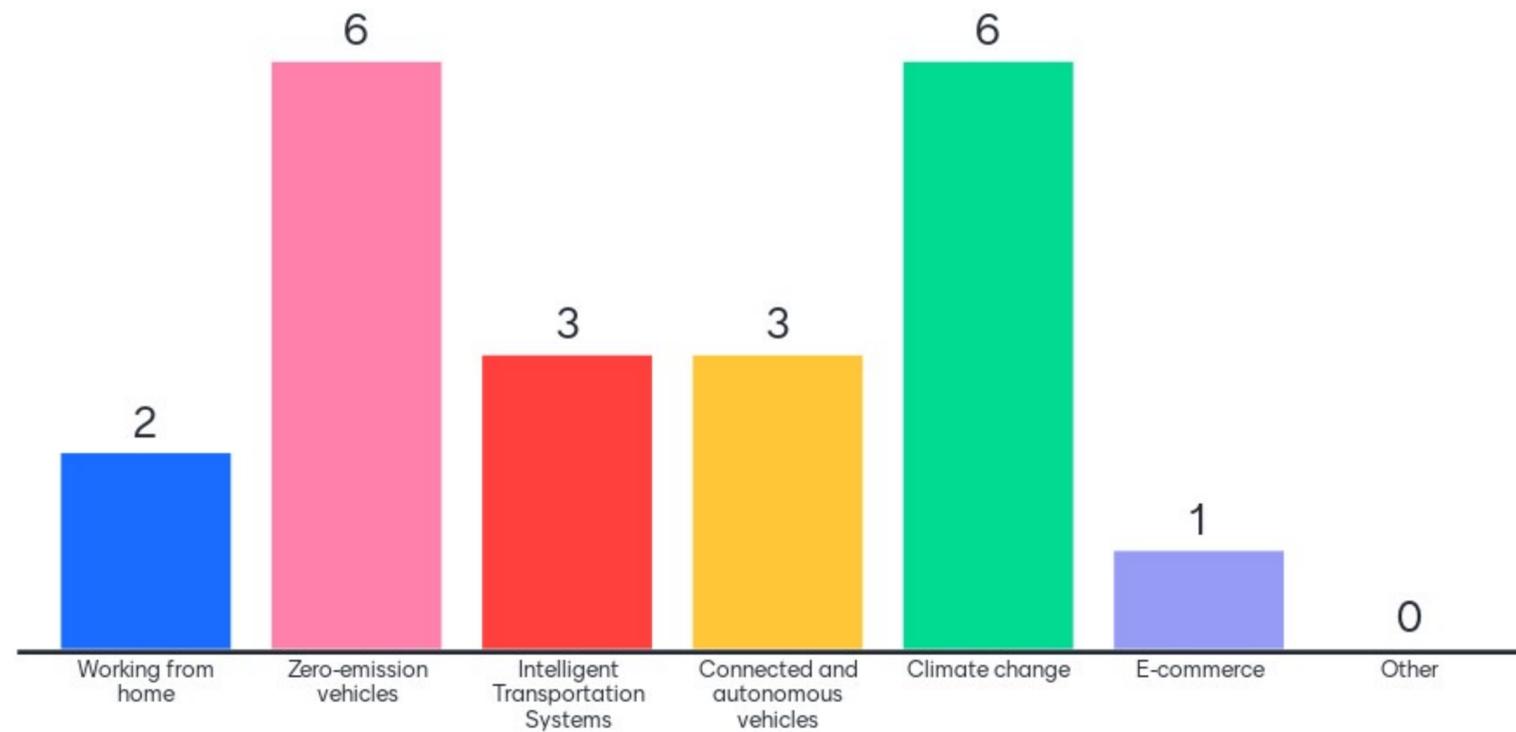
How we get there:

- Build on “the network”
- Focus on the traveling customer
- Encourage transit-oriented development
- Invest in technology
- Coordinate and collaborate
- Support quality of life, health, sustainability, and equity
- Evaluate programs and services



How should the LRMTTP vision be similar?
Different?

Which trends will have the biggest impact on how people and goods travel in San Bernardino County over the next 25 years? (select up to three)



Thinking Big



Fast forward 25 years and imagine San Bernardino County has won an award for “Most Improved Mobility of any County in the U.S.” What did the County do to win this award?

What are the Key Concepts the Vision Should Incorporate?



Next Steps

- Develop Vision Statement, goals and objectives using stakeholder input
- Develop draft performance measures
- Begin outlining possible scenarios
- Open online survey
- Plan virtual open houses and other public engagement opportunities

Project Contact Information

gosbcta.com/lrmtp

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gkoblasz@gosbcta.com

Marie Lewis Adams, HDR Project Manager
Marie.LewisAdams@hdrinc.com



San Bernardino County Transportation Authority (SBCTA)

Long-Range Multimodal Transportation Plan

Community Working Group Meeting 1

Wednesday, July 26, 2023, 1:00 – 2:30 p.m.

Agenda

1. Introductions
2. LRMTTP Background
3. Stakeholder and Public Engagement
4. Existing Conditions
5. Visioning Discussion
6. Next Steps

Attendees

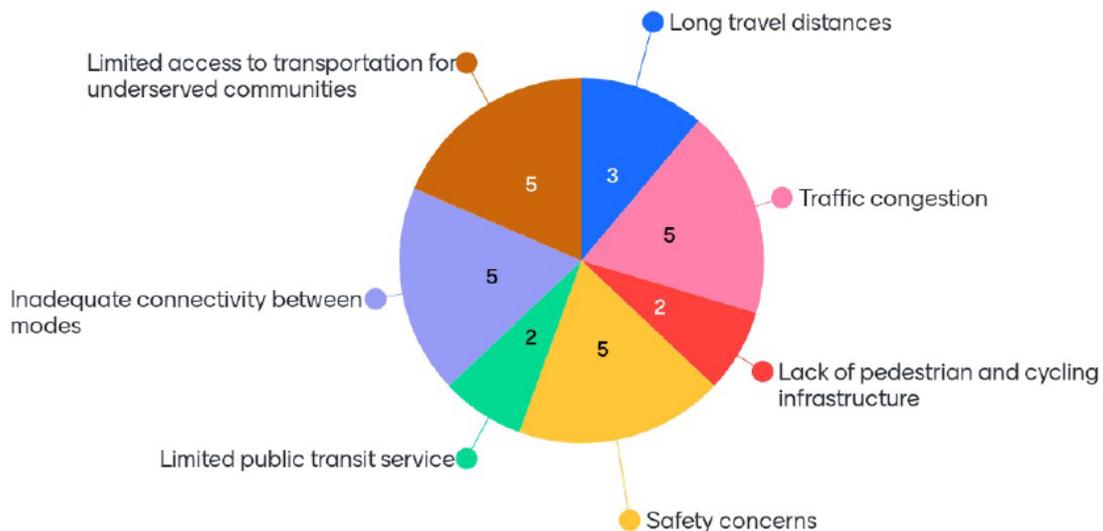
- Bernadette Beltran, San Bernardino County Department of Public Health
- Christopher Boatman, City of Redlands
- Diana Fox, Reach Out
- Rosemary Hoerning, City of Montclair
- Willie Hopkins, Barstow
- Anna Jaiswal, Omnitrans
- Ginger Koblasz, SBCTA
- Vilma Lopez, El Sol Neighborhood Education Center
- Keith Metzler, Victorville
- Carolyn Schutten, Arts Connection Network
- Steve Smith, SBCTA
- Curtis Yakimow, Yucca Valley
- Oskar Zambrano, Center for Community Action and Environmental Justice
- JD Douglas, HDR
- Marie Lewis Adams, HDR
- Nancy Verduzco, Arellano Associates
- Valerie Mackintosh, AMMA Transit Planning
- Jason Pack, Fehr and Peers

Existing Conditions

- Willie Hopkins – it looks like the maps are missing the Barstow International Gateway, which is projected to generate over 22k jobs alone. We are also in negotiations with several other businesses that would push job growth over 30k. We are amending the General Plan to accommodate over 12k new households.
- Curtis Yakimow – Keep hearing about inability and disinterest of the state for expansion of SR 62. Truck traffic keeps increasing along SR 62 even as population stays steady. How does that through traffic get reconciled in planning with the default of “no highway expansion”? I can only see the traffic continuing to increase in coming years.

Visioning Discussion

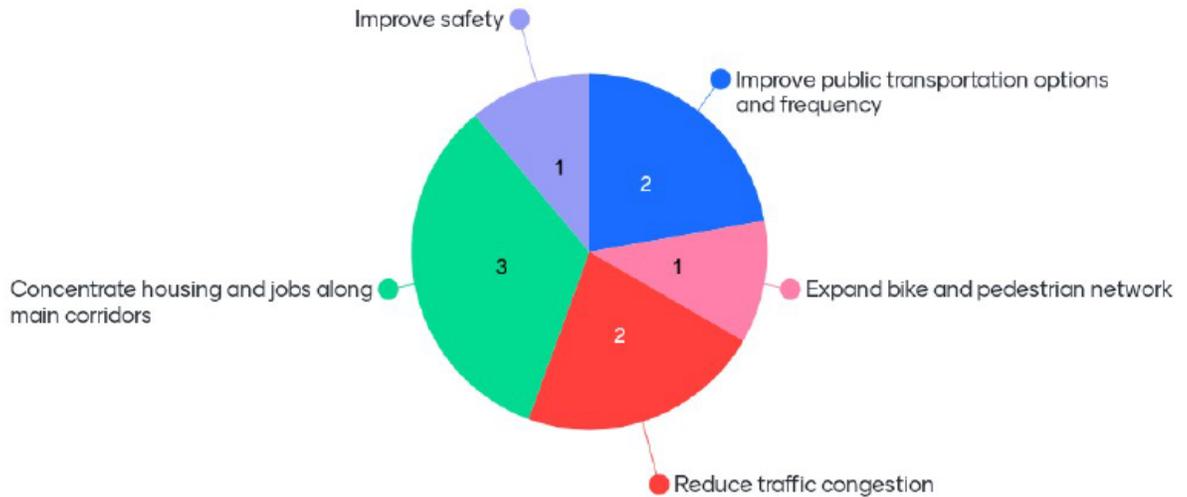
1. What are the biggest transportation challenges you face in your community?



- a. Oskar Zambrano – one of the issues with access for underserved communities is cost. A few dollars a day can add up to a large percentage of a low-income worker’s salary. We have seen many cuts to transit service. Many workers have odd hours that don’t line up with the bus schedule. Some bus stops don’t have lights or emergency system, which especially for women is a major issue. We have a lot of logistics centers and big rigs traveling through communities which creates safety problems.
- b. Carloyn Schutten – Agree with Oskar’s comments. The same things also contribute to long travel distances for underserved communities.
- c. Oskar Zambrano – the burden of transit is put on disadvantaged communities. Middle-to-upper class communities don’t have incentives to address rising costs and declining service. We are the ones that need the system but are not adequately served.
- d. Bernadette Beltran – we are still dealing with stigma of “only poor people ride transit”. There is also an education issue, do people know how to use it? If you have a family of 6 riding the bus, that makes a big difference for cost.

- e. Rosemary Hoerning – a lot of the city (Montclair) is low income and does use the transit system. We have been working with Omnitrans on upgrading the bus stop amenities. Our priority is getting people where they need to go. Affordability is a concern even though transit is more affordable than driving.
- f. Oskar Zambrano – I heard a story about a woman riding early in the morning being harassed by a homeless man. During certain hours, having a person other than the driver can help with safety. Freight and logistics is another issue hitting Valley communities. Areas which have been rezoned for warehouses are often near high density housing or schools. We know these are important for the economy, but the traffic that these create is a safety hazard. We have a big county, but the warehouses are being strategically placed near homes and schools.

2. If you could change anything about the transportation system, what would it be?



- a. Rosemary Hoerning – in Montclair, we have the North Montclair specific plan areas, which are higher density areas with a number of projects under construction near the Montclair Transcenter. We also anticipate more projects in the same area. We hope that the new residents will use transit facilities rather than the freeway system to move around. It is important to have a focus on incentivizing those types of projects and also improving transit options in our jurisdiction.

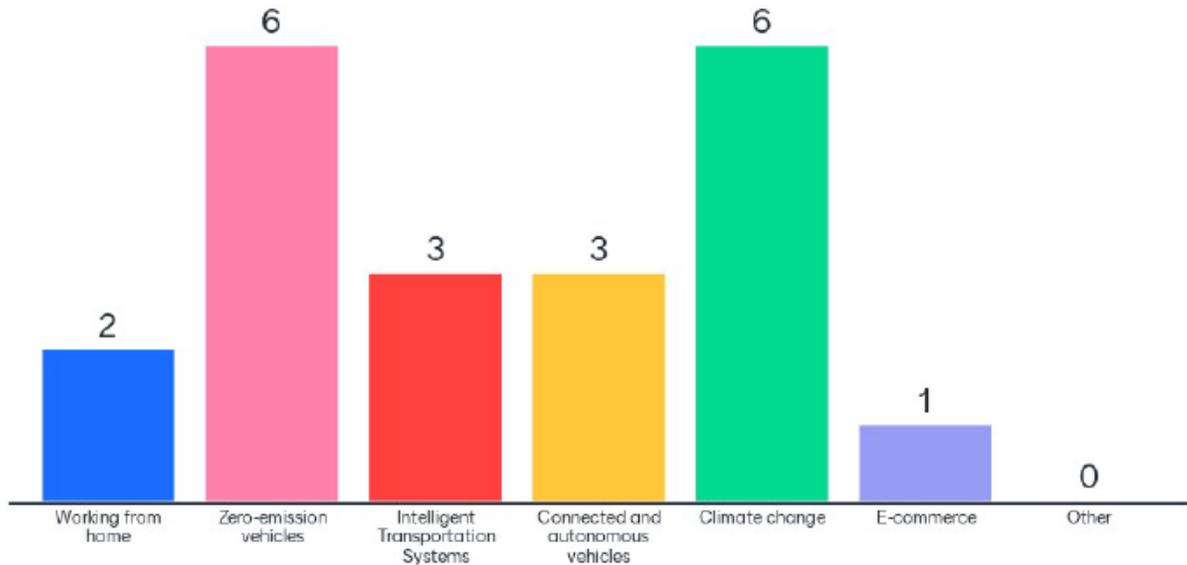
3. Subregion discussion

- a. Willie Hopkins (North Desert) – the biggest challenge in Barstow area is getting from Barstow to Victorville with enough frequency and at a convenient time. That is the biggest complaint we get since we have many disadvantaged residents without cars. I still have to go to Victorville for the things I want to do. With the number of jobs coming, we don't think we can house 10 percent of them, so many will be coming from south of Barstow. We are thinking about how to

provide more housing and amenities with the job growth we anticipate, so people don't have to travel such long distances.

- b. Keith Metzler (Victor Valley) – congestion is a major issue and the inability to address it with capacity expansion. We have buses down the hill, but don't know that it's enough. It's hard to get people into those buses. A big part of the focus is balance between housing and job growth. There has been a vision for the last 20 years to reduce commutes down the hill by attracting jobs here, but that doesn't fully eliminate need to go down the hill. We probably also need more connectivity east-west to Palmdale/Lancaster with increased demand there. The High Desert Corridor Joint Powers Authority is trying to address that.
 - c. Curtis Yakimow (Morongo Basin) – this is an opportunity for efficient planning for the future. We're not at critical failure yet, but see examples of it. During Coachella, saw heavy traffic coming west from the festival. Truck traffic on top will only make things worse. The most difficult part of dealing with traffic growth is the lack of interest from other agencies to expand capacity. Warehouse development is continually pushing east. Given the geographic area, many residents commute outside the Morongo Basin to the Coachella Valley or Inland Empire. The disparate areas people travel make transit difficult. For the most part, there is a window of congestion, and outside of that the two-lane highway has ample capacity. We see the trends coming, but how we plan for it is critical. Biggest issue right now is truck traffic.
 - d. Rosemary Hoerning (Valley) – I sent over some information earlier. We want our residents to be able to reach the Foothill communities and vice versa, so the Gold Line extension is very important. Our Transcenter is a good connection point to other services.
 - e. Oskar Zambrano (Valley) – I will put a link in the chat to a book called [Sharing Cities](#). A lot of cities in the Valley are in critical status, and that is creeping its way into other areas. We need to look at how we're doing transit and housing. We can't continue doing the same thing expecting different results. There are resources out there to help think about development in a different way. We've already moved away from green lawns. Everything is so widespread it makes local shopping, local jobs, difficult.
 - f. Carolyn Schutten (Valley) – I'm mainly here to advocate for transit-oriented mixed use development jobs near housing
4. How should LRMTTP vision be similar or different to prior countywide plan?
- a. Rosemary Hoerning – a lot of the goals need to be consistent with the funding sources available
 - b. Steve Smith – we are supportive of state and regional goals, but it needs to be personalized to the county, such as the freight issues discussed. We appreciate the comments about the Gold Line. It was included in the Countywide Transportation Plan, but could have been clearer in the bullets.

5. Which trends will have the biggest impact on how people and goods travel in San Bernardino County over the next 25 years?



- a. Anna Jaiswal – ZEV transition is important for all types of vehicles, but it’s definitely something we’re actively working towards for transit. Charging infrastructure is key because the range is not what’s needed to support our routes.
 - b. Diana Fox – my biggest worry on ZEV is the upstream infrastructure. You can have lots of charging stations, but if there isn’t enough electric generation capacity, there is still a problem. We already can’t keep the grid up in the best of times, and now we’re adding all these cars and trucks.
6. Fast forward 25 years and imagine San Bernardino County has won an award for “Most Improved Mobility of any County in the U.S.” What did the County do to win this award?
- a. Carolyn Schutten – Interconnected TOD hubs. Having connectivity across the region oriented around transit.
 - b. Oskar Zambrano – Take examples from other communities. Countries and cities that have been in the same position. An electrified transit system, how Mexico did double decker systems. Cities in Europe or Seattle that have small communities with shops nearby and don’t need to drive out. It does take a lot of investment, but the Inland Empire has been underinvested for years. We should think outside of how urban planning is normally done. Be more bold and ask for more resources for the San Bernardino region.
7. Enter one or two words to describe topics the vision should include. Enter as many as you wish.

geographic differences
financial reality human-centric
connectivity accessible
community sustainability options
realistic efficient affordable
collaboration accessibility
24 hour access equitable
forward thinking door-to-door



San Bernardino County Transportation Authority (SBCTA)

Long-Range Multimodal Transportation Plan

Mobility Working Group Meeting 1

Thursday, July 27, 2023, 1:00 – 2:30 p.m.

Agenda

1. Introductions
2. LRMTTP Background
3. Stakeholder and Public Engagement
4. Existing Conditions
5. Visioning Discussion
6. Next Steps

Attendees

- Courtney Aguirre, SCAG
- Craig Barnes, Victor Valley Transit Authority
- Fredy Bonilla, Victorville
- Prithvi Deore, SCAG
- Roderick Diaz, SCRRA
- Thanya Espericueta, Caltrans D8
- Justine Garcia, City of Rancho Cucamonga
- Brian Gengler, Victorville
- Nancie Goff, Victor Valley Transit Authority
- Cheri Holsclaw, Basin Transit
- Anna Jaiswal, Omnitrans
- Ginger Koblasz, SBCTA
- Danica Nguyen, South Coast AQMD
- Mark Roberts, Caltrans D8
- Steve Smith, SBCTA
- Nicole Soto, SBCTA
- Scott Strelecki, SCAG
- Nancy Strickert, SBCTA
- Bryan Torres Ayala, Victor Valley Transit Authority

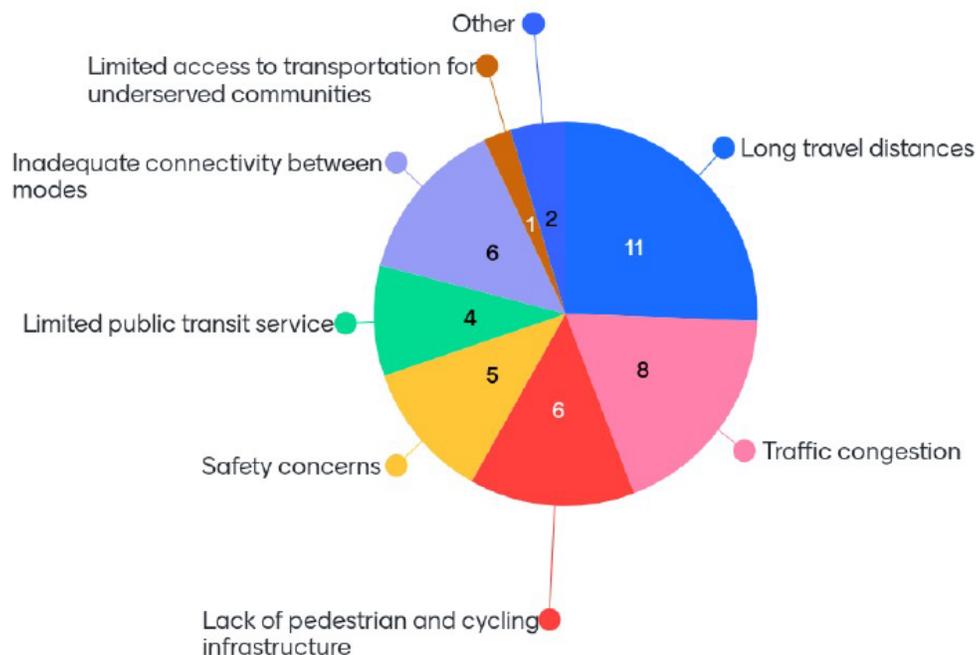
- Matt Benjamin, Fehr and Peers
- JD Douglas, HDR
- Joel Lessard-Clouston, HDR
- Marie Lewis Adams, HDR
- Valerie Mackintosh, AMMA Transit Planning
- Heather Menninger, AMMA Transit Planning
- Sohrab Mikanik, Arellano Associates
- Nancy Verduzco, Arellano Associates

Existing Conditions

- Brian Gengler – I know this plan takes into account current policies, but one thing to consider is adapting to changes in future policy. Looking back in the past, we know policy has changed over time. We can't know what will happen, but what if there is a change in the position on traffic congestion/capacity. Perhaps something could be included in the plan for adapting to policy or advocating for changing policy. I know VMT is not supposed to be induced, but if congestion becomes so severe, it could impair other state goals.
- Steve Smith – thanks for that question. One thing to note is we will have a set of future scenarios. That could be a place to inject policy change. One thing we've learned is things are not very predictable over the short term and probably even less in the long term.

Visioning Discussion

1. What are the biggest transportation challenges you face in your community?





i. Long Travel Distances

1. Brian Gengler – for Victor Valley residents, since we're isolated and there is a jobs/housing imbalance, many residents have to drive outside the area for their jobs
2. Justine Garcia – a little different from Victor Valley, but we see lots of folks commuting to downtown Los Angeles, west or south. We're trying to focus on bringing jobs and different land uses to pair opportunities with residents who live here so they don't have to travel outside the area for work or recreation. It's a common problem in county in general even though the cities are very different.
3. Roderick Diaz – as a service provider, distances are an indicator of dispersed sprawl that makes it difficult to provide good transit service as an alternative to autos. It also makes local solutions difficult.

ii. Traffic congestion

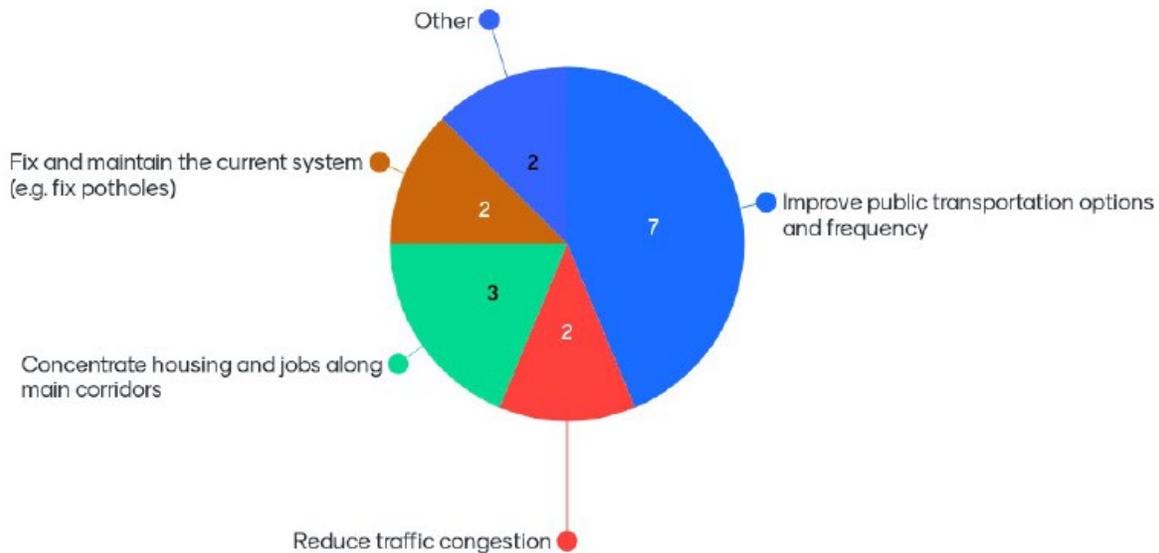
1. Justine Garcia – we are trying to implement projects that facilitate traffic movement through corridors. With the Regional Housing Needs Assessment allocation, development brings more travel demand. Lack of connectivity and job market brings more cars. Congestion is a challenge that the city is thinking of ways to address. Community members will always have traffic concerns when they see new development.

iii. Inadequate connectivity between modes

1. Brian Gengler – Victor Valley has no rail connection, so it's isolated in that respect.
2. Justine Garcia – there is a lot going on in Rancho Cucamonga with the Metrolink station and potential for High-Speed Rail there. We have developed a district plan for that transportation hub. It connects the broad region, the very long-distance piece, but there is still an issue with connectivity within the city, e.g. using a bike to get to a bus.
3. Thanya Espericueta – one of the solutions/strategies could be improving existing park and ride facilities or adding to that inventory of facilities. Going beyond parking spaces but thinking of where we place mobility hubs and what amenities we provide, like EV chargers or bike parking.

iv. Safety

1. Thanya Espericueta – thinking mainly of safety at roadway crossings. At interchanges there is a long distance to cross.
2. If you could change anything about the transportation system, what would it be?



i. Improving transit

1. Nancie Goff – Victor Valley is not as urban as its neighbors down in the valley. We have to cover longer distances. In particular we have the problem of coverage vs. frequency. In the old days, we would say all it takes is money, but post-COVID there are many things to address. Issues with maintenance, keeping buses up and running, driver shortages. Comprehensive problems in need of a holistic approach.
2. Anna Jaiswal – traffic congestion also impacts buses. In partnership with SBCTA, we are developing a network of BRT corridors with dedicated lanes and signal priority. Without that, it's difficult to compete with autos when stuck in the same traffic. Workforce shortages are a big issue. Trying to bring back frequency but it takes people, not just money. We also hear safety concerns from customers. Trying to address issues of feeling unsafe at bus stops with lighting.
3. Roderick Diaz – A major initiative for Metrolink is SCORE with the goal to bring service to 30min on the San Bernardino Line. If I'm forced to choose one, I chose concentrating jobs and housing. Without that, service is not as effective and improving transit doesn't work as well.

ii. Other

1. Cheri Holsclaw – I chose "other" because we have a large population of low-income seniors on a budget. I would choose free fares, but TDA requirements prevent that.
2. Nancie Goff – I second free fares.
3. Nicole Soto – cost is a major issue when working with employers for vanpool. Not just convenience, but there needs to be a financial incentive to switch modes.

4. Thanya Espericueta – Tough to pick one. I chose transit, but almost chose concentrating jobs. I was trying to think which would help the others (e.g. transit would help reduce congestion). In addition to providing options, we need to increase reliability and safety of the options we have. I see those issues come up in surveys and among friends and family. Ease of use and comfort can be barriers. Second and third the free fare comment. I think it should be for everyone. It helps with equity, like free and reduced lunches, it can be better to provide it for everyone.
5. Mark Roberts – I strongly concur with SCAG and concentrating housing and jobs along main corridors. A history of poor City Planning that embraced sprawl is a major problem in the Inland Empire.

3. Subregion Discussion

i. Victor Valley

1. Brian Gengler – A lot of people have to drive out for medical services. Lack of reliability of arriving on time is an issue. I know traffic congestion wasn't high on the poll, but it's becoming more of an issue. With more delay, there are environmental and social impacts. Don't know how to address that within the policy environment, but I don't think the issue is going to go away.

ii. Morongo Basin

1. Cheri Holsclaw – we don't have the same traffic congestion issues, but we have issues with very long-distance travel. One transit route is 80 miles one way.

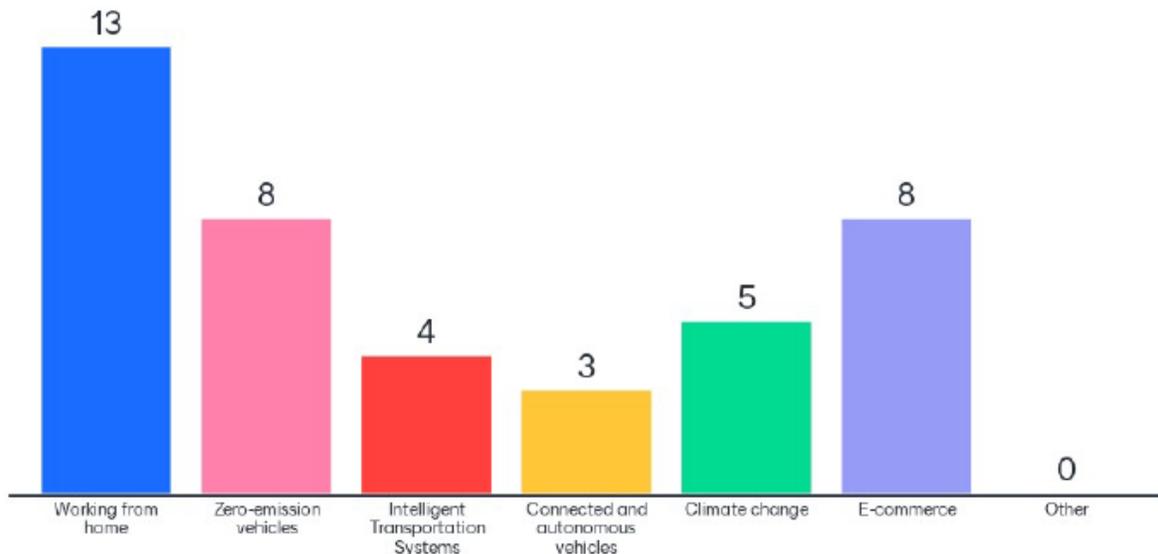
iii. North Desert

1. Nancie Goff – our area is more rural, we have issues with long distances and connectivity. Don't want to be on I-15 on a Friday.
2. Fredy Bonilla – I moved here in 2018 and was commuting to Cerritos. Traffic turned drives into much longer journeys.

iv. Valley

1. Justine Garcia – our area is more urban, though not as much as LA. Having to rethink the idea that we're a typical suburban city with a car focus. Now we have to move into the next phase of our lives with higher density development and rethink what connectivity means. It doesn't just mean getting in your car. Even if people don't want other options, we need to provide them and get a mind shift so congestion doesn't grow exponentially. Air quality and goods movement are issues as industrial development comes into our cities. Especially for short distances, as there more opportunities for walking, biking, transit. Trying to break up blocks to provide a landscape that facilitates multiple modes. The city is pretty large and encompasses different types of neighborhoods that need to work together. We have residents that travel far distances to work, but also have employees that travel long distances from other places.

2. Mark Roberts – suggest zoning code revisions that include bike and pedestrian through-block connections during subdivision review, block size limitations, cul-de-sac length limitations.
 3. Thanya Espericueta – Caltrans is currently working on a part-time shoulder use pilot project to allow travel on shoulders during peak periods on southbound I-15.
 - v. Nancy Strickert – Needles suffers from being remote. Many services are actually in Arizona so people have to cross the county line. Court services are now in Barstow. I didn't hear anyone talk about the mountains. People like going up to the lakes, which causes congestion that delays transit.
4. How should the LRMTTP vision be similar or different to prior countywide plan?
 - i. Brian Gengler – I don't see "mobility" as a goal. it just implicit that mobility is part of the other goals?
 - ii. Steve Smith – that's very observant. There are many plans that have mobility listed specifically. In some ways it's implicit, but I think it's something to look at with the new plan.
 - iii. Mark Roberts – I would like to see this align with California's Climate Action Plan for Transportation Infrastructure (CAPTI), which is newer than the California Transportation Plan (CTP) 2050. We are starting on CTP 2055.
 5. Which trends will have the biggest impact on how people and goods travel in San Bernardino County over the next 25 years?



- i. Working from home
 1. Scott Strelecki – I have seen many stances and perspectives in the media, but I think we can definitely see that productivity can be looked at differently by task. There will continue to be innovation in this area. Working from home is a mobility challenge because trip patterns change and it's not clear if it is good for VMT overall.

2. Justine Garcia – this goes along with goal of improving job housing balance. It changes the type of demand. Instead of long commutes, people are trying to get to the grocery store or their kids’ school. We’re really trying to get people out of their cars for the frequent 1-3 mile trips.
- ii. E-commerce
 1. Brian Gengler – Trip purposes would change because a truck is delivering instead of people driving to stores. It would certainly have an effect on the system.
 2. Justine Garcia – that’s the main point, the trip pattern changes. Now we’re talking about different types of logistics hubs and different types of vehicles. There are large trucks but also smaller transit/UPS-type vehicles. They’re trying to deliver as efficiently as possible into neighborhoods rather than people coming to one place. It increases van traffic on local roads, which increases load and affects maintenance. The impacts are still unknown.
6. Fast forward 25 years and imagine San Bernardino County has won an award for “Most Improved Mobility of any County in the U.S.” What did the County do to win this award?
 - i. Nancy Strickert – pedestrian/bike lanes that connect to bus-only lanes. Cars are limited and vehicles have to pay for parking. Bus, bike, and walking need their own safe places.
 - ii. Brian Gengler – we would need to predict human behavior to know how much people would use the services provided. It’s great to improve things, but my question is how many people would use it. Needs to be a multi-pronged approach. Highway system alone isn’t enough but shouldn’t be neglected either.
 - iii. Thanya Espericueta – improve/increase transit and expand ZEV infrastructure/charging stations.
 - iv. Justine Garcia – we talked about increasing service, maybe being a county that prioritized the convenience of frequent service over the convenience of getting in a private auto.
 - v. Mark Roberts – Tens of thousands of new high-density housing units were built along the SBx and the West Valley Connector BRT Systems.
 - vi. Mark Roberts – More managed lane systems were built with high quality parallel bike and pedestrian facilities and heavy rail extensions.
 - vii. Roderick Diaz – all transit is frequent and integrated with timed connections at major transportation hubs. Passengers can travel without a bus book or timetables
7. Enter one or two words to describe topics the vision should include. Enter as many as you wish.





Stakeholder Working Group #2 Meeting Materials



SBCTA Long-Range Multimodal Transportation Plan



Community Working Group Meeting 2
October 25, 2023



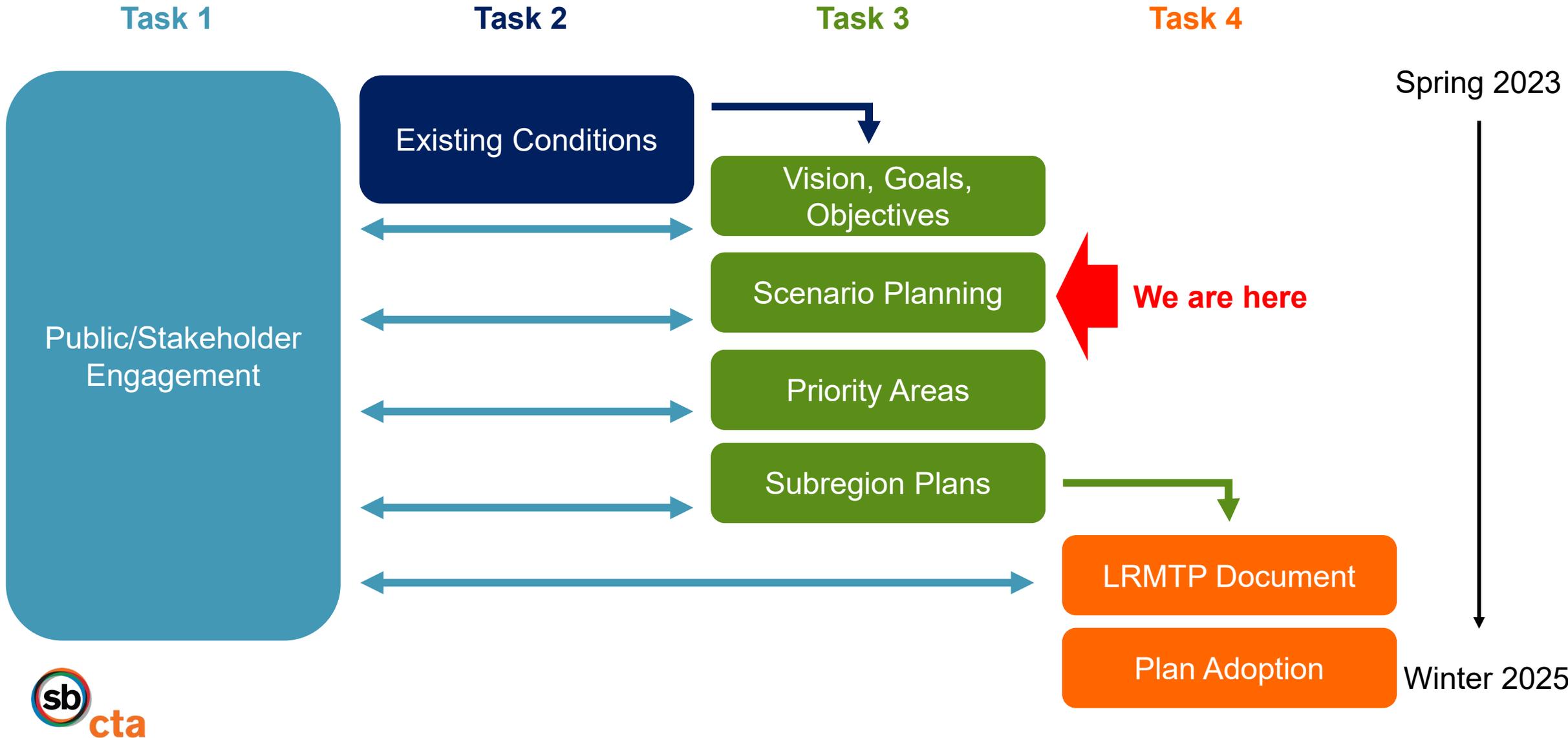
AGENDA

- 1 Introductions
- 2 Plan Progress
- 3 Stakeholder and Public Engagement
- 4 Plan Vision, Goals, Objectives, and Performance Measures
- 5 Scenario Planning
- 6 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 Meeting

- Provided overview of study background and process
- Described key findings from existing conditions
 - County is large, diverse, and spread out, with differing needs by community
 - There is a need to balance accommodating growth with environmental goals
- Received input on the county's challenges and what stakeholders envision for the future



Stakeholder and Public Engagement

Stakeholder Engagement

- Series of six quarterly virtual meetings between Summer 2023 and Fall 2024
- Stakeholders will advise the project team throughout the process
- Include subregional representatives

Community Working
Group

Mobility Working Group

Public Engagement

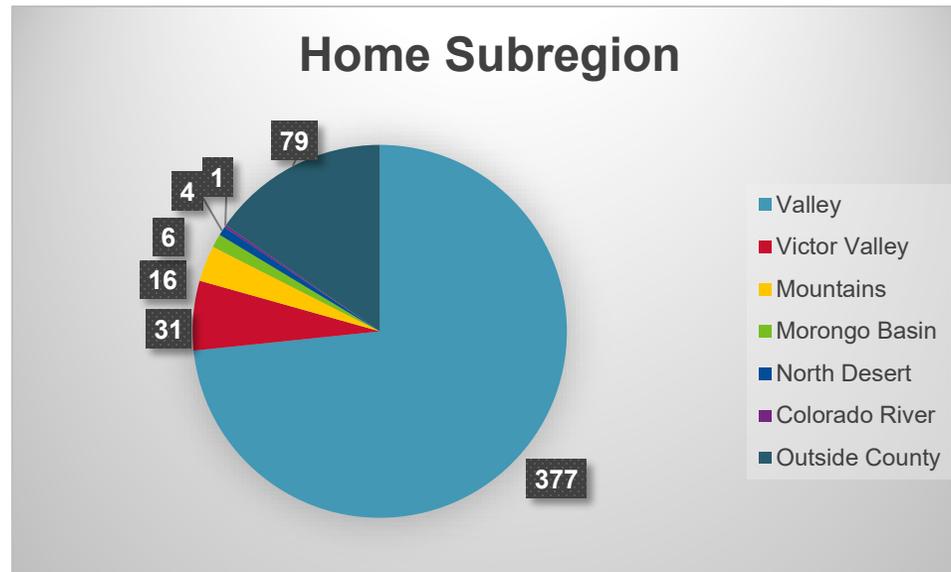
- Project website gosbcta.com/lrmtpl
- Informational materials
- [Story map](#)
- Online survey: [English](#) / [Spanish](#)
- Social media and e-newsletters
- Virtual open houses
 - Round 1 conducted September 27 and October 3
- Engaging underrepresented communities



The cover page of the Long Range Multimodal Transportation Plan (LRMTP) document. It features the sbcta logo at the top left and the LRMTP logo at the top right. The title 'LONG RANGE MULTIMODAL TRANSPORTATION PLAN' is prominently displayed. Below the title, there is an 'Overview' section with a map of San Bernardino County showing the North Desert, East Desert, Valley, and Mountain regions. A 'Schedule' section lists key milestones from Spring 2023 to Fall/Winter 2024. A 'Key Elements of the LRMTP' section lists four main goals: bringing together multiple planning efforts, engaging stakeholders, understanding transportation network challenges, and identifying funding sources. The bottom of the page features the slogan 'Plan. Build. Move.' in a blue bar.

Preliminary Survey Results

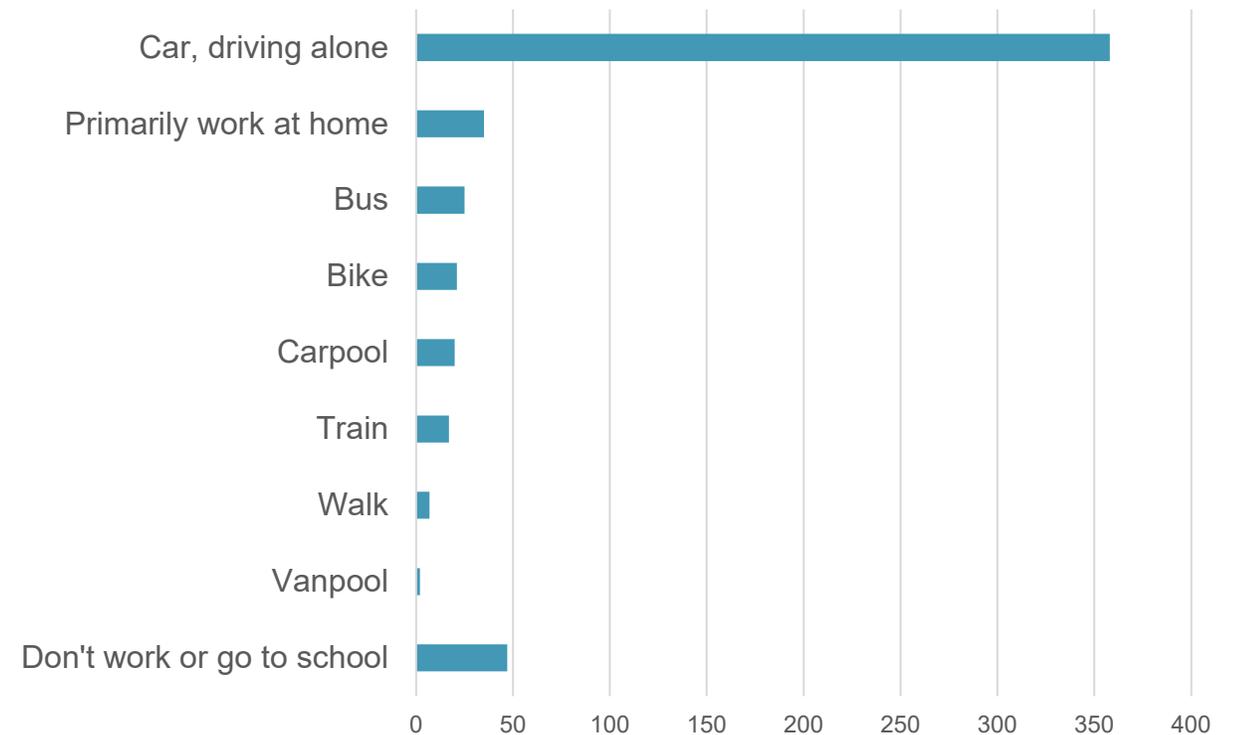
- An online survey went live August 23rd and closes October 31st
- The survey is available in English and Spanish
- As of October 11th, 539 responses were received (527 English and 12 Spanish)
- The vast majority of respondents live in the Valley subregion



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%)

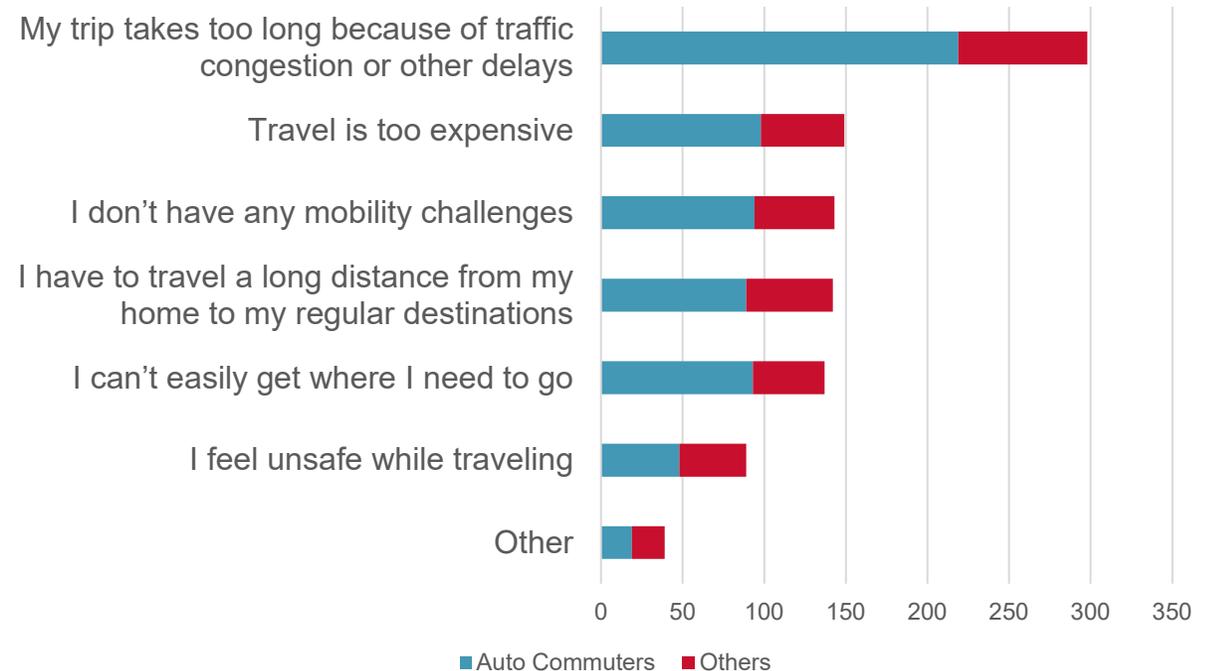
What kind of transportation do you primarily use to get to work or school?



Preliminary Survey Results – Mobility Challenges

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

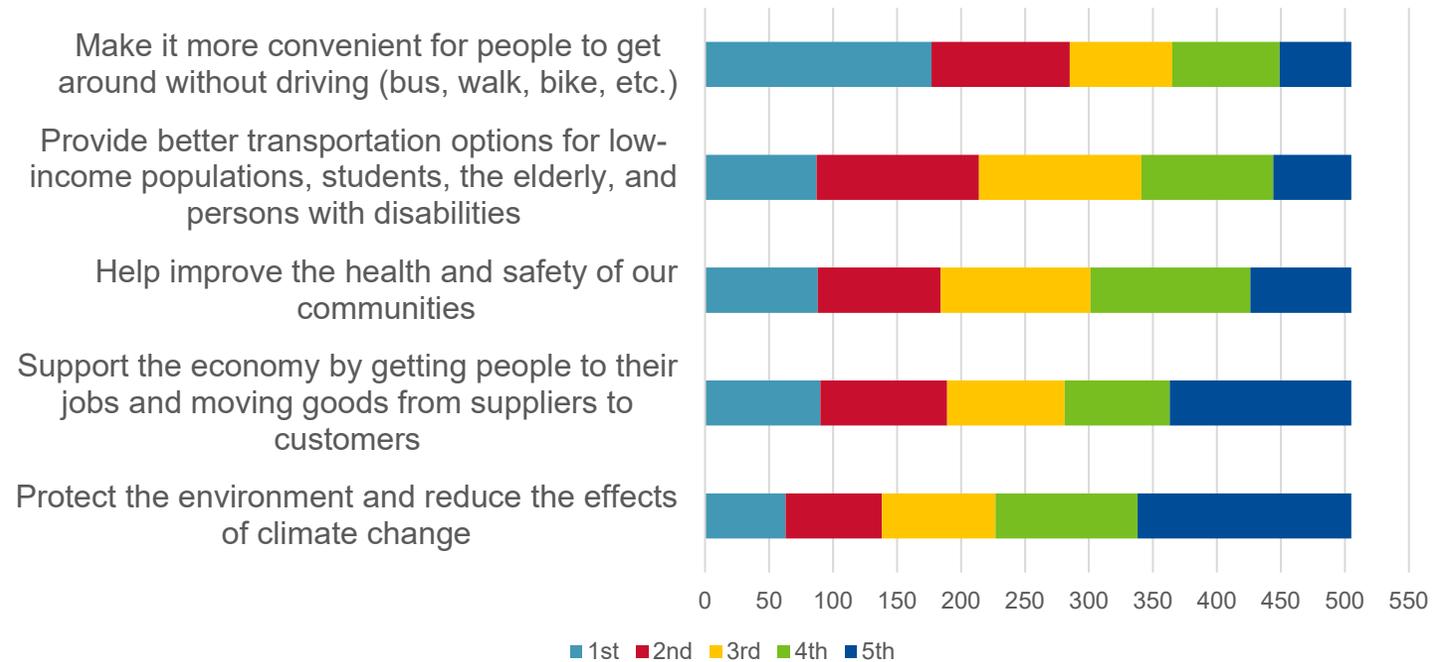
What are the top mobility challenges you face?



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
- The economy was 2nd most common top priority, but also the 2nd most common last priority
- Fewer respondents prioritize environmental factors

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



LRMTP Vision Goals, Objectives, and Performance Measures

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

Measuring Performance

- Total VMT and VHT (by truck and by passenger vehicles)
- Average passenger vehicle VMT per capita
- Person-hours traveled for work and non-work trips
- Annual hours of delay (total and per capita)
- Mode share for work trips
- Transit ridership
- Share of population, population in disadvantaged communities, and employment within half mile of transit stop
- Share of population, population in disadvantaged communities, and employment in high quality transit areas (as defined by SCAG)
- GHG emissions (total and per-capita)
- Criteria pollutant emissions
- Truck delay by facility type (freeway, interchange, arterial)



Scenario Planning

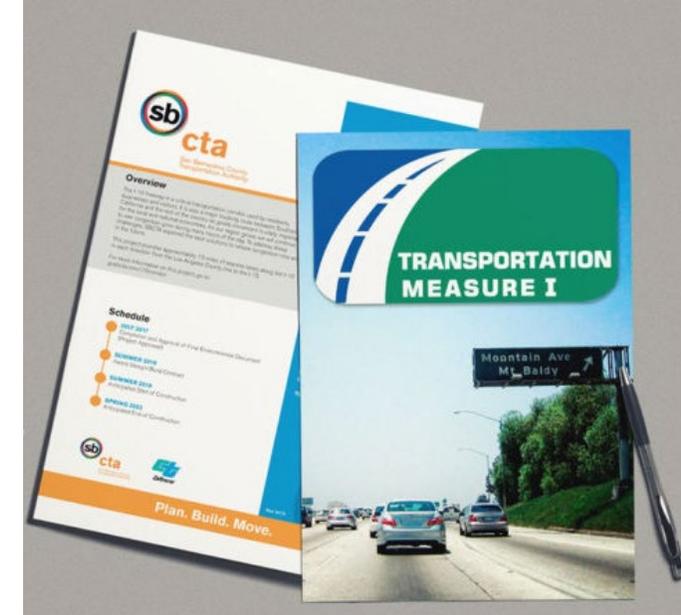
Scenario Planning Process

- To inform the recommendations of the plan, two levels of transportation investment (Baseline and Enhanced) will be modeled with multiple context scenarios that influence travel demand (e.g., increased telework)
- SBCTA's Travel Demand Model (SBTAM+) includes assumptions for Baseline and Enhanced networks
- Today's discussion focuses on establishing the **context scenarios** we will use to evaluate the networks and develop additional recommendations

Transportation Network	Demand Context		
	A	B	C
Baseline	1	2	3
Enhanced	4	5	6

Transportation Network Investment

- Baseline
 - Includes transportation improvements that can be funded with known funding sources: Measure I, mitigation fees, gas tax funds, tolls, and reasonably expected discretionary grants
- Enhanced
 - Assumes more availability of new funding sources (ex. supplemental Measure I, statewide VMT fee, aggressive discretionary grants)
 - Roughly corresponds to financially constrained scenario for SCAG RTP
- These networks have been preliminarily developed within SBTAM+, but additional elements can be incorporated based on scenario modeling results



Context Scenarios

- The future is uncertain, as reinforced by recent experience with the COVID-19 pandemic and its influence on travel behavior
- To test the resilience of the LRMTTP’s strategies and recommendations, improvements to the transportation network will be tested in “multiple futures” with different background conditions
- How will society change over the next two decades? Potential scenarios include:
 - “Business as Usual” - travel patterns return to pre-pandemic conditions
 - “Virtual Future” – Shift to remote work, e-commerce, and online interaction is permanent or even grows stronger
 - “Smart Growth” – future population and employment growth is concentrated around major transit corridors



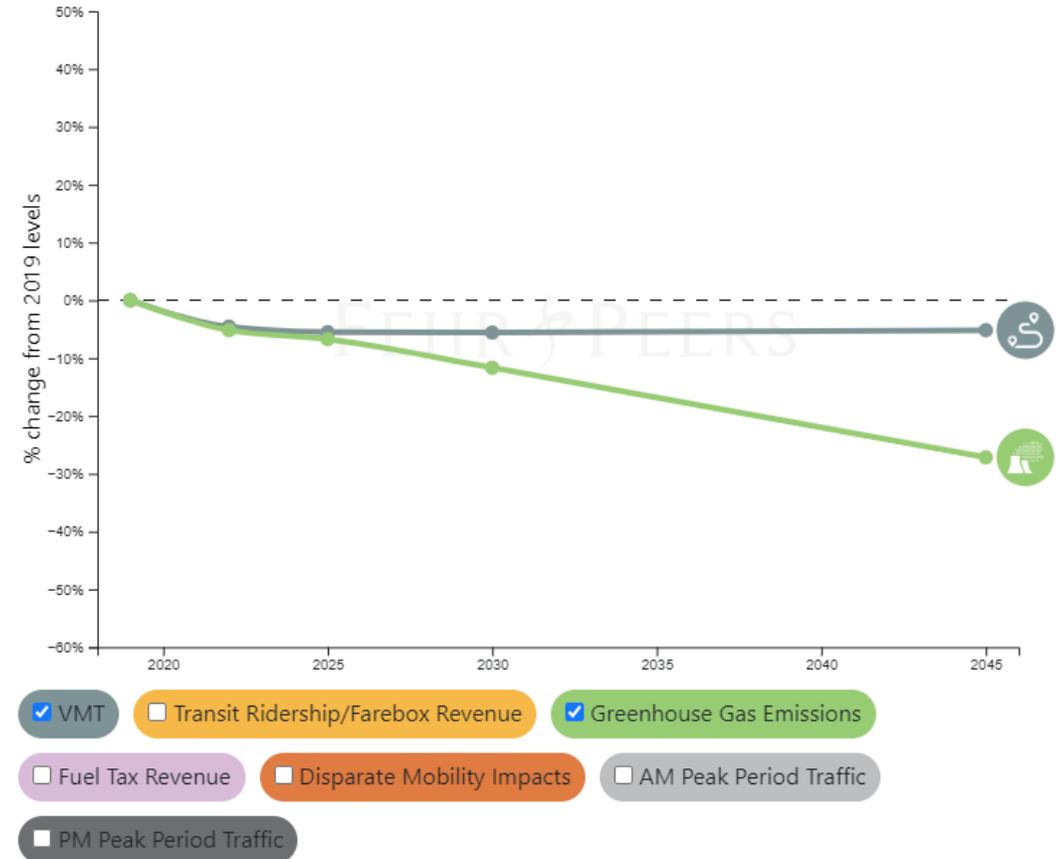
Scenario Planning Steps

1. Develop context scenarios
2. Model existing Baseline/Enhanced network in each context
3. Review results, assess gaps and opportunities
4. Develop additional recommendations for Baseline/Enhanced networks
5. Model revised networks in each context

Context Scenarios – Trendlab+ exercise

- Trendlab+ is a tool that:
 - Evaluates disruptive forces stemming from socio-demographic changes, new technologies, and Covid-19
 - Predicts how disruptive forces affect travel, modal performance and equity
 - Accounts for trends such as telecommuting, home deliveries, and health and safety concerns
 - Assesses effect of emerging technologies such as EVs and AVs

See Your Forecasts



Context Scenario Discussion using TrendLab+ web tool

Next Steps

- Establish Context Scenarios
- Model existing Baseline/Enhanced networks in each context scenario
- Review results, assess gaps and opportunities

Project Contact Information

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San Bernardino County Transportation Authority (SBCTA)

Long-Range Multimodal Transportation Plan

Community Working Group Meeting 2

Wednesday, October 25, 2023, 10:00 – 11:30 a.m.

Agenda

1. Introductions
2. LRMTTP Progress
3. Stakeholder and Public Engagement
4. Plan Vision, Goals, Objectives, and Performance Measures
5. Scenario Discussion
6. Next Steps

Attendees

- Bernadette Beltran, San Bernardino County Department of Public Health
- Jeremiah Bryant, Omnitrans
- Elizabeth Carvajal, SCAG
- Anna Jaiswal, Omnitrans
- Lyle Janicek, SCAG
- Brent Merideth, active transportation advocate
- Carolyn Schutten, Arts Connection Network
- Sean Wilson, Loma Linda University
- Ginger Koblasz, SBCTA
- Steve Smith, SBCTA
- Joel Lessard-Clouston, HDR
- JD Douglas, HDR
- Marie Lewis Adams, HDR
- Nancy Verduzco, Arellano Associates
- Dennis Brooks, AMMA Transit Planning
- Sohrab Rashid, Fehr & Peers
- Ethan Yue Sun, Fehr & Peers



Stakeholder and Public Engagement

- Nancy Verduzco – the online survey is still live. The [project website link](#) is in the meeting chat section.

Plan Vision, Goals, Objectives, and Performance Measures

- Brent – There is a lot of inertia towards car traffic. It’s more convenient for the majority to take the car. Are there performance metrics that account for the inertia? Small gains in other modes actually account for big shifts.
- Marie – How we message these outcomes will be really important. As we get into the scenario discussion, there are other factors beyond the transportation system that can influence mode choice.

Scenario Discussion

- Sohrab Rashid provided an overview of the Trendlab+ tool. Participants voted on how they thought each of nine topic areas would trend between now and 2045. Results are shown below. For information on how the three thematic conditions (return to pre-pandemic, new status quo, and transformative trends) apply to each trend, please see the presentation materials.

Trendlab+ Input, Community Working Group

Category	Trend	Return to Pre-Pandemic	New Status Quo (Default)	Transformative Trends
Social Economy	Social and Recreational Travel	2	7	3
	Labor Force Participation	2	5	7
	Migration and Land Use	0	5	8
Quality of Life and Public Health	Telecommuting	3	9	2
	E-commerce	0	8	5
	Car Ownership	7	6	0
	Health and Safety Concerns	6	4	3
Technology	Electric Vehicle Adoption	1	2	10
	Autonomous Vehicles	6	4	3

- Ethan Yue Sun summarized the estimated effects of these trends on key indicators. Results are shown below.



Trendlab+ Results, Community Working Group

Indicator	Value
Vehicle Miles Traveled	-9.2%
Transit Ridership/Farebox Revenue	-19.5%
Greenhouse Gas Emissions	-43.7%
Fuel Tax Revenue	-63.3%
AM Peak Period Traffic	-19.3%
PM Peak Period Traffic	-12.6%

Next Steps

- Marie Lewis Adams – feel free to email the project team with additional suggestions.

Trendlab+ Combined Results

Following the working group meetings, the project team combined the results of the Trendlab+ exercise for both the Community and Mobility Working Group meetings. The results are shown below.

Trendlab+ Input, Combined

Category	Trend	Return to Pre-Pandemic	New Status Quo (Default)	Transformative Trends
Social Economy	Social and Recreational Travel	9	13	5
	Labor Force Participation	5	18	7
	Migration and Land Use	1	9	18
Quality of Life and Public Health	Telecommuting	3	22	4
	E-commerce	1	16	11
	Car Ownership	12	14	0
	Health and Safety Concerns	7	14	6
Technology	Electric Vehicle Adoption	1	6	20
	Autonomous Vehicles	18	7	3



Trendlab+ Results, Combined

Indicator	Value
Vehicle Miles Traveled	-5.8%
Transit Ridership/Farebox Revenue	-17.6%
Greenhouse Gas Emissions	-41.6%
Fuel Tax Revenue	-62.0%
AM Peak Period Traffic	-10.7%
PM Peak Period Traffic	-7.2%



FEHR & PEERS

trendlab⁺

SBCTA LRMTTP

Introduction

TrendLab+

- Evaluates disruptive forces stemming from socio-demographic changes, new technologies, and Covid-19
- Predicts how disruptive forces affect travel, modal performance and equity
- Accounts for trends such as telecommuting, home deliveries, and health and safety concerns
- Assesses effect emerging technologies such as EVs and AVs

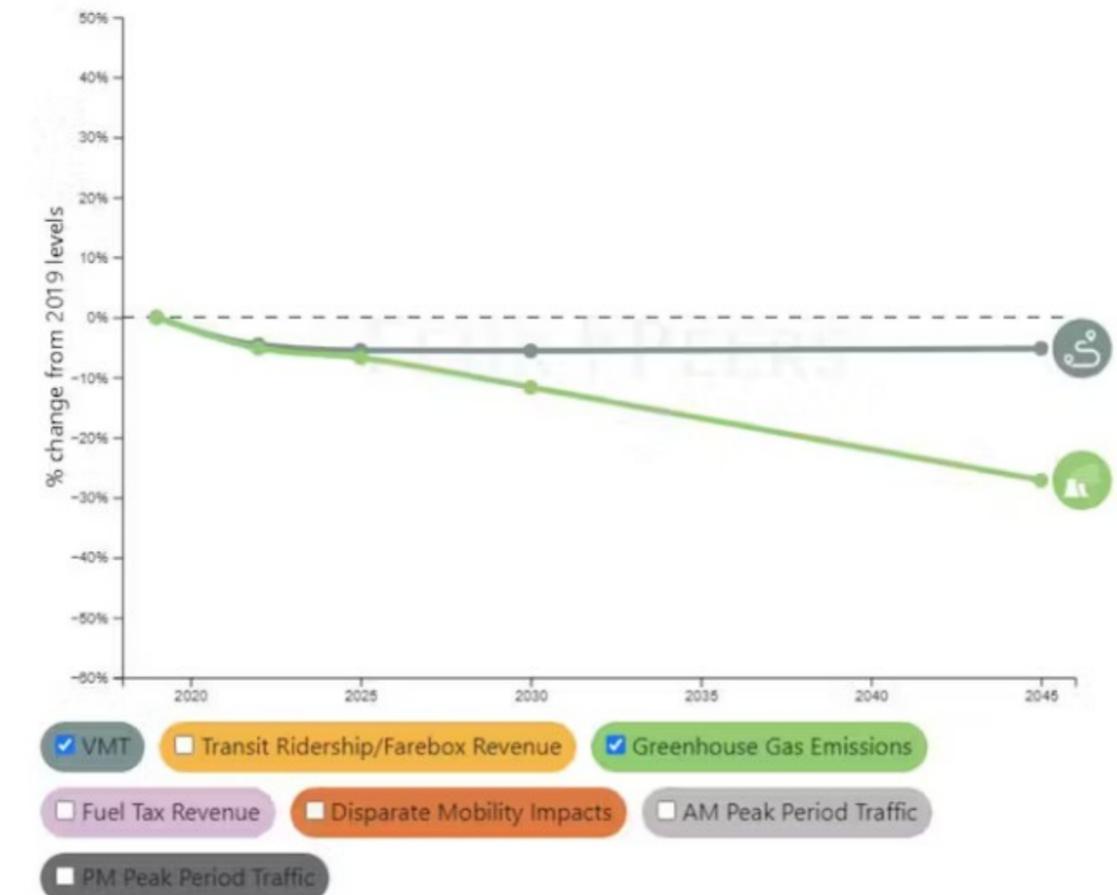
Thematic Conditions

New Status Quo (NSQ) – all trends stabilize at the levels achieved in 2022

Return to Pre-Pandemic (RPP) – trend variables return to the levels and trajectories they held in 2019

Transformative Trends (TT) – trend levels accelerate at greater rates than in 2020 and 2021

See Your Forecasts



Select a Trend

Social Economy

- **Social and Recreational Travel**
- **Labor Force Participation**
- **Migration and Land Use**

Quality of Life and Public Health

- **Telecommuting**
- **E-Commerce**
- **Car Ownership**
- **Health and Safety Concerns**

Technology

- **Electric Vehicle Adoption**
- **Autonomous Vehicles**



Social Economy

- 1) Social and Recreational Travel
- 2) Labor Force Participation
- 3) Migration and Land Use

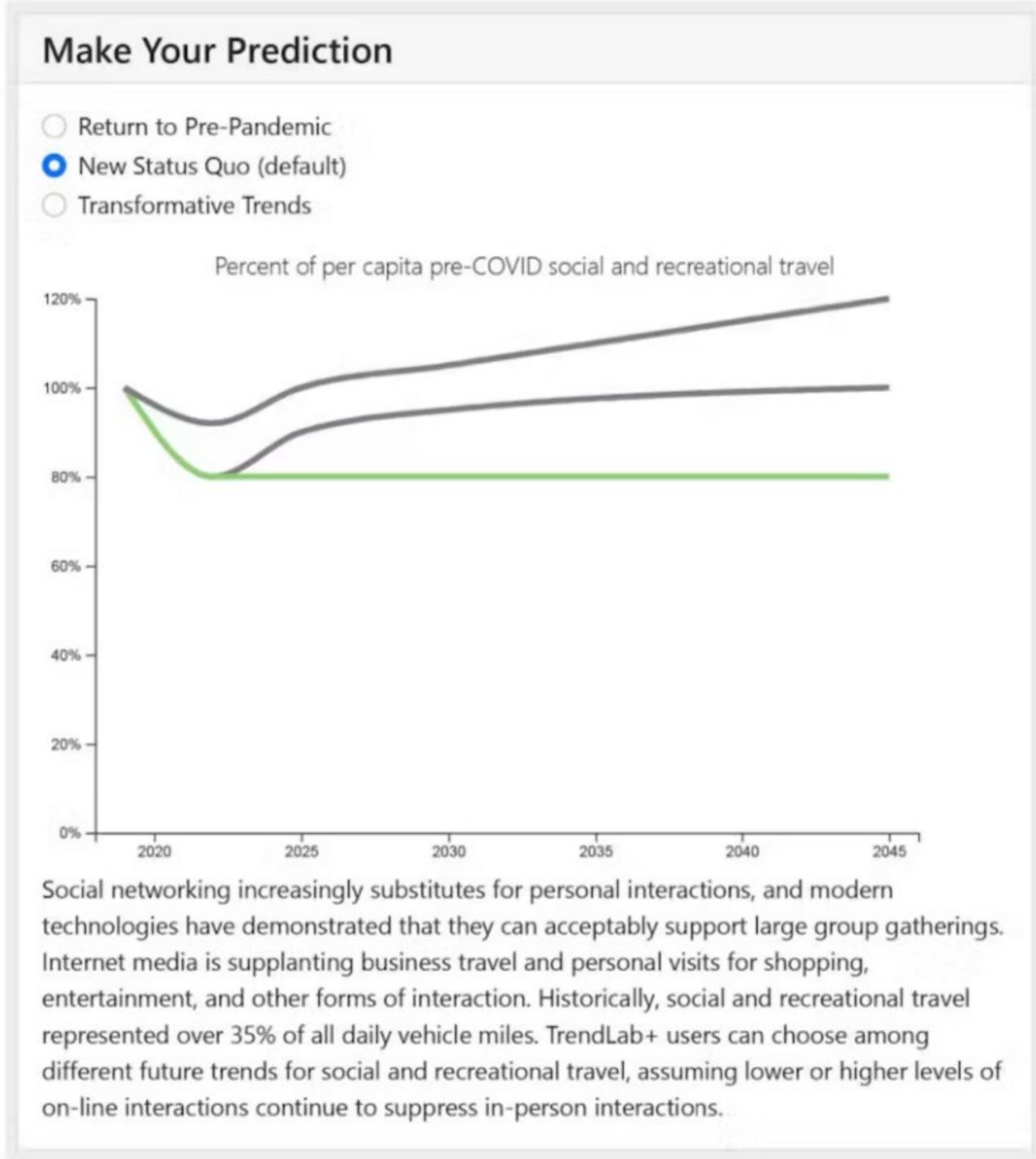




Social Economy

Social and Recreational Travel

- Return to Pre-Pandemic
- New Status Quo (default)**
- Transformative Trends





Social Economy

Social and Recreational Travel

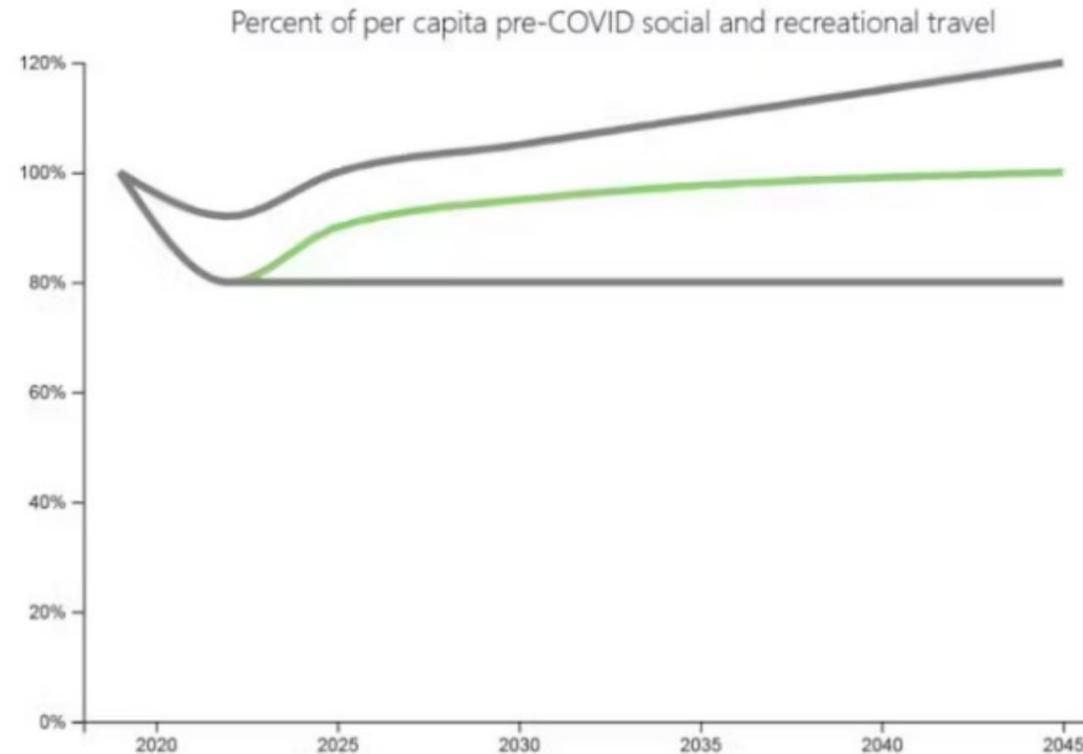
Return to Pre-Pandemic

New Status Quo (default)

Transformative Trends

Make Your Prediction

- Return to Pre-Pandemic
- New Status Quo (default)
- Transformative Trends



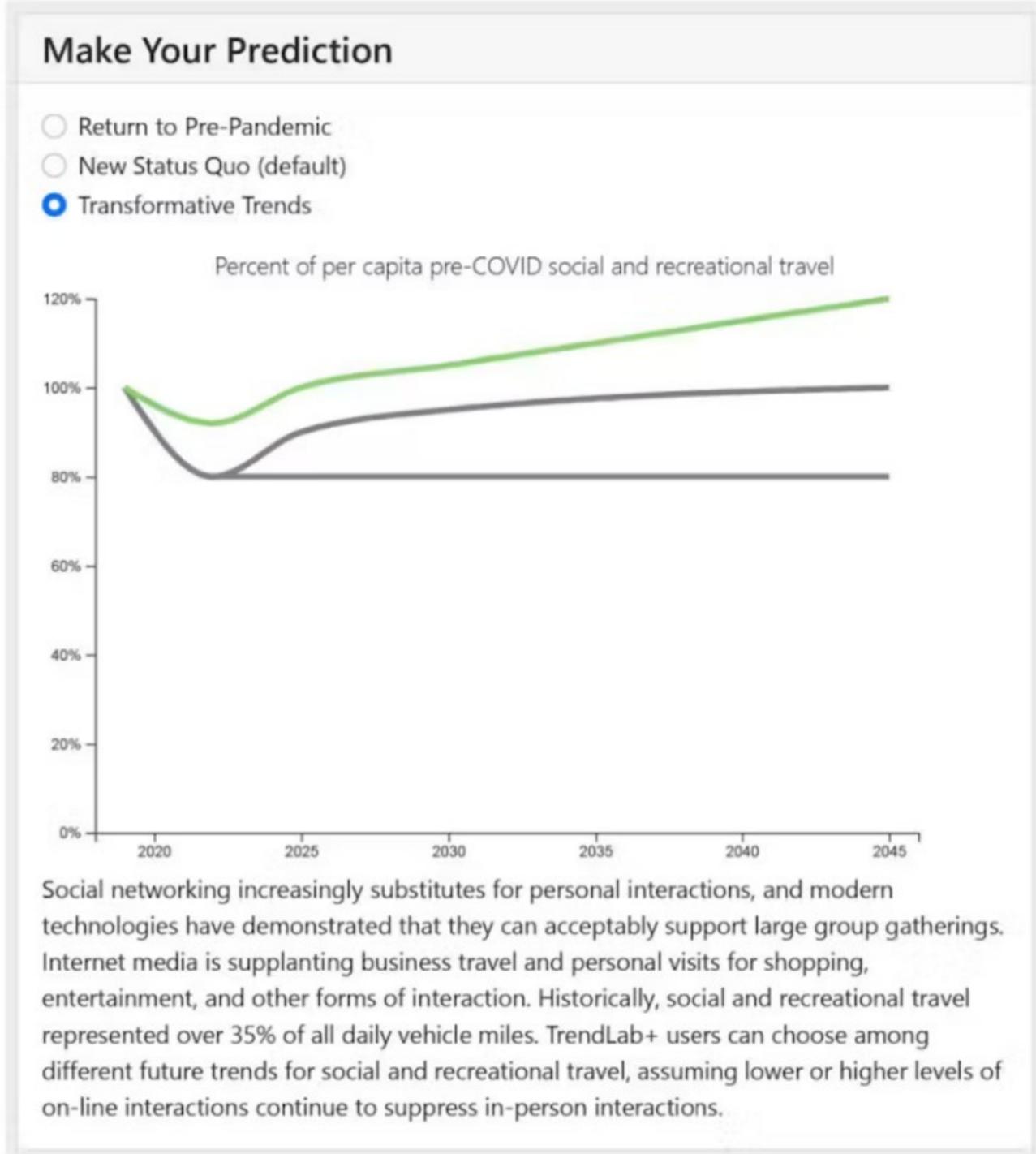
Social networking increasingly substitutes for personal interactions, and modern technologies have demonstrated that they can acceptably support large group gatherings. Internet media is supplanting business travel and personal visits for shopping, entertainment, and other forms of interaction. Historically, social and recreational travel represented over 35% of all daily vehicle miles. TrendLab+ users can choose among different future trends for social and recreational travel, assuming lower or higher levels of on-line interactions continue to suppress in-person interactions.



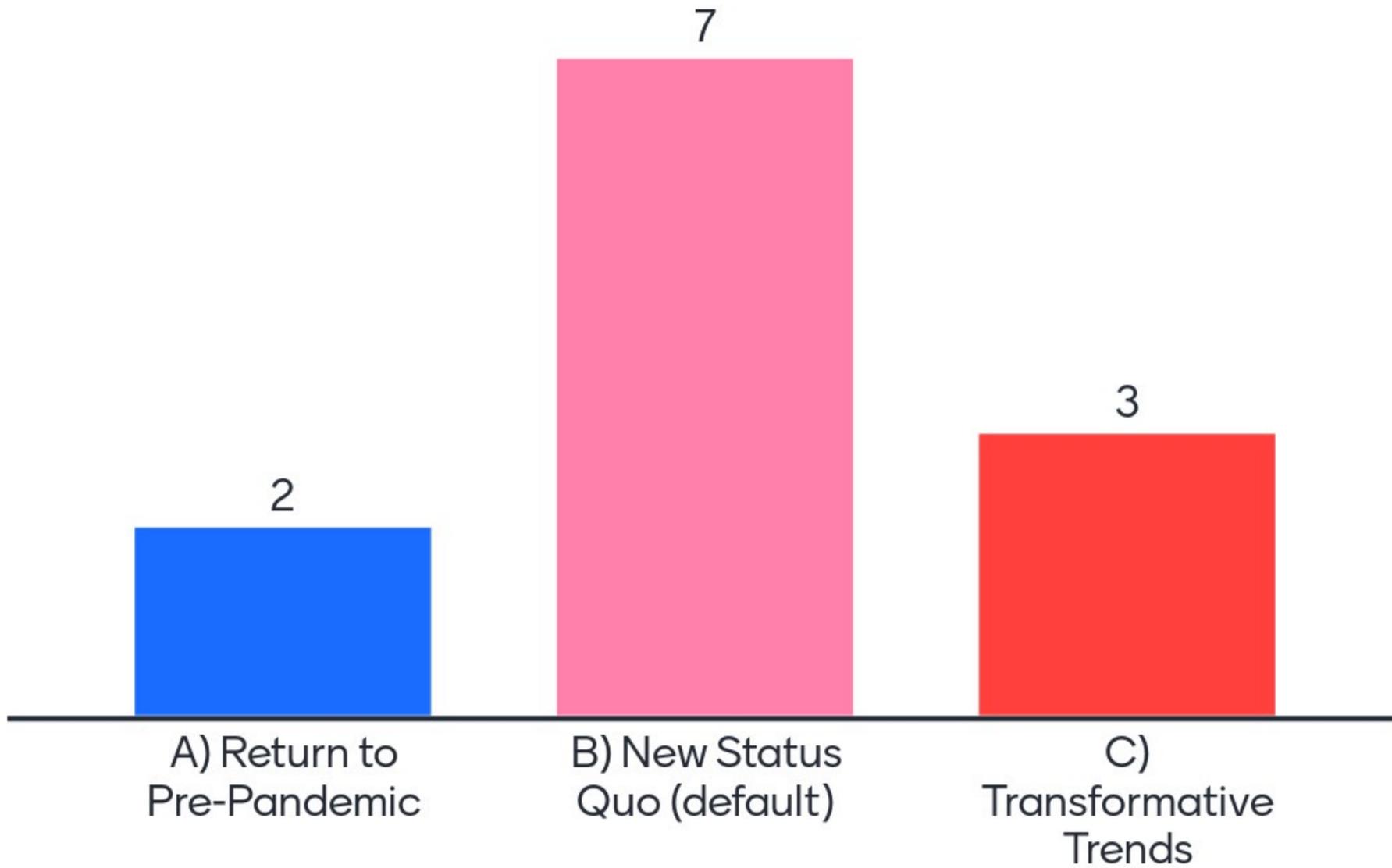
Social Economy

Social and Recreational Travel

- Return to Pre-Pandemic
- New Status Quo (default)
- Transformative Trends**



1) Social and Recreational Travel

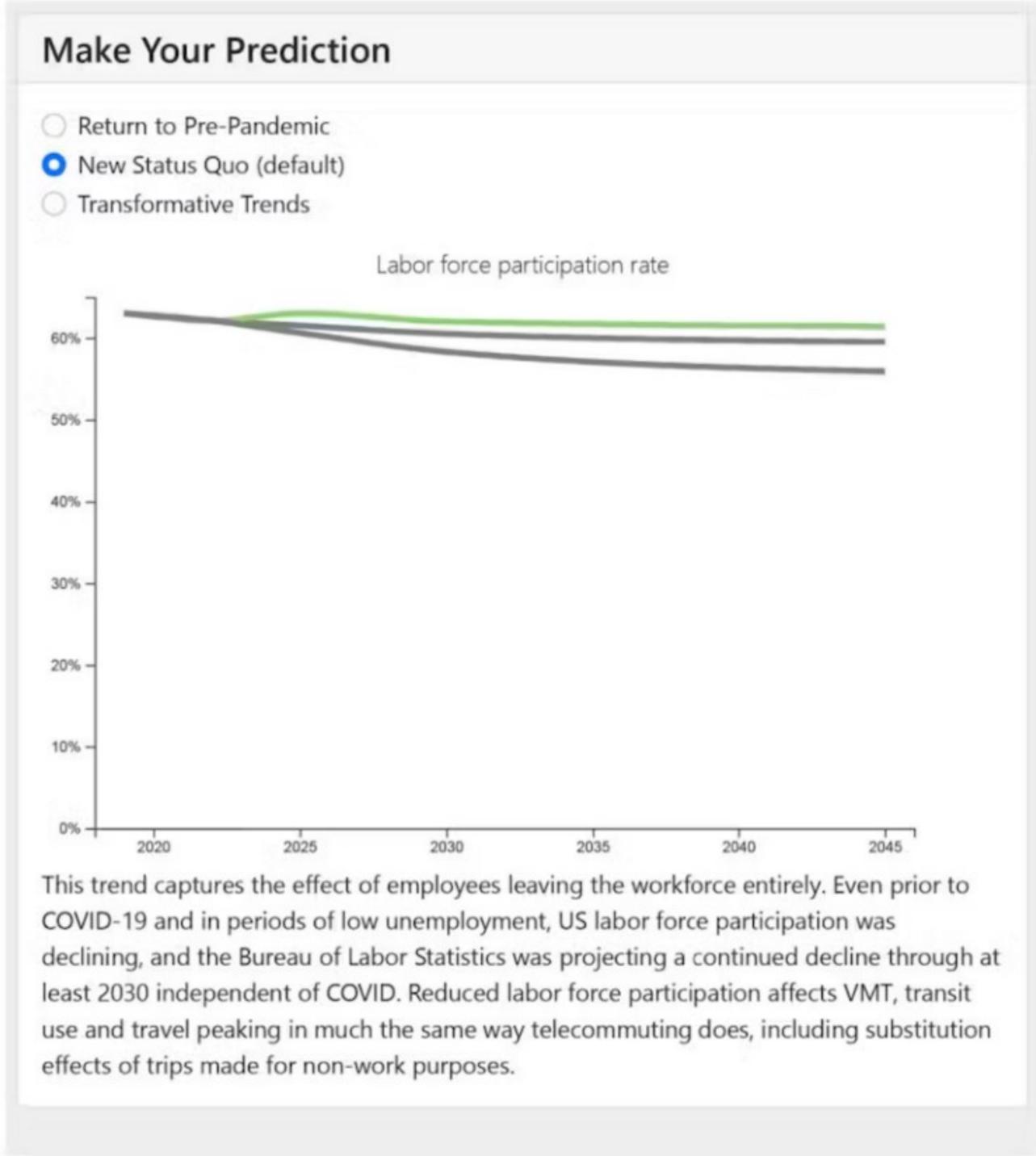




Social Economy

Labor Force Participation

- Return to Pre-Pandemic
- New Status Quo (default)**
- Transformative Trends





Social Economy

Labor Force Participation

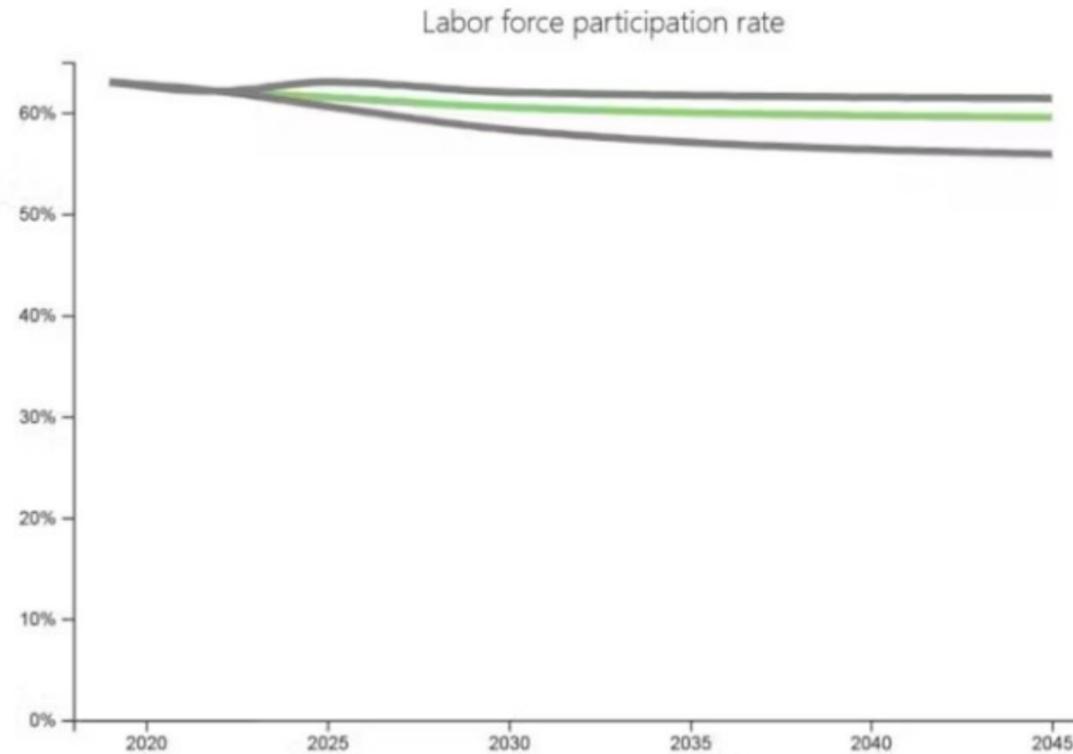
Return to Pre-Pandemic

New Status Quo (default)

Transformative Trends

Make Your Prediction

- Return to Pre-Pandemic
- New Status Quo (default)
- Transformative Trends



This trend captures the effect of employees leaving the workforce entirely. Even prior to COVID-19 and in periods of low unemployment, US labor force participation was declining, and the Bureau of Labor Statistics was projecting a continued decline through at least 2030 independent of COVID. Reduced labor force participation affects VMT, transit use and travel peaking in much the same way telecommuting does, including substitution effects of trips made for non-work purposes.



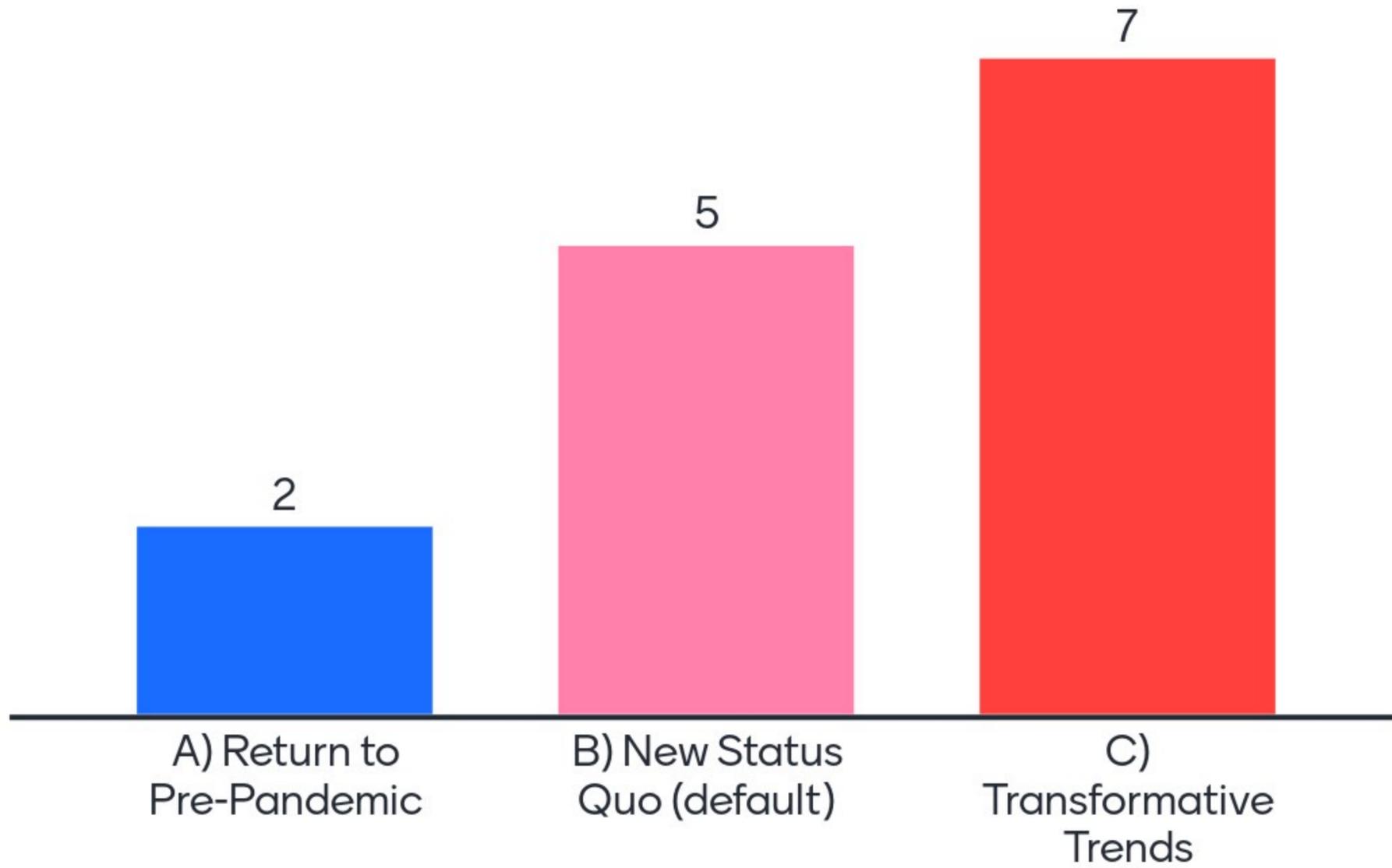
Social Economy

Labor Force Participation

- Return to Pre-Pandemic
- New Status Quo (default)
- Transformative Trends**



2) Labor Force Participation





Social Economy

Migration and Land Use

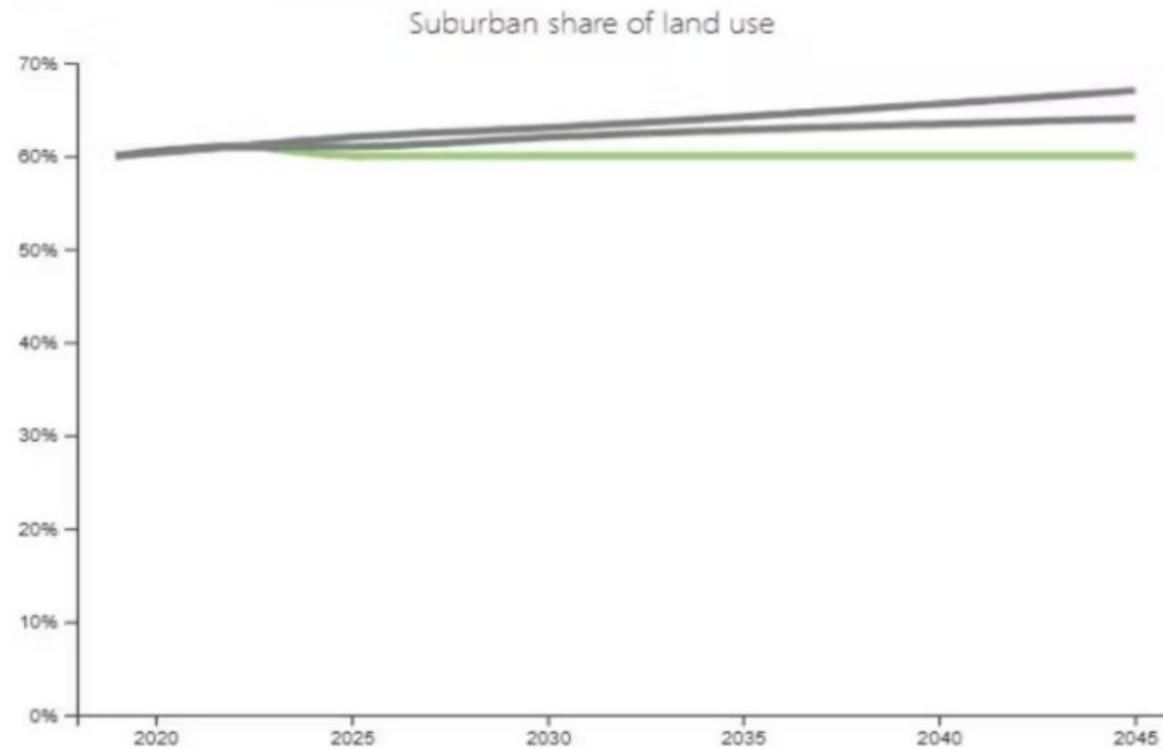
Return to Pre-Pandemic

Remain Fixed at Pre-Pandemic Level(default)

Urban Areas Recover and Stabilize

Make Your Prediction

- Return to Pre-Pandemic Trends
- Remain Fixed at Pre-Pandemic Levels (default)
- Urban Areas Recover and Stabilize



According to the Brookings Institute, "the pandemic year of 2020-21 showed substantial declines in highly dense urban core counties within major metro areas, driven heavily by domestic out migration... in the context of urban core county growth over the previous decade... (with) uncommonly high growth levels in the early 2010s." TrendLab+ users can select from three potential trends and urban development patterns: "return to pre-pandemic" with suburban population raising from about 60% suburban pre-COVID-19 to about 67% in 2045, "new status quo" wherein urban and suburban growth rates return to approximate parity, and "transformative trends" with almost all net growth in suburban counties.



Social Economy

Migration and Land Use

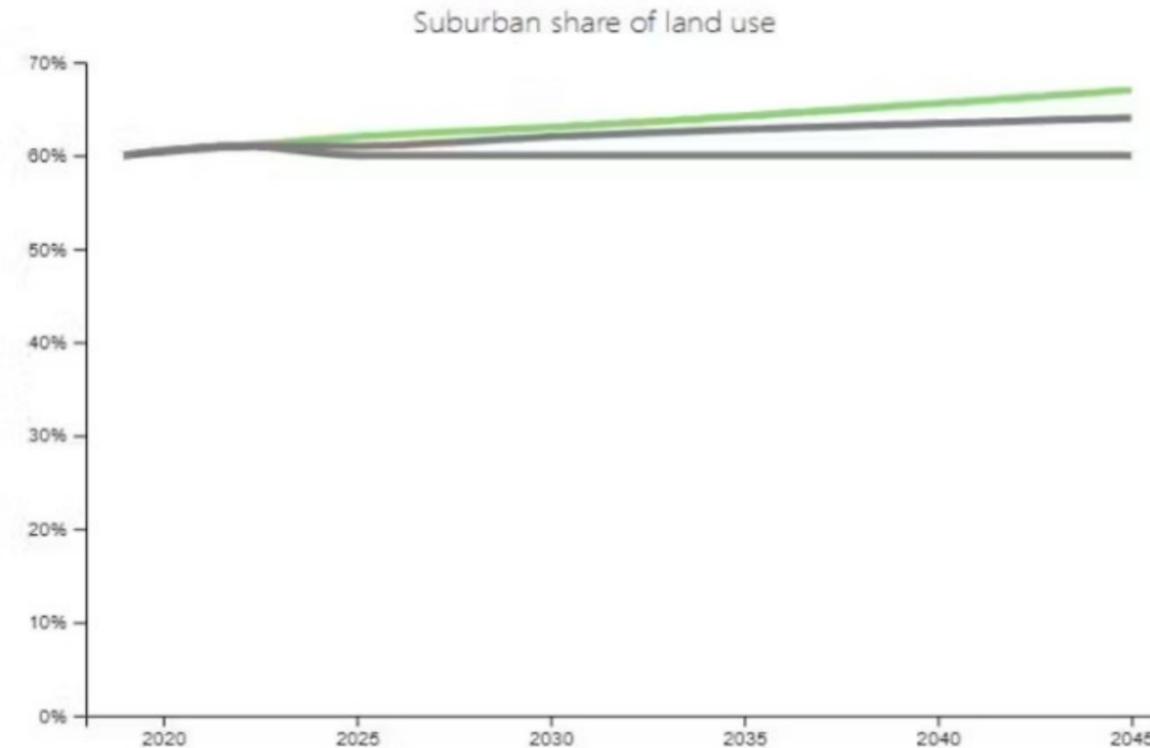
Return to Pre-Pandemic

Remain Fixed at Pre-Pandemic Level (default)

Urban Areas Recover and Stabilize

Make Your Prediction

- Return to Pre-Pandemic Trends
- Remain Fixed at Pre-Pandemic Levels (default)
- Urban Areas Recover and Stabilize



According to the Brookings Institute, "the pandemic year of 2020-21 showed substantial declines in highly dense urban core counties within major metro areas, driven heavily by domestic out migration... in the context of urban core county growth over the previous decade... (with) uncommonly high growth levels in the early 2010s." TrendLab+ users can select from three potential trends and urban development patterns: "return to pre-pandemic" with suburban population raising from about 60% suburban pre-COVID-19 to about 67% in 2045, "new status quo" wherein urban and suburban growth rates return to approximate parity, and "transformative trends" with almost all net growth in suburban counties.



Social Economy

Migration and Land Use

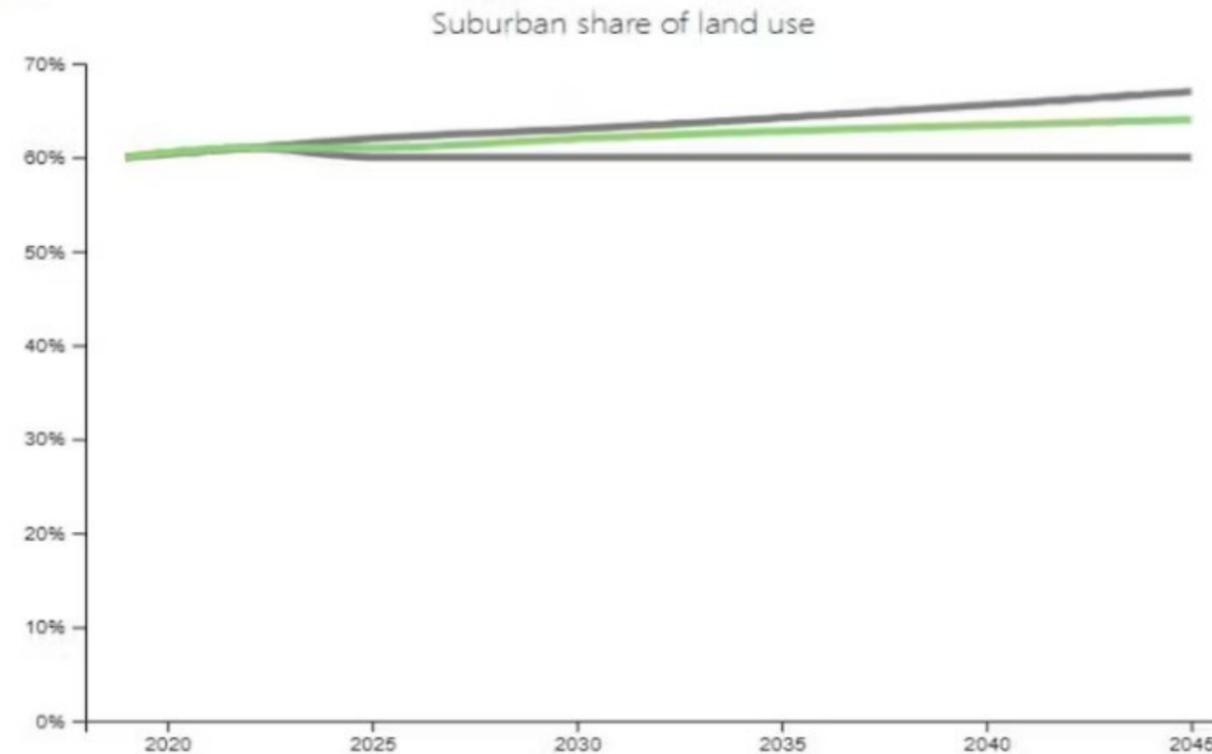
Return to Pre-Pandemic

Remain Fixed at Pre-Pandemic Levels (default)

Urban Areas Recover and Stabilize

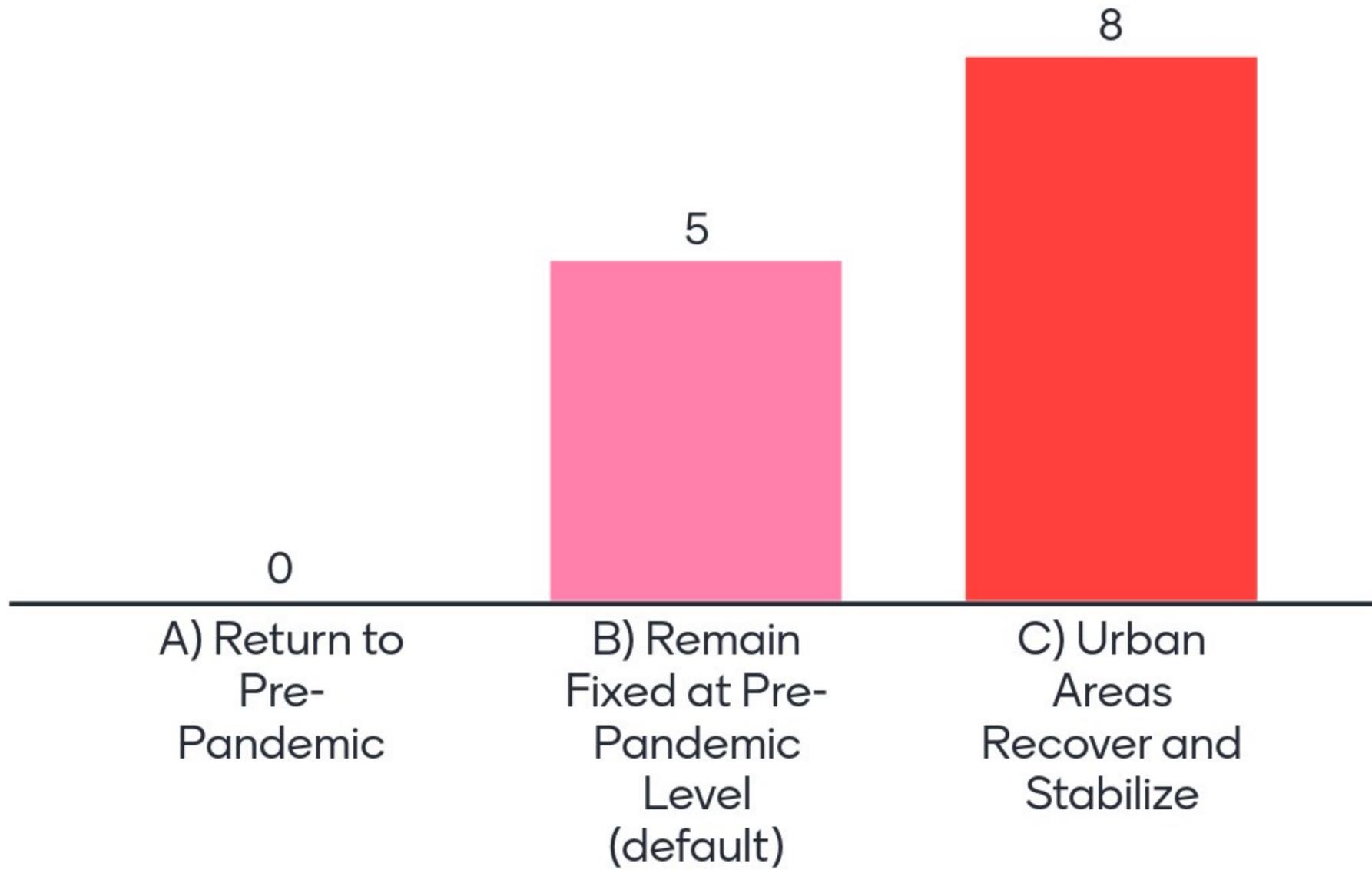
Make Your Prediction

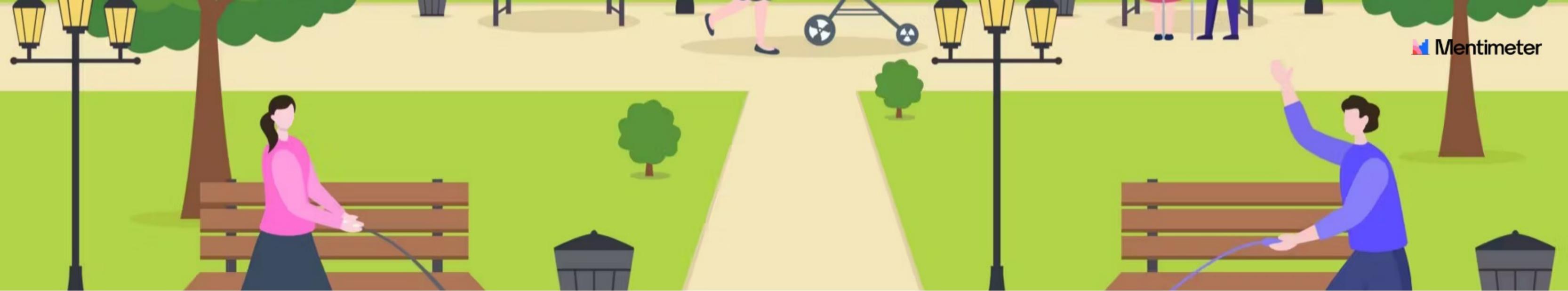
- Return to Pre-Pandemic Trends
- Remain Fixed at Pre-Pandemic Levels (default)
- Urban Areas Recover and Stabilize



According to the Brookings Institute, "the pandemic year of 2020-21 showed substantial declines in highly dense urban core counties within major metro areas, driven heavily by domestic out migration... in the context of urban core county growth over the previous decade... (with) uncommonly high growth levels in the early 2010s." TrendLab+ users can select from three potential trends and urban development patterns: "return to pre-pandemic" with suburban population raising from about 60% suburban pre-COVID-19 to about 67% in 2045, "new status quo" wherein urban and suburban growth rates return to approximate parity, and "transformative trends" with almost all net growth in suburban counties.

3) Migration and Land Use





Quality of Life and Public Health

- 1) Telecommuting
- 2) E-Commerce
- 3) Car Ownership
- 4) Health and Safety Concerns



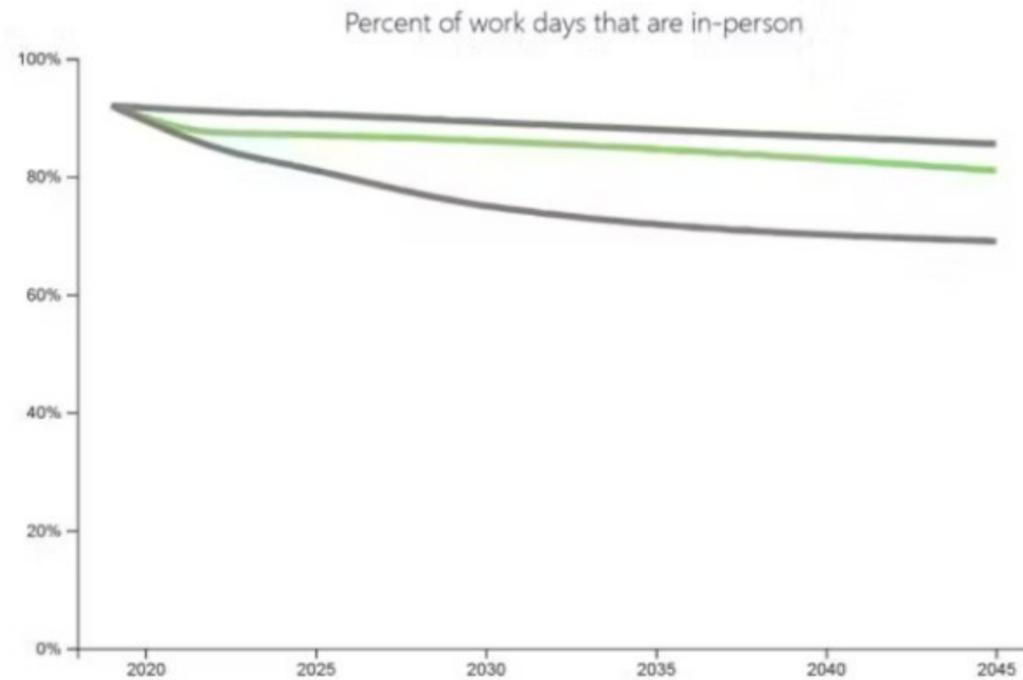
Quality of Life and Public Health

Telecommuting

- Return to Pre-Pandemic
- New Status Quo (default)**
- Transformative Trends

Make Your Prediction

- Return to Pre-Pandemic
- New Status Quo (default)
- Transformative Trends



The telecommuting trend includes the effects of the increased levels of working from home and hybrid-work that have arisen since the onset of the COVID-19 pandemic, measured in terms to the percentage reduction in in total employee commute days. The percentage should be expressed in terms of the number of office-worker days spent telecommuting assuming, for example, that hybrid workers still commute an average of three days a week. TrendLab+ takes into account that, while these remote work options have been increasingly available to knowledge workers and office environments, about 50% of a region's workforce holds jobs that require a physical presence. It also accounts for the fact that evidence shows that those no longer commuting often undertake trips for other purposes during the course of the day, replacing about 45% of the eliminated work-trip VMT and changing the time-of-day distribution of traffic peaks.



Quality of Life and Public Health

Telecommuting

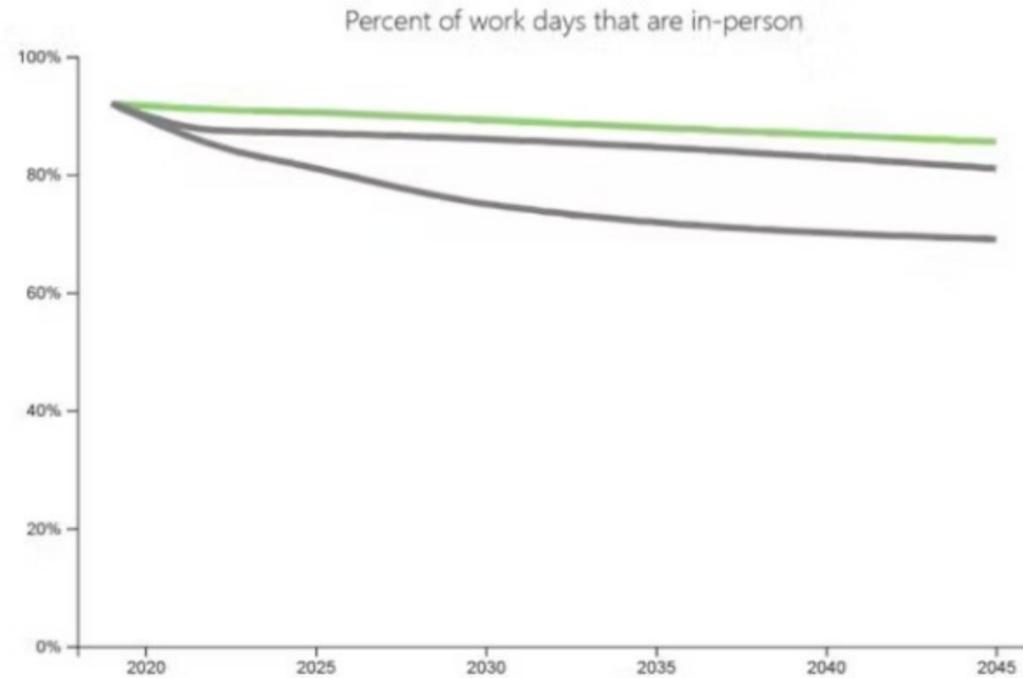
Return to Pre-Pandemic

New Status Quo (default)

Transformative Trends

Make Your Prediction

- Return to Pre-Pandemic
- New Status Quo (default)
- Transformative Trends



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Quality of Life and Public Health

Telecommuting

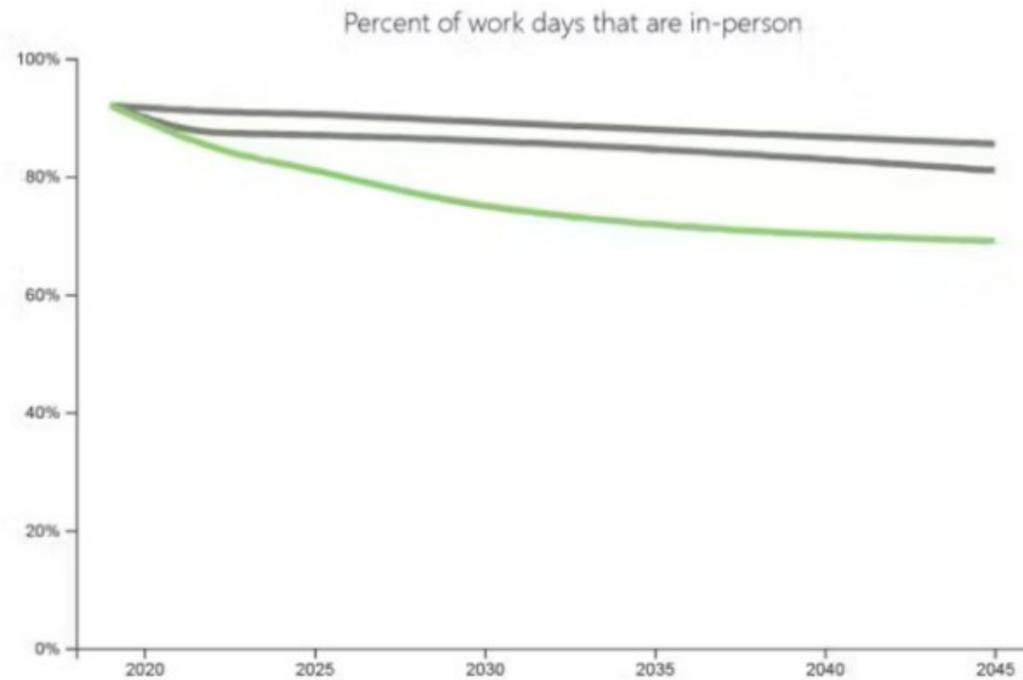
Return to Pre-Pandemic

New Status Quo (default)

Transformative Trends

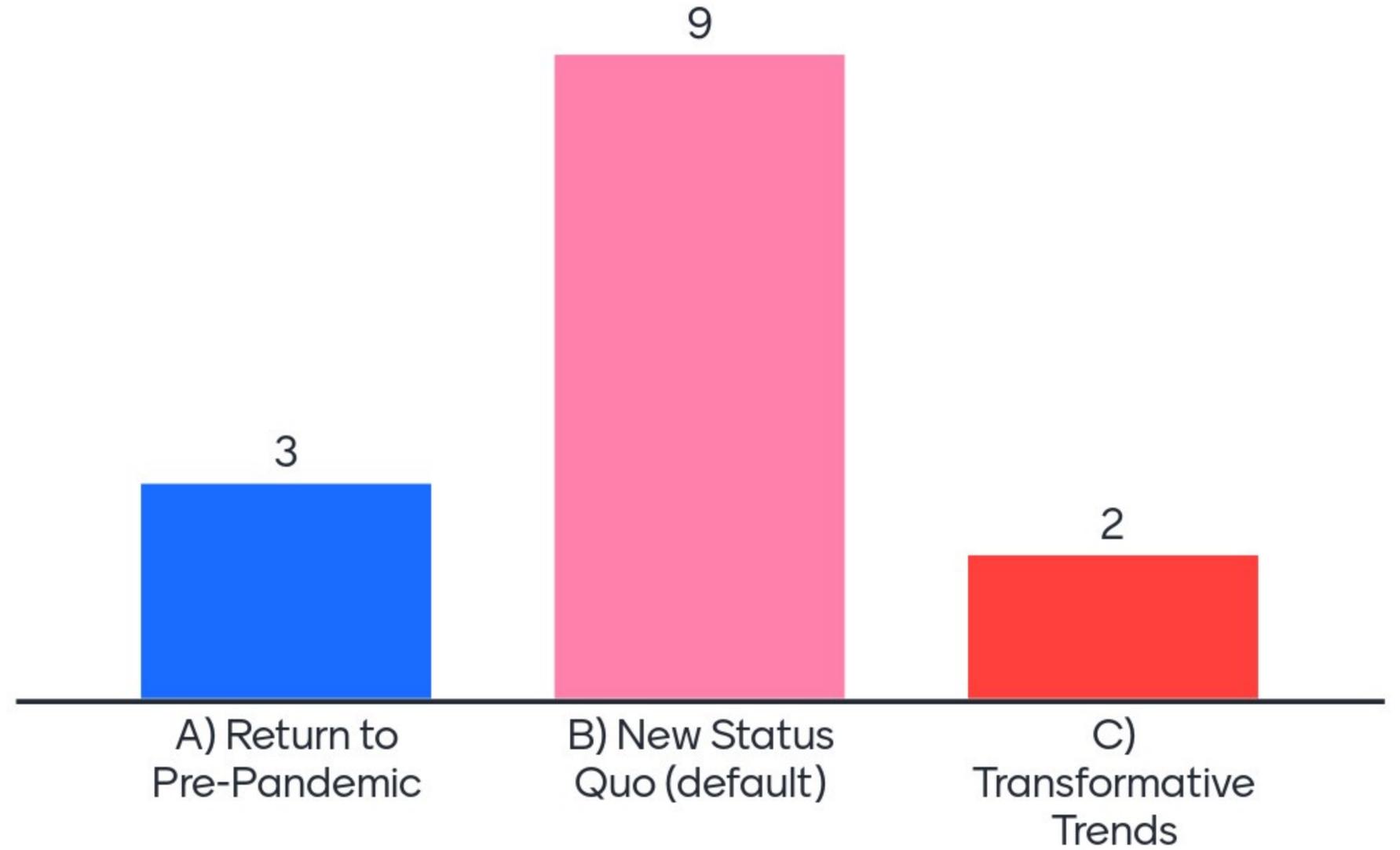
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1) Telecommuting

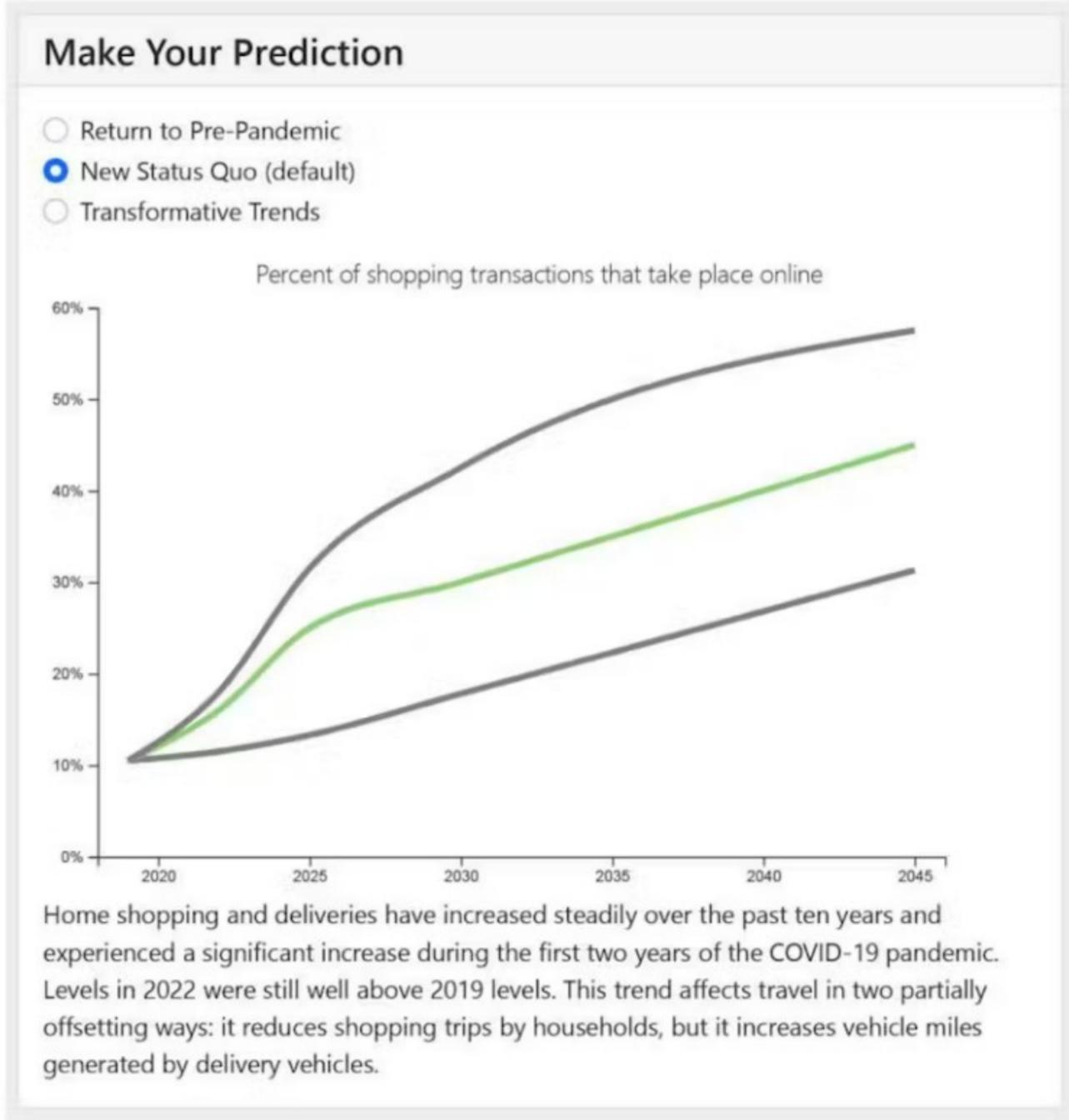




Quality of Life and Public Health

E-Commerce

- Return to Pre-Pandemic
- New Status Quo (default)**
- Transformative Trends





Quality of Life and Public Health

E-Commerce

Return to Pre-Pandemic

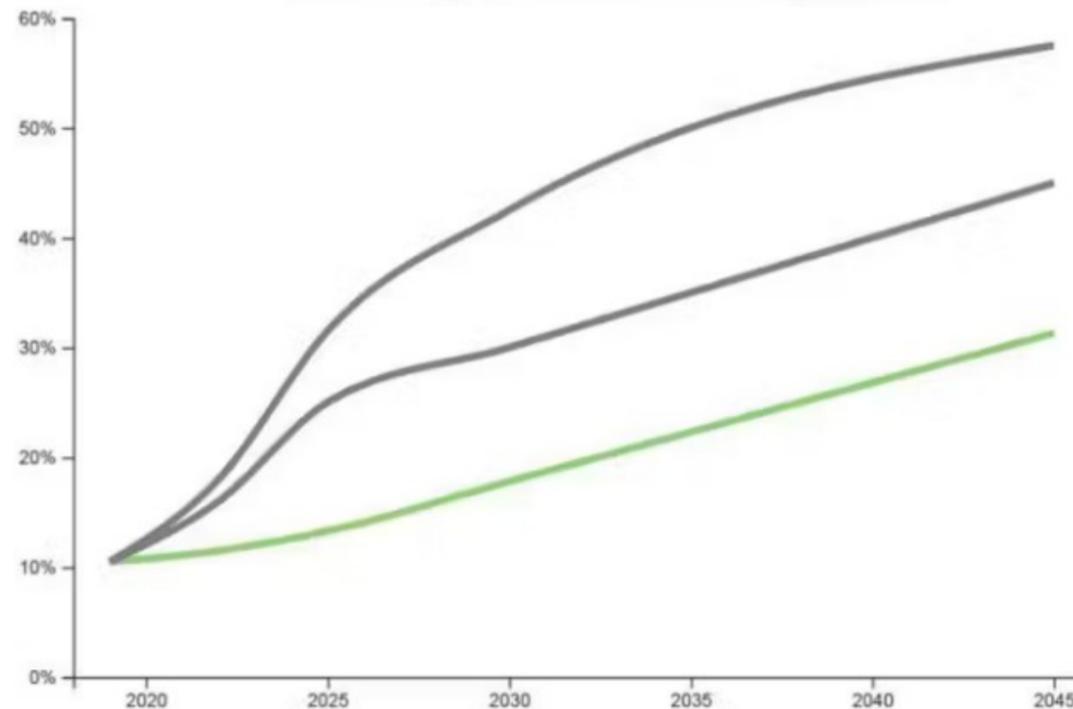
New Status Quo (default)

Transformative Trends

Make Your Prediction

- Return to Pre-Pandemic
- New Status Quo (default)
- Transformative Trends

Percent of shopping transactions that take place online



Home shopping and deliveries have increased steadily over the past ten years and experienced a significant increase during the first two years of the COVID-19 pandemic. Levels in 2022 were still well above 2019 levels. This trend affects travel in two partially offsetting ways: it reduces shopping trips by households, but it increases vehicle miles generated by delivery vehicles.



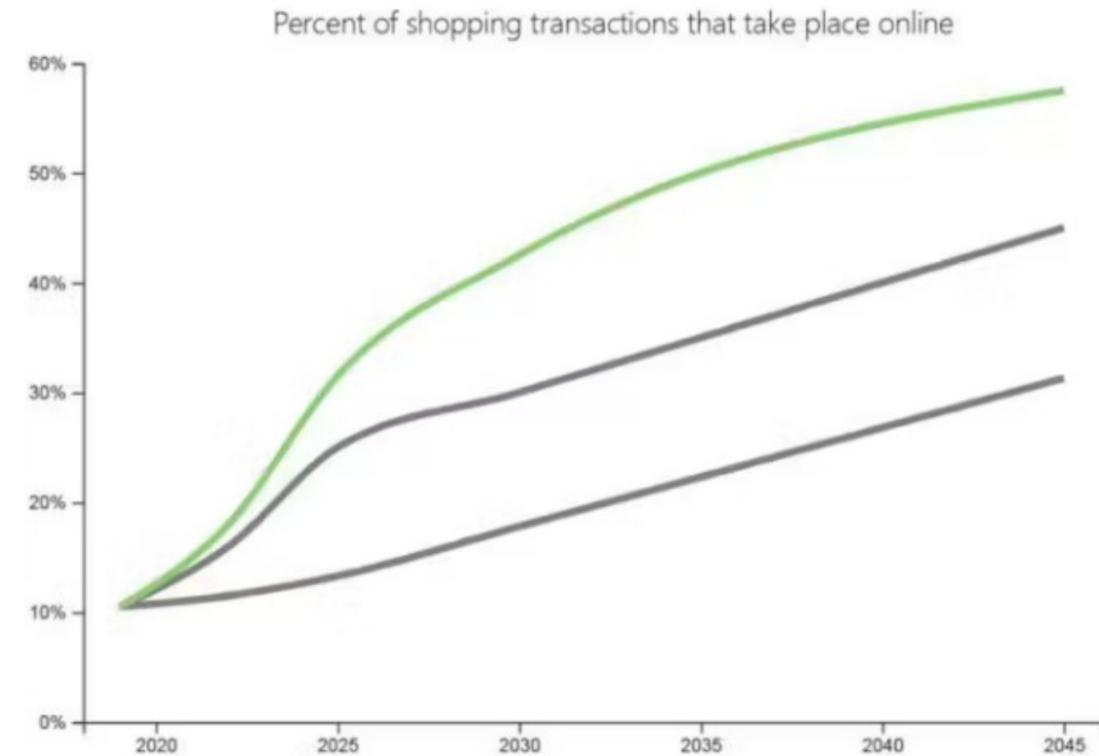
Quality of Life and Public Health

E-Commerce

- Return to Pre-Pandemic
- New Status Quo (default)
- Transformative Trends**

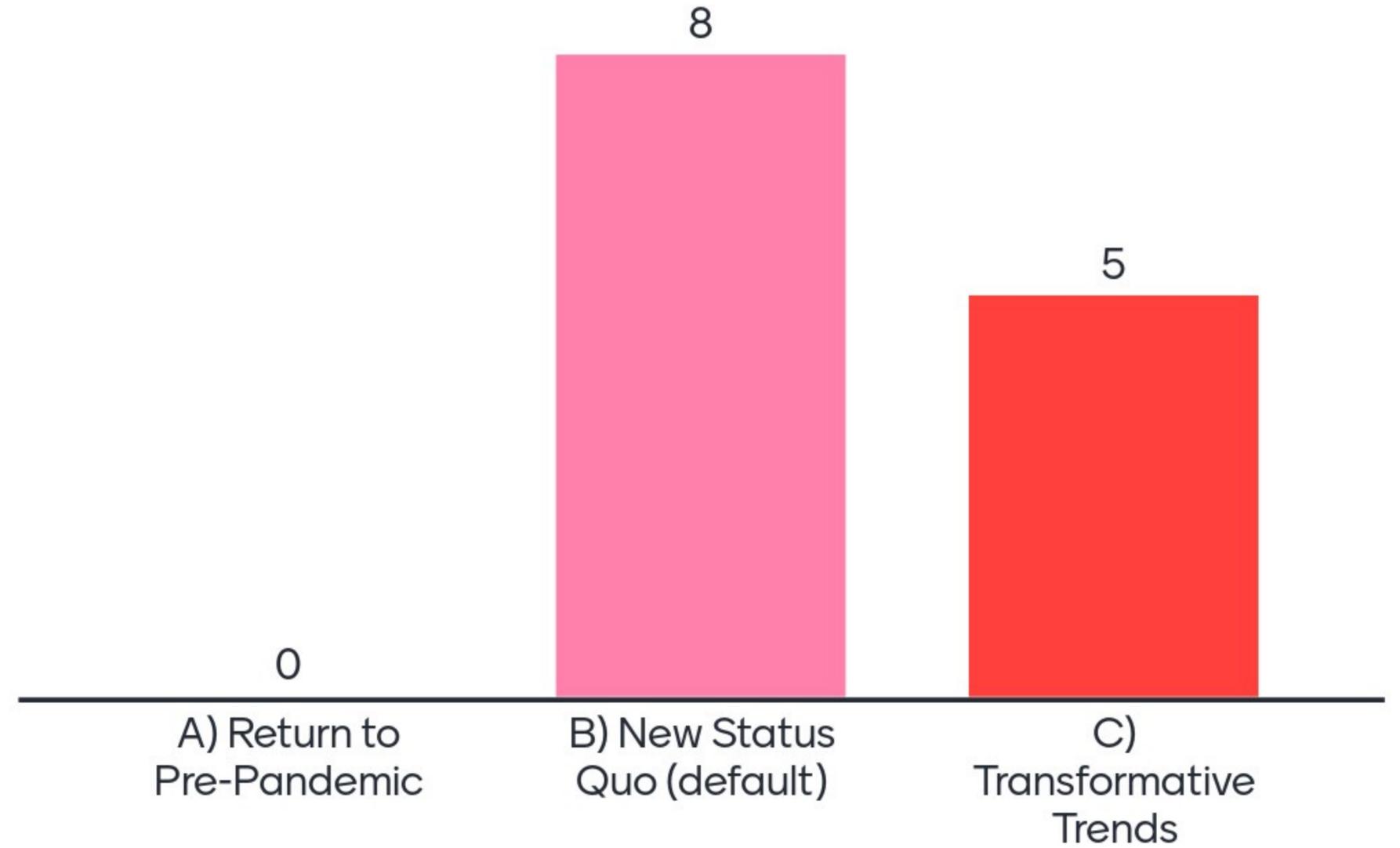
Make Your Prediction

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- New Status Quo (default)
- Transformative Trends



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2) E-Commerce





Quality of Life and Public Health

Car-Ownership

- Return to Pre-Pandemic
- New Status Quo (default)**
- Transformative Trends

Make Your Prediction

- Return to Pre-Pandemic
- New Status Quo (default)
- Transformative Trends

Change in percent of households with cars

Year	Percent of households with cars
2020	92%
2025	93%
2030	94%
2035	94.5%
2040	95%
2045	95.5%

TrendLab+ forecasts the potential effects of car ownership on VMT, transit ridership and other performance measures based on changes in the percentage of households with cars. Car ownership in the US steadily increased through the 2010's reaching a level of about 92% of households. car ownership levels have had a powerful impact on VMT growth and transit ridership decline, and TrendLab+ users should carefully consider different scenarios on future levels and adjust their assumptions as new, local data becomes available in the future.



Quality of Life and Public Health

Car-Ownership

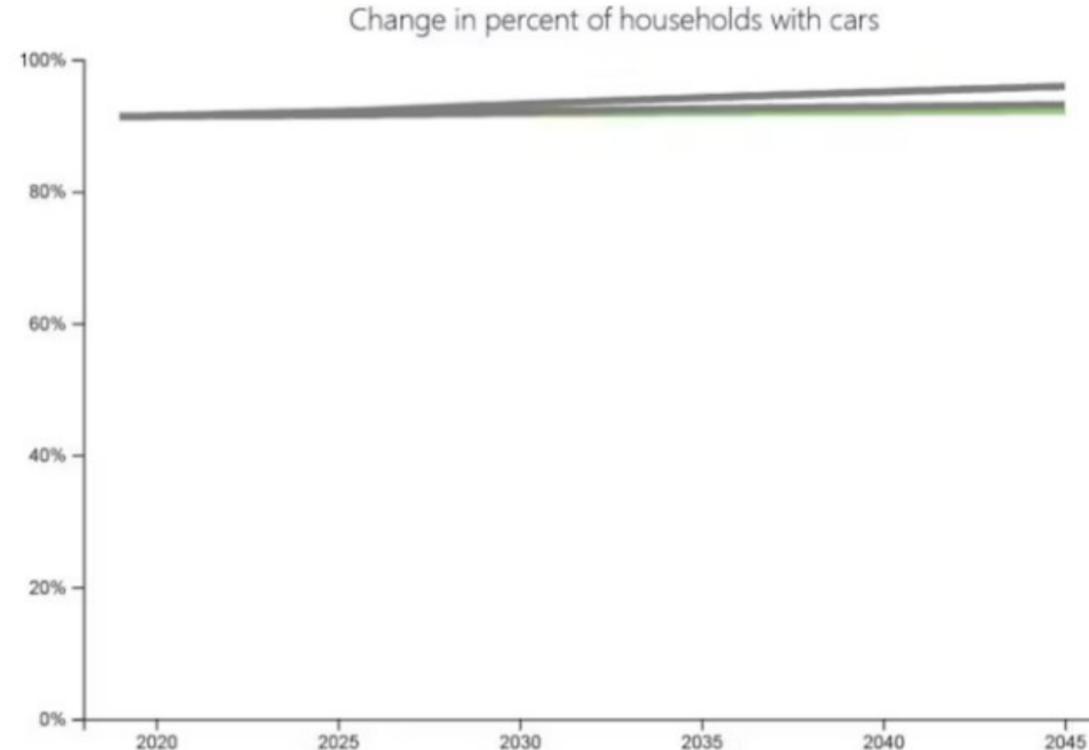
Return to Pre-Pandemic

New Status Quo (default)

Transformative Trends

Make Your Prediction

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- Transformative Trends



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Quality of Life and Public Health

Car-Ownership

- Return to Pre-Pandemic
- New Status Quo (default)
- Transformative Trends**

Make Your Prediction

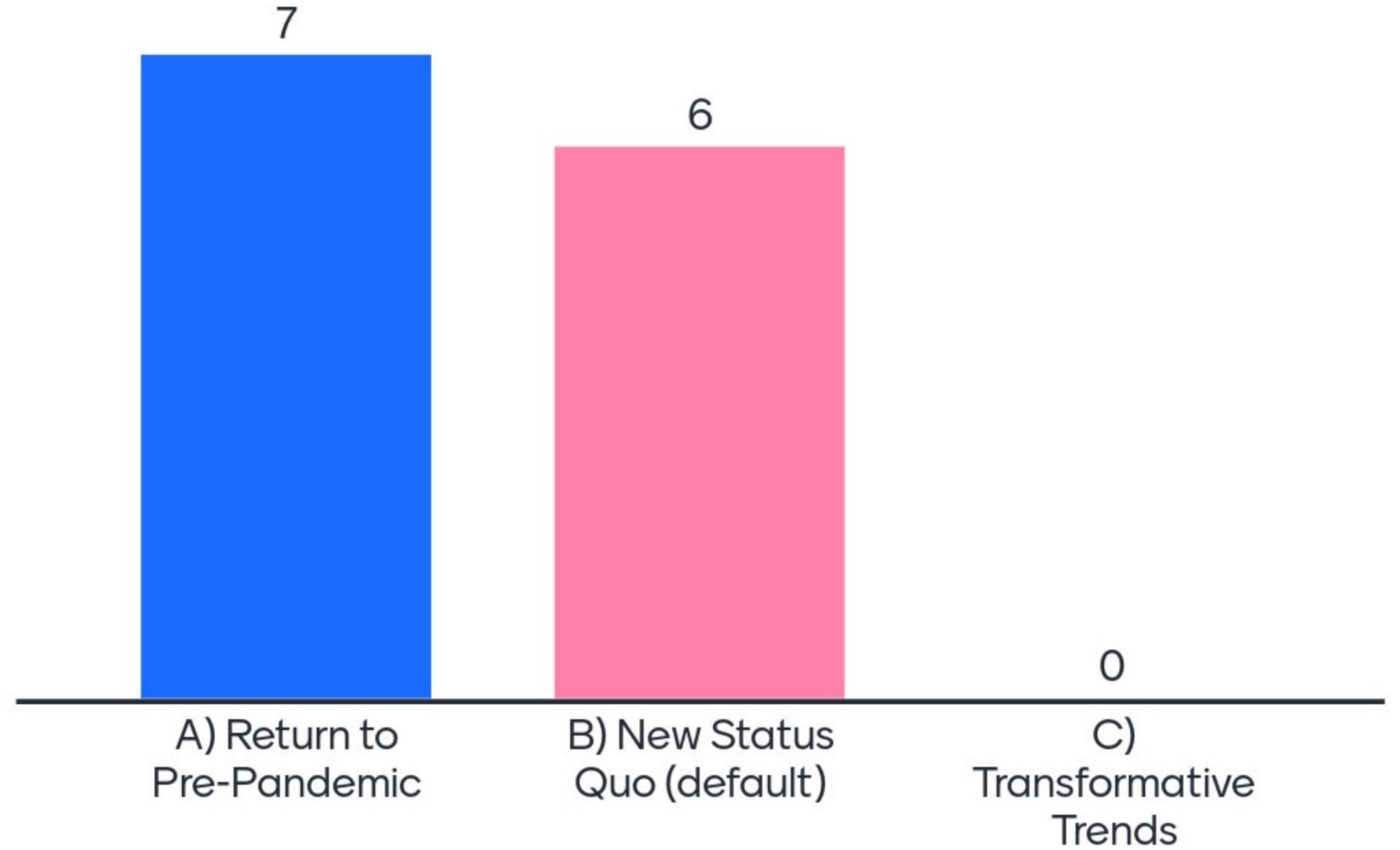
- Return to Pre-Pandemic
- New Status Quo (default)
- Transformative Trends

Change in percent of households with cars

Year	Return to Pre-Pandemic (%)	Transformative Trends (%)
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2025	92	93
2030	92	94
2035	92	94.5
2040	92	95
2045	92	95.5

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3) Car Ownership

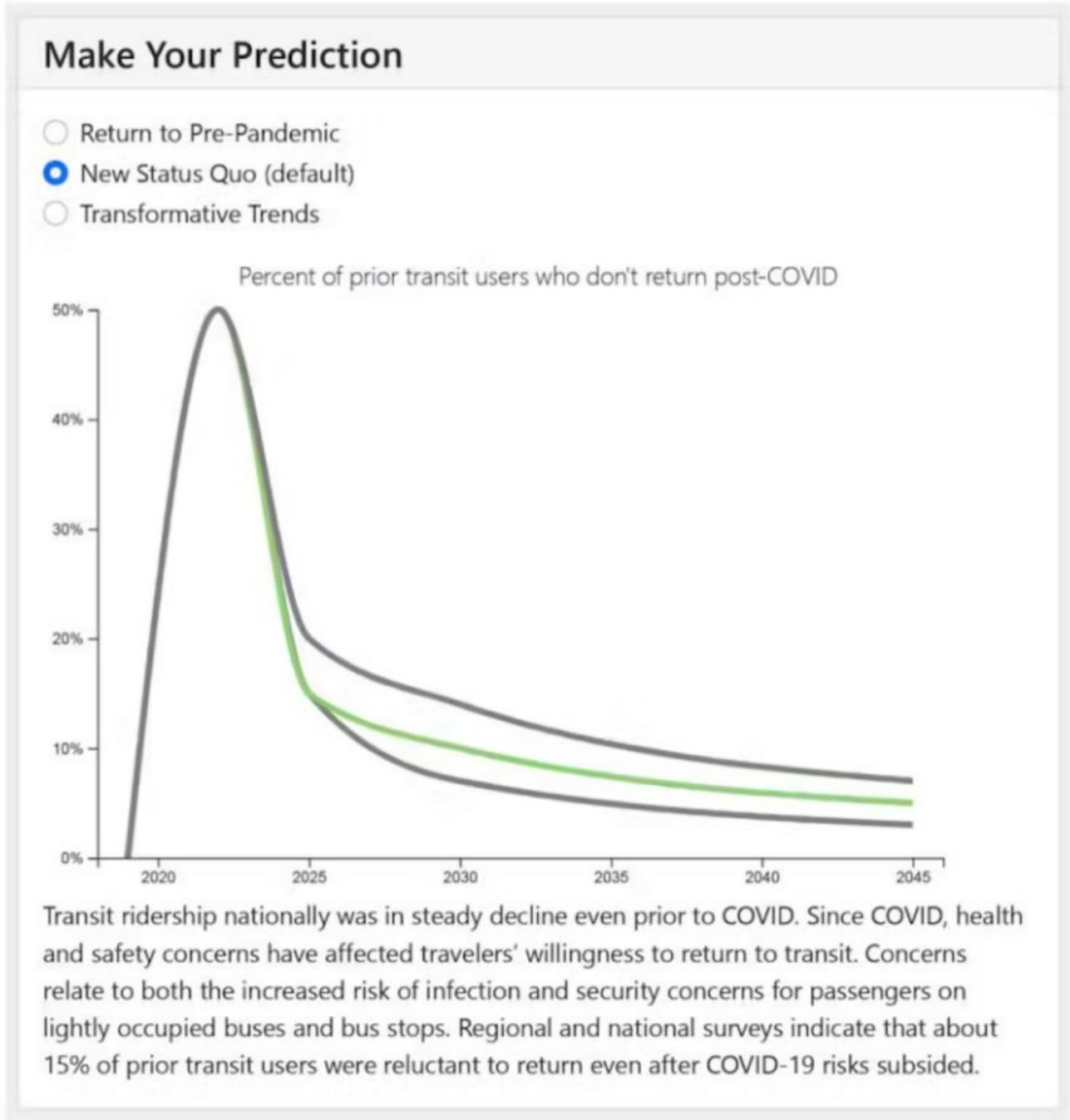




Quality of Life and Public Health

Health and Safety Concerns

- Return to Pre-Pandemic
- New Status Quo (default)**
- Transformative Trends





Quality of Life and Public Health

Health and Safety Concerns

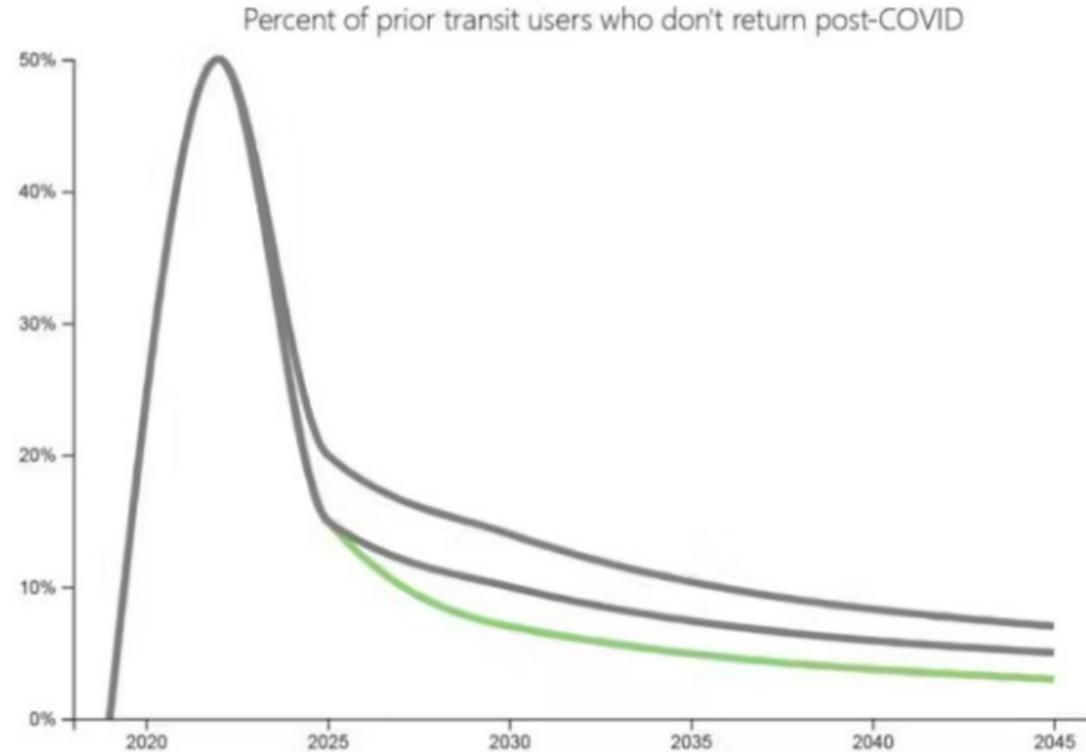
Return to Pre-Pandemic

New Status Quo (default)

Transformative Trends

Make Your Prediction

- Return to Pre-Pandemic
- New Status Quo (default)
- Transformative Trends



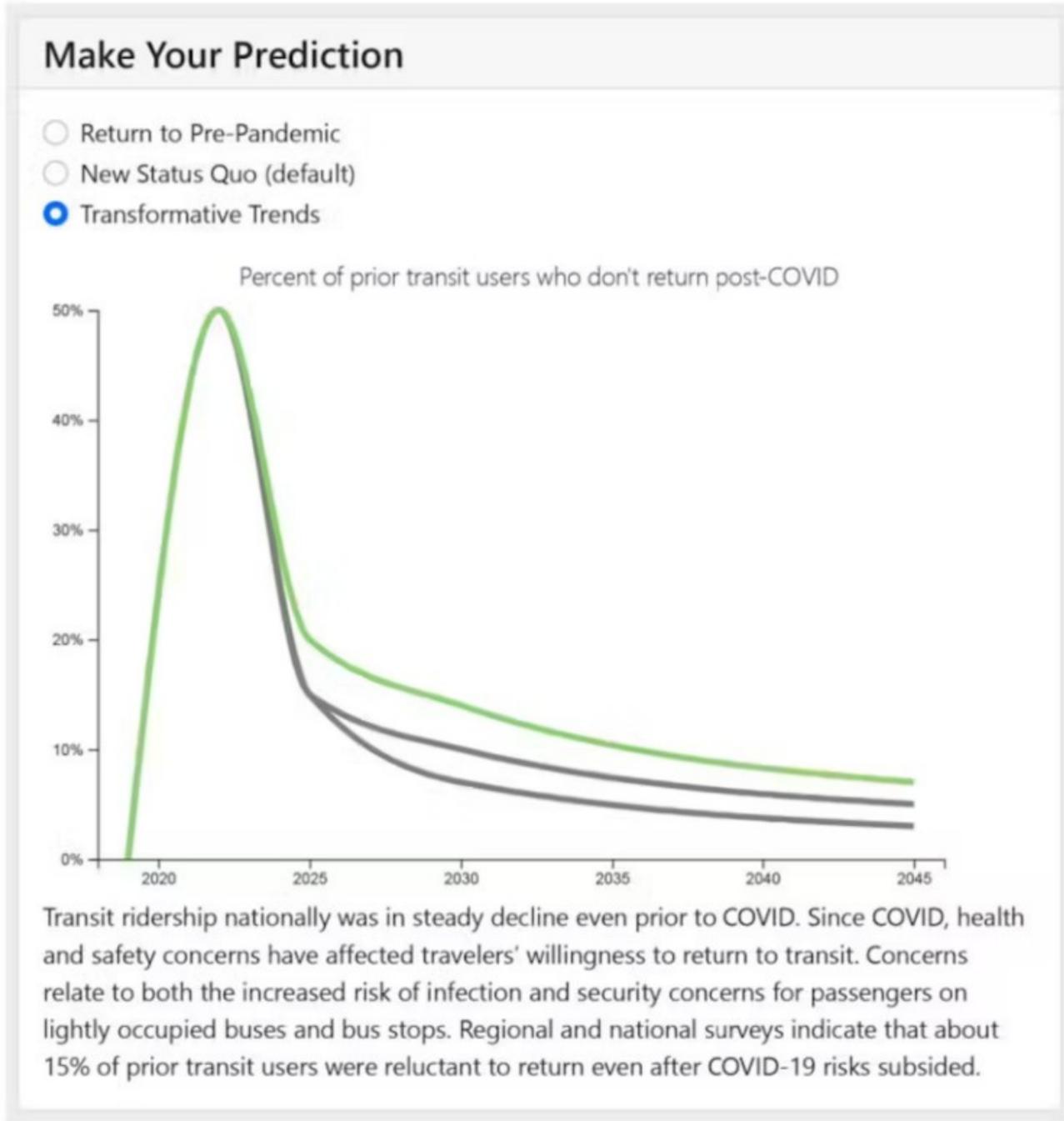
Transit ridership nationally was in steady decline even prior to COVID. Since COVID, health and safety concerns have affected travelers' willingness to return to transit. Concerns relate to both the increased risk of infection and security concerns for passengers on lightly occupied buses and bus stops. Regional and national surveys indicate that about 15% of prior transit users were reluctant to return even after COVID-19 risks subsided.



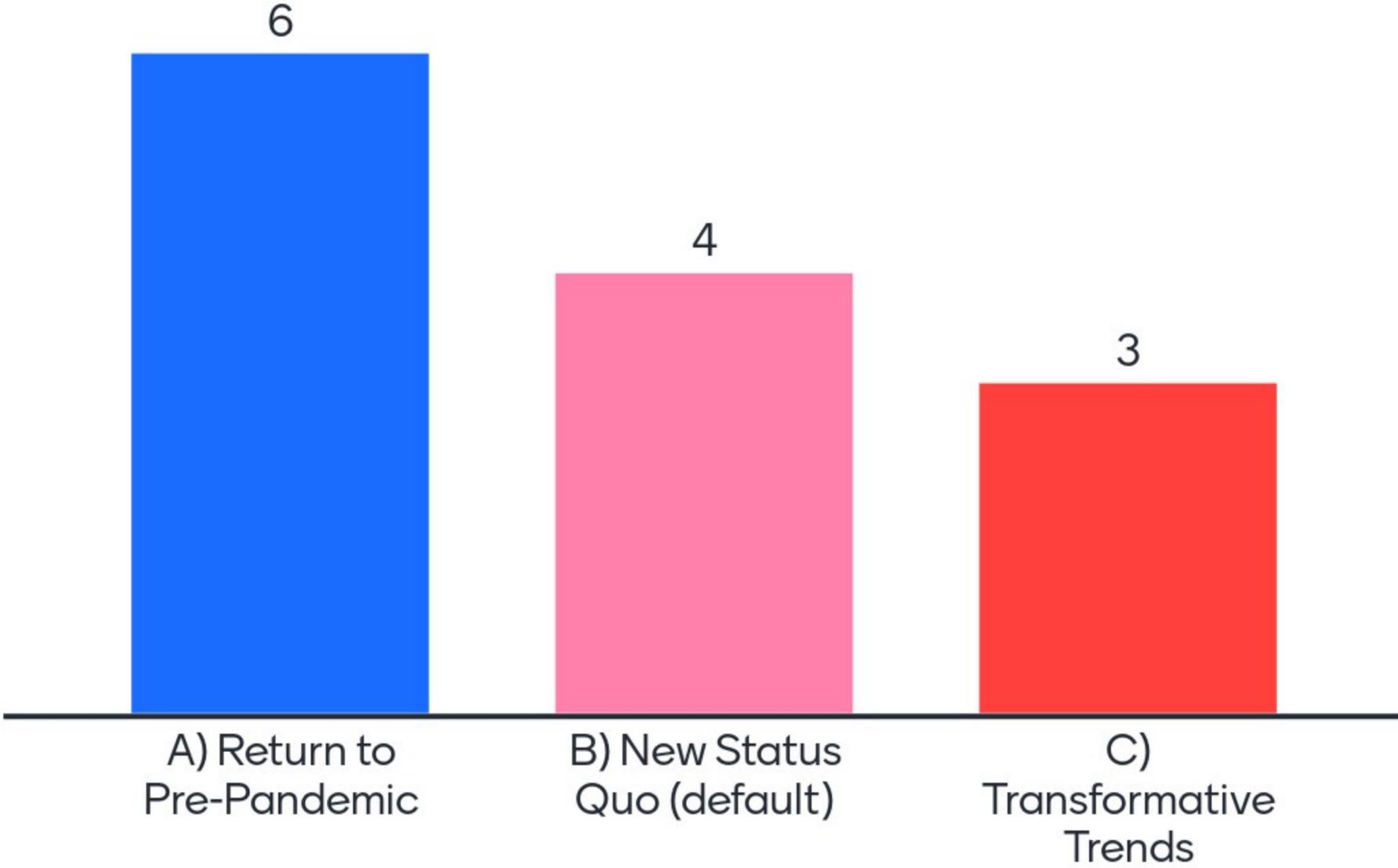
Quality of Life and Public Health

Health and Safety Concerns

- Return to Pre-Pandemic
- New Status Quo (default)
- Transformative Trends**



4) Health and Safety Concerns





Technology

- 1) Electric Vehicle Adoption
- 2) Autonomous Vehicles



Quality of Life and Public Health

Electric Vehicle Adoption

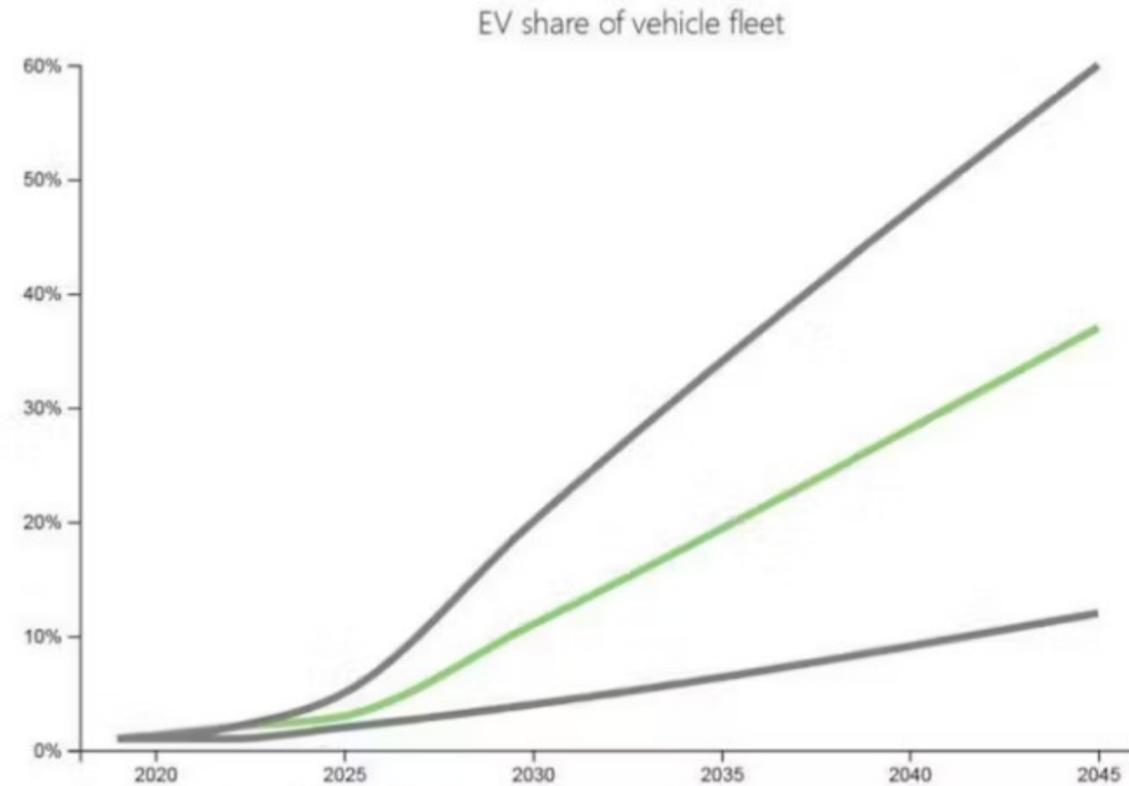
2019 Growth Rate Continues

Growth Constrained by Charging Network (default)

Auto Manufacturers' Forecast

Make Your Prediction

- 2019 Growth Rate Continues
- Growth Constrained by Charging Network (default)
- Auto Manufacturers' Forecast



The range of forecasts on EV fleet adoption is fairly broad. TrendLab+ considers EV adoption scenarios of 37% to 60% by 2045 or a "Return to Pre-Pandemic" growth rate scenario, of a 2045 share of 12%. The TrendLab+ analysis of GHG benefits takes into account that, nationally, 36% of the energy needed to power an EV car goes to mechanical inefficiencies and the power generation offered by the state's electric grid.



Quality of Life and Public Health

Electric Vehicle Adoption

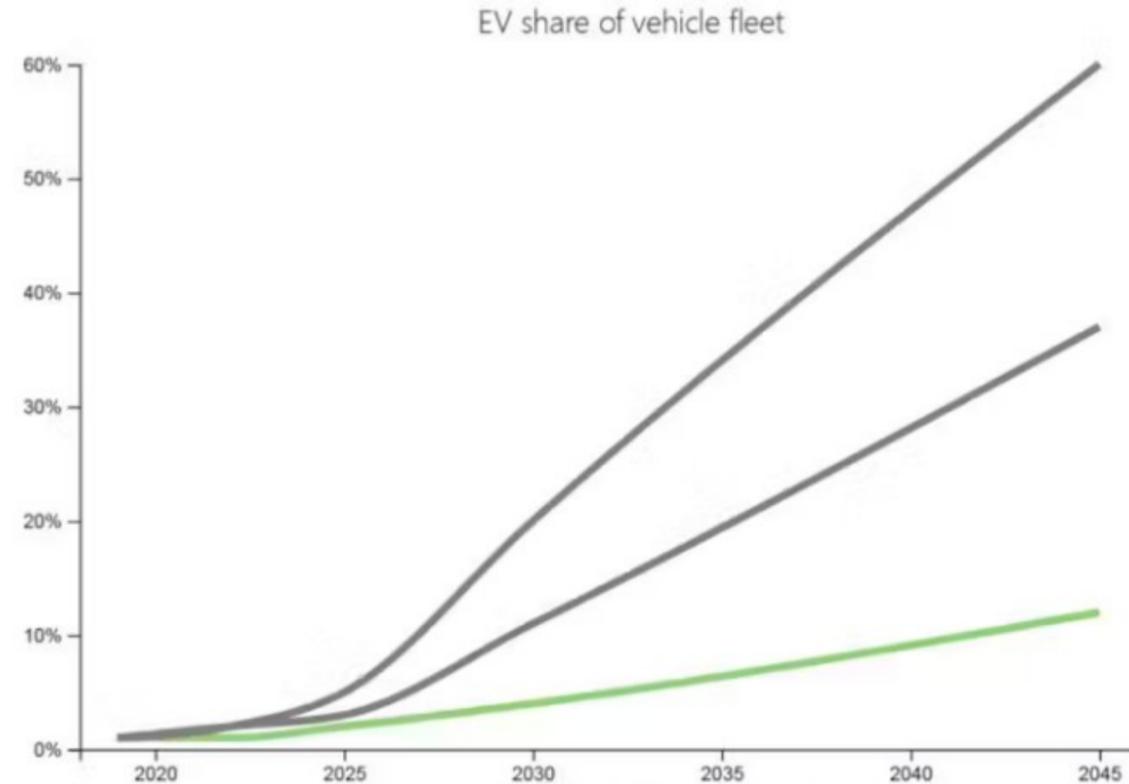
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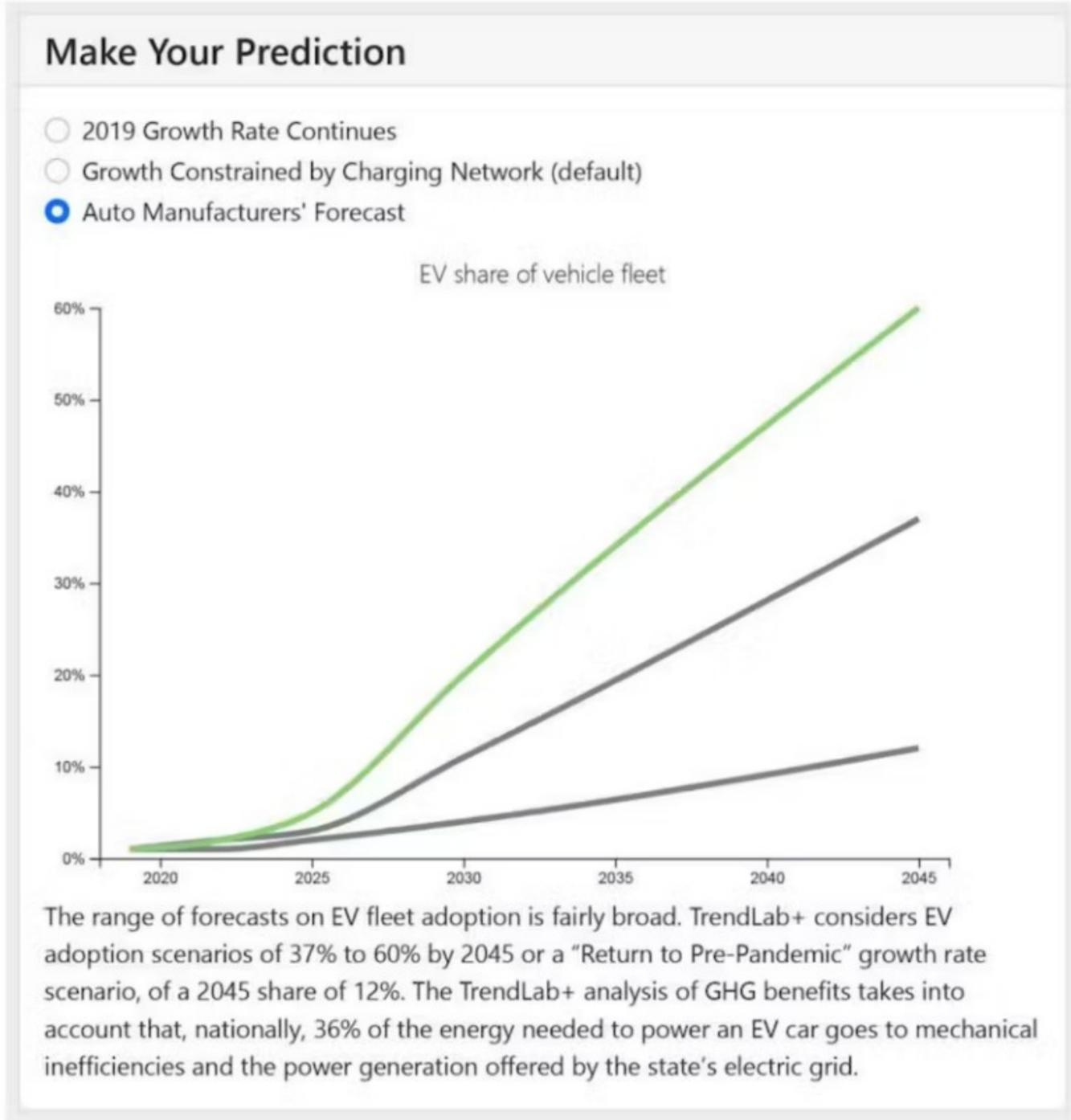
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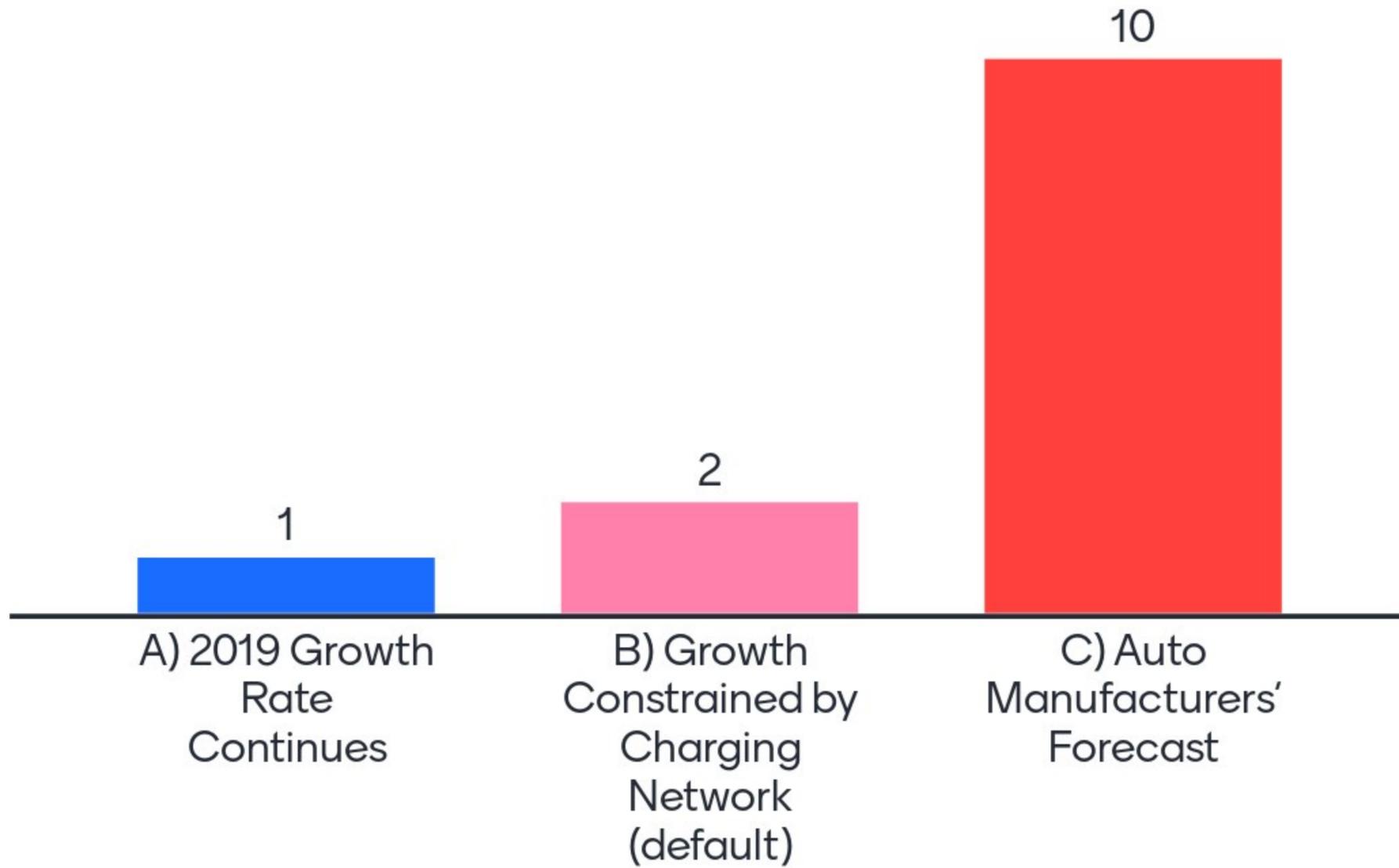
Quality of Life and Public Health

Electric Vehicle Adoption

- 2019 Growth Rate Continues
- Growth Constrained by Charging Network (default)
- Auto Manufacturers' Forecast**



1) Electric Vehicle Adoption





Quality of Life and Public Health

Autonomous Vehicles

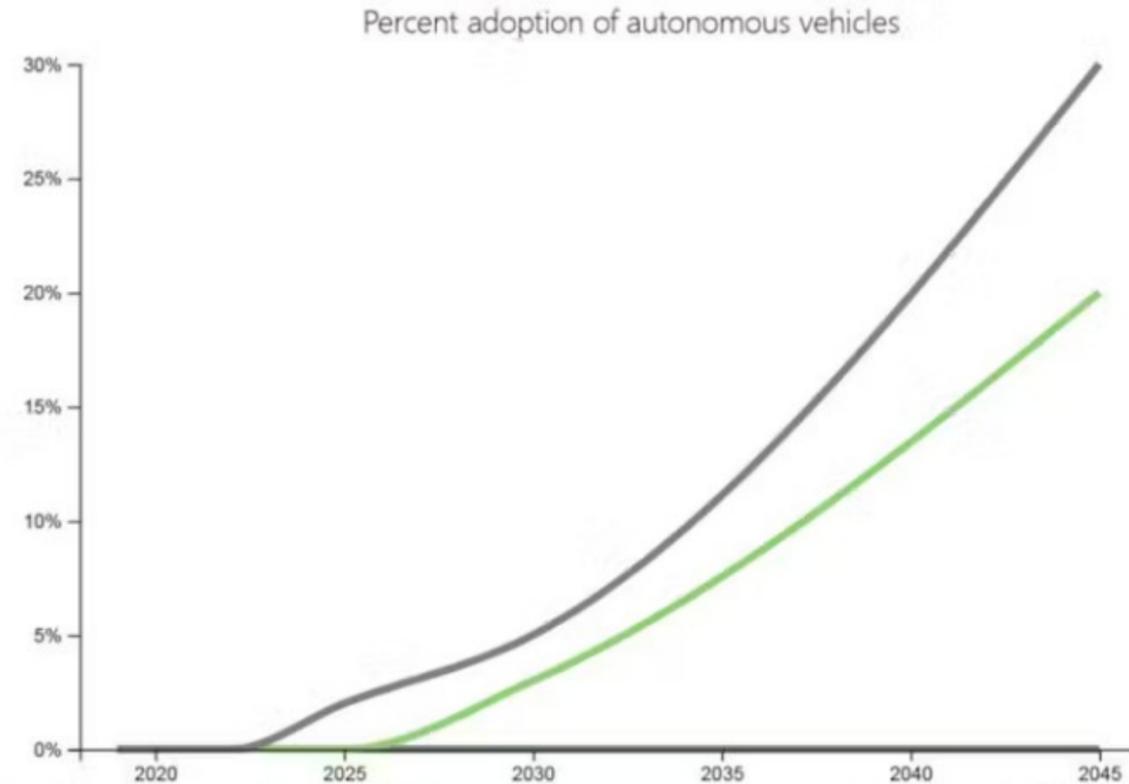
Availability more than 20 years away

20% of vehicles in service by 2045 (default)

30% of vehicles in service by 2045

Make Your Prediction

- Availability more than 20 years away
- 20% of vehicles in service by 2045 (default)
- 30% of vehicles in service by 2045



Widespread availability of highest-level autonomous vehicles (AVs) is probably at least ten years away. Depending on user assumptions, TrendLab+ estimates that up to 20% or 30% of vehicle travel in 2045 will be fully autonomous. Autonomous VMT will be about 15% higher than ordinary VMT. When AVs reach 100% adoption, forecasts suggest they may increase VMT per capita by 30% and decrease transit use by about 35%.



Quality of Life and Public Health

Autonomous Vehicles

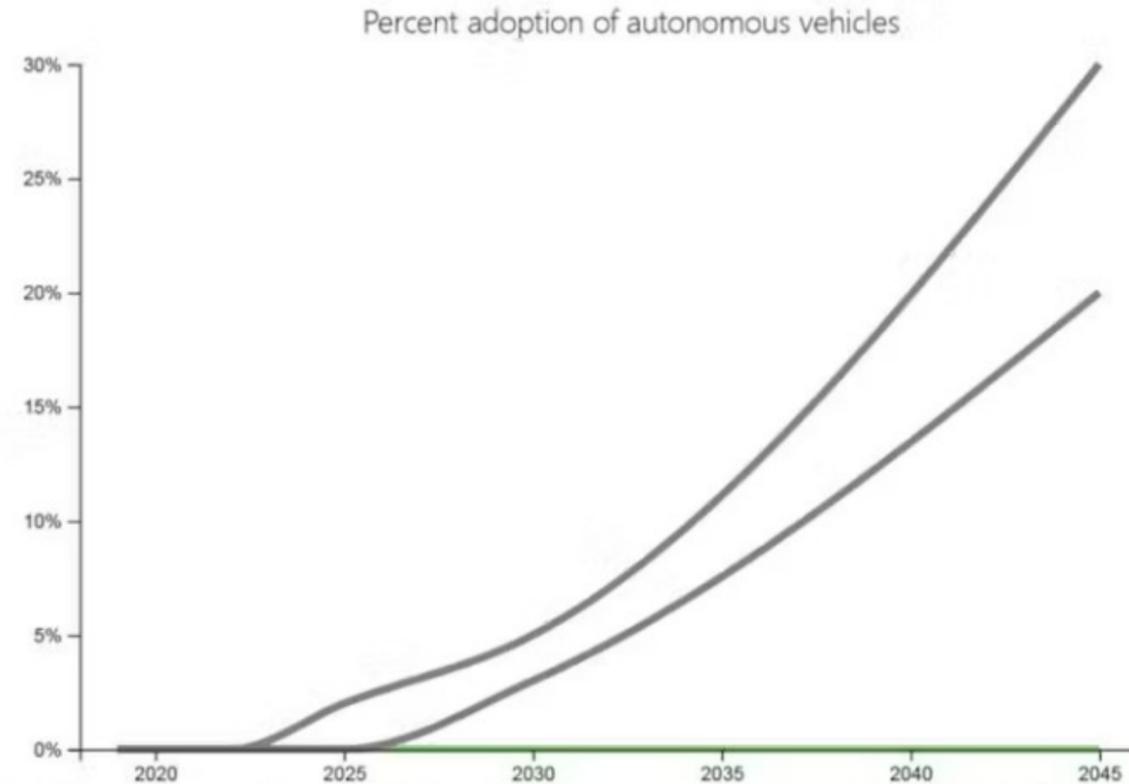
Availability more than 20 years away

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30% of vehicles in service by 2045

Make Your Prediction

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- 20% of vehicles in service by 2045 (default)
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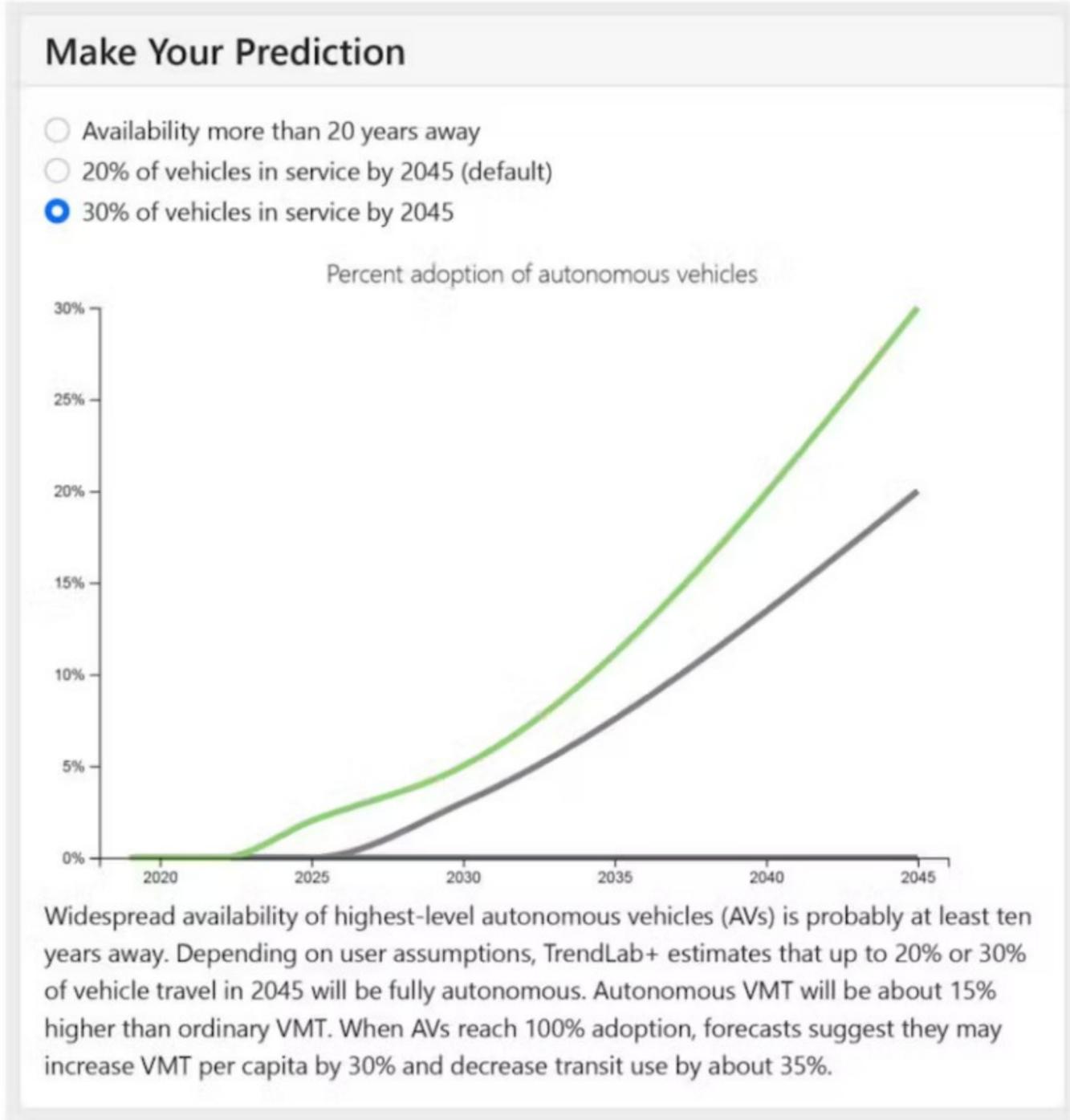
Quality of Life and Public Health

Autonomous Vehicles

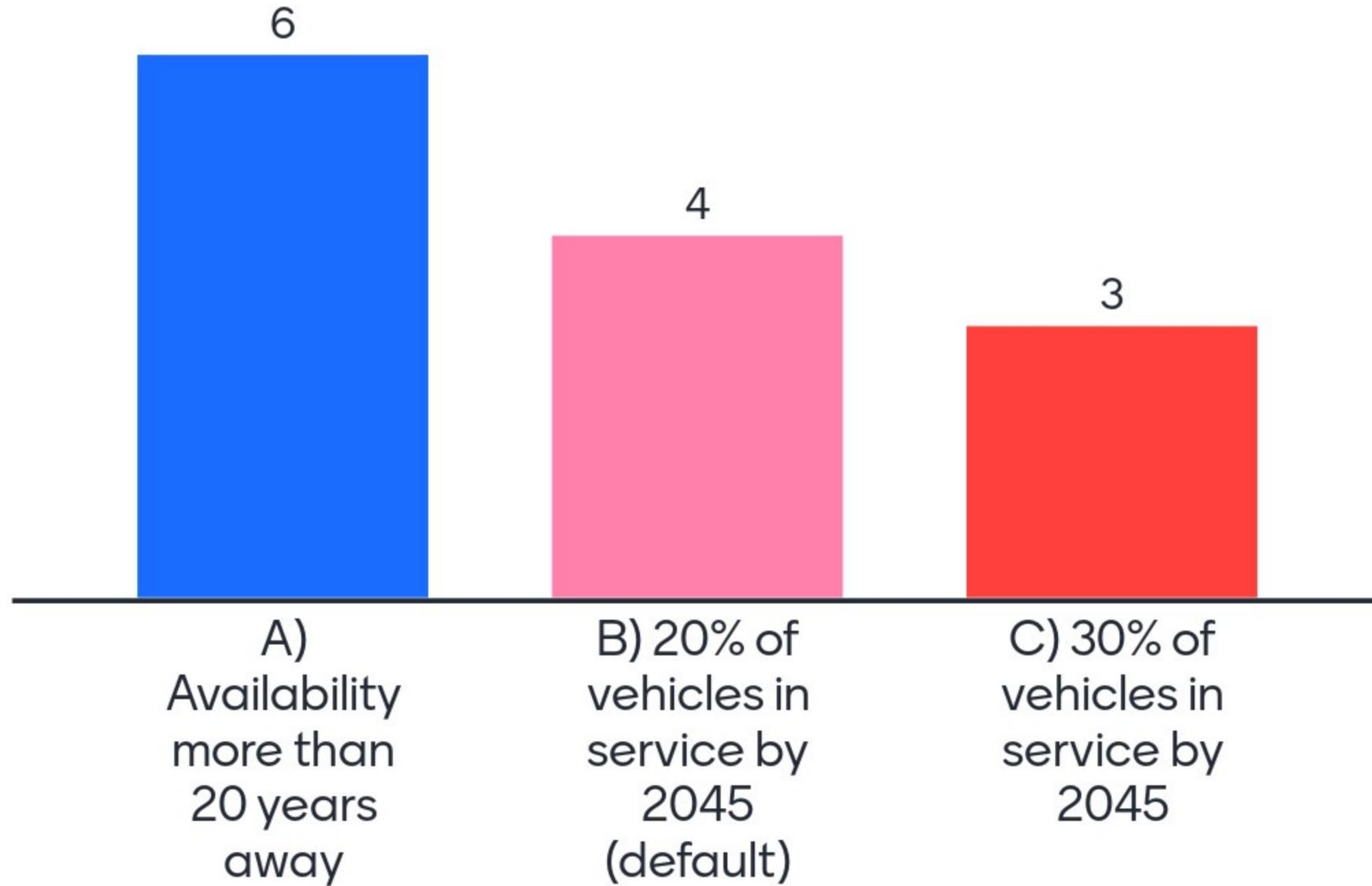
Availability more than 20 years away

20% of vehicles in service by 2045 (default)

30% of vehicles in service by 2045



2) Autonomous Vehicles



Performance Measures

Varying Analysis Trends:

- **VMT**
- **Transit Ridership/Farebox Revenue**
- **Greenhouse Gas Emission**
- **Fuel Tax Revenue**
- **AM/PM Peak Period Traffic**



Thank you!

We appreciate your participation!



San Bernardino County Transportation Authority (SBCTA)

Long-Range Multimodal Transportation Plan

Mobility Working Group Meeting 2

Tuesday, October 31, 2023, 10:00 – 11:30 a.m.

Agenda

- Introductions
- LRMTTP Progress
- Stakeholder and Public Engagement
- Plan Vision, Goals, Objectives, and Performance Measures
- Scenario Discussion
- Next Steps

Attendees

- Courtney Aguirre, Southern California Association of Governments (SCAG)
- Fredy Bonilla, Victorville
- Jeremiah Bryant, Omnitrans
- Roderick Diaz, Southern California Regional Rail Authority (SCRRA)
- Thanya Espericueta, Caltrans District 8
- Justine Garcia, City of Rancho Cucamonga
- Cheri Holsclaw, Basin Transit
- Anna Jaiswal, Omnitrans
- Brian Jacob - SCRRA
- Rachel Om, SCAG
- Mark Roberts, Caltrans District 8
- Scott Strelecki, SCAG
- Rory Vaughn, SCRRA
- Rena Vergara, Caltrans D8
- Sam Wong, South Coast AQMD
- Ginger Koblasz, SBCTA
- Steve Smith, SBCTA
- Nicole Soto, SBCTA
- Nancy Strickert, SBCTA



- JD Douglas, HDR
- Joel Lessard-Clouston, HDR
- Marie Lewis Adams, HDR
- Jason Pack, Fehr & Peers
- Ethan Yue Sun, Fehr & Peers
- Heather Menninger, AMMA Transit Planning
- Nancy Verduzco, Arellano Associates

Stakeholder and Public Engagement

- Marie Lewis Adams – the online survey is still live until November 3, 2023.

Plan Vision, Goals, Objectives, and Performance Measures

- Rory Vaughn – regarding connectivity as a goal, do we want to be more specific on what we mean by that, such as schedule coordination or fare integration? It might be a higher order word to mean a lot of things, but it also might not mean much at all to some people. In the quality of life section, do we want to put something in the objectives that gets at the experience of navigating the system, whether pedestrian, bicycle, or transit system. Example in rail system of building stations that may be pretty to look at but unpleasant to stand at. Things like shade can impact experience at bus stops.
 - Heather Menninger (in chat) – Possibly "Improve the customer experience of multimodal transportation"
 - Steve Smith – I agree that schedule coordination is critical. Part of our task is to see how we can make the system function together and also address the experience side.
- Rena Vergara – Can you share some information about what specifically came up from surveys or other engagement about the impacts of freight in neighborhoods?
 - Marie Lewis Adams – We included a question about what statements respondents agree with, and concerns about freight in neighborhoods was high. We also received several comments in the first community working group, particularly from people in neighborhoods with distribution centers resulting in safety or air quality impacts.
 - Rena Vergara – it would be good to know what specifically the community wants. Do they want sound barriers, are there too many trucks parking on streets?
 - Steve Smith – any time we have a level of truck activity in residential land uses, we've been hearing those concerns for years. We have infill warehouses popping up where not originally intended. Maybe more specificity will come through in open ended survey responses. It would be a good place to look.
 - Rena Vergara – it would be good to get that detail so we can design our projects to address the real issues that people are facing.

- Rory Vaughn – I would caution about using delay as a performance measure, especially when it comes to trucks and vehicles. It’s a metric that has been used to advance projects that run counter to the other metrics. For example, widening a road in a spot with delay at the expense of sidewalk or other amenities. In reality, the delay doesn’t go away, it just moves somewhere else.
 - Marie Lewis Adams – That sounds like a problem with the solutions rather than the measure itself. The point is well taken about how we communicate these things and address them.
 - Rory Vaughn – It depends how you measure it. Measures such as intersection level of service, might give different conclusions than others.
 - Marie Lewis Adams – delay will be measured in hours
 - Steve Smith – we will be looking at this by sector (person and freight). Freight will always care about time and money. We need to think about how to keep freight moving and competitive, while also encouraging mode shift.
 - Anna Jaiswal (in chat) - maybe commute time would be a better metric for person travel (referring to the last slide) - both transit and driving commute time?

Scenario Discussion

- Jason Pack provided an overview of the Trendlab+ tool. Participants voted on how they thought each of nine topic areas would trend between now and 2045. Results are shown below. For information on how the three thematic conditions (return to pre-pandemic, new status quo, and transformative trends) apply to each trend, please see the presentation materials.

Trendlab+ Input, Mobility Working Group

Category	Trend	Return to Pre-Pandemic	New Status Quo (Default)	Transformative Trends
Social Economy	Social and Recreational Travel	7	6	2
	Labor Force Participation	3	13	0
	Migration and Land Use	1	4	10
Quality of Life and Public Health	Telecommuting	0	13	2
	E-commerce	1	8	6
	Car Ownership	5	8	0
	Health and Safety Concerns	1	10	3
Technology	Electric Vehicle Adoption	0	4	10
	Autonomous Vehicles	12	3	0

- Ethan Yue Sun summarized the estimated effects of these trends on key indicators. Results are shown below.



Trendlab+ Results, Mobility Working Group

Indicator	Value
Vehicle Miles Traveled	-1.4%
Transit Ridership/Farebox Revenue	-8.2%
Greenhouse Gas Emissions	-38.9%
Fuel Tax Revenue	-60.2%
AM Peak Period Traffic	-5.3%
PM Peak Period Traffic	0.7%

Next Steps

- Rena Vergara – How many context scenarios are you planning to model?
 - Marie - We don't have a set number, but likely 3. For some of these virtual things it makes sense to have a "more or less" option. Personally, I'm noticing things trend back towards in-person interactions, but we could always move more virtual if there is another pandemic or another issue. We would also want to look at impacts of land use.
 - Rena Vergara – Suggest condensing and pairing down the vision statement. It's important for it to be easy to understand for the audience, easy to remember and say in one breath.
- Marie Lewis Adams – feel free to email the project team with additional suggestions.

Trendlab+ Combined Results

Following the working group meetings, the project team combined the results of the Trendlab+ exercise for both the Community and Mobility Working Group meetings. The results are shown below.



Trendlab+ Input, Combined

Category	Trend	Return to Pre-Pandemic	New Status Quo (Default)	Transformative Trends
Social Economy	Social and Recreational Travel	9	13	5
	Labor Force Participation	5	18	7
	Migration and Land Use	1	9	18
Quality of Life and Public Health	Telecommuting	3	22	4
	E-commerce	1	16	11
	Car Ownership	12	14	0
	Health and Safety Concerns	7	14	6
Technology	Electric Vehicle Adoption	1	6	20
	Autonomous Vehicles	18	7	3

Trendlab+ Results, Combined

Indicator	Value
Vehicle Miles Traveled	-5.8%
Transit Ridership/Farebox Revenue	-17.6%
Greenhouse Gas Emissions	-41.6%
Fuel Tax Revenue	-62.0%
AM Peak Period Traffic	-10.7%
PM Peak Period Traffic	-7.2%



FEHR & PEERS

trendlab⁺

SBCTA LRMTTP

Introduction

TrendLab+

- Evaluates disruptive forces stemming from socio-demographic changes, new technologies, and Covid-19
- Predicts how disruptive forces affect travel, modal performance and equity
- Accounts for trends such as telecommuting, home deliveries, and health and safety concerns
- Assesses effect emerging technologies such as EVs and AVs

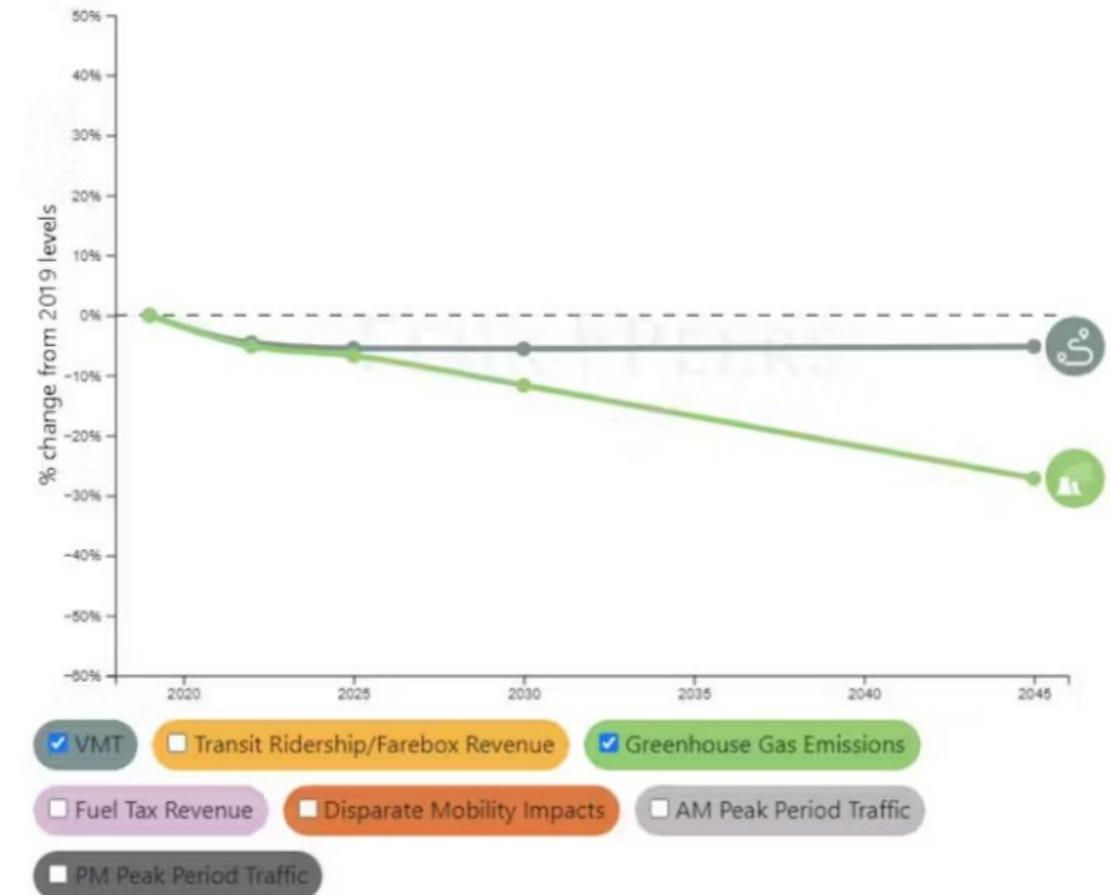
Thematic Conditions

New Status Quo (NSQ) – all trends stabilize at the levels achieved in 2022

Return to Pre-Pandemic (RPP) – trend variables return to the levels and trajectories they held in 2019

Transformative Trends (TT) – trend levels accelerate at greater rates than in 2020 and 2021

See Your Forecasts



Select a Trend

Social Economy

- **Social and Recreational Travel**
- **Labor Force Participation**
- **Migration and Land Use**

Quality of Life and Public Health

- **Telecommuting**
- **E-Commerce**
- **Car Ownership**
- **Health and Safety Concerns**

Technology

- **Electric Vehicle Adoption**
- **Autonomous Vehicles**



Social Economy

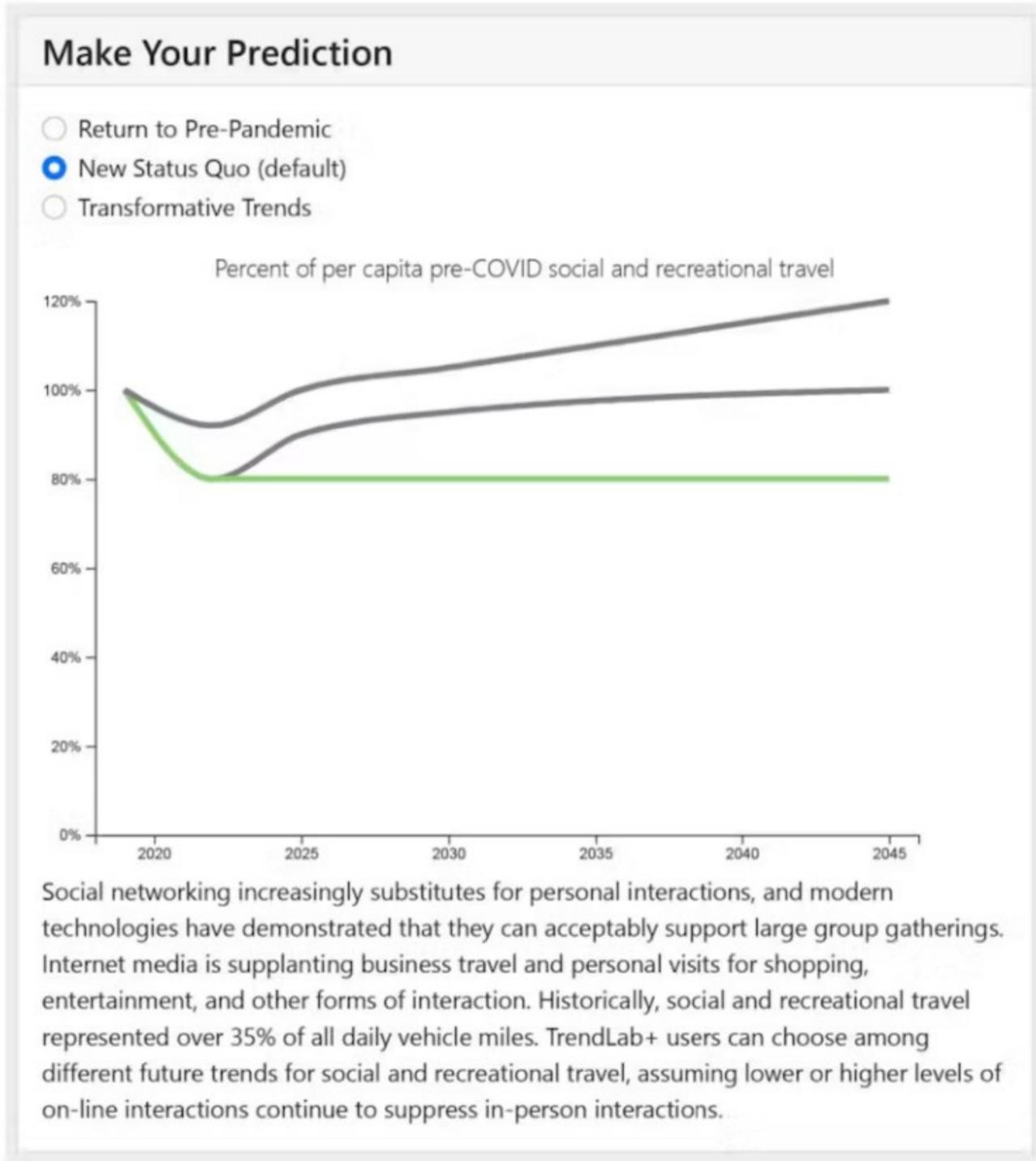
- 1) Social and Recreational Travel
- 2) Labor Force Participation
- 3) Migration and Land Use





Social and Recreational Travel

- Return to Pre-Pandemic
- New Status Quo (default)**
- Transformative Trends

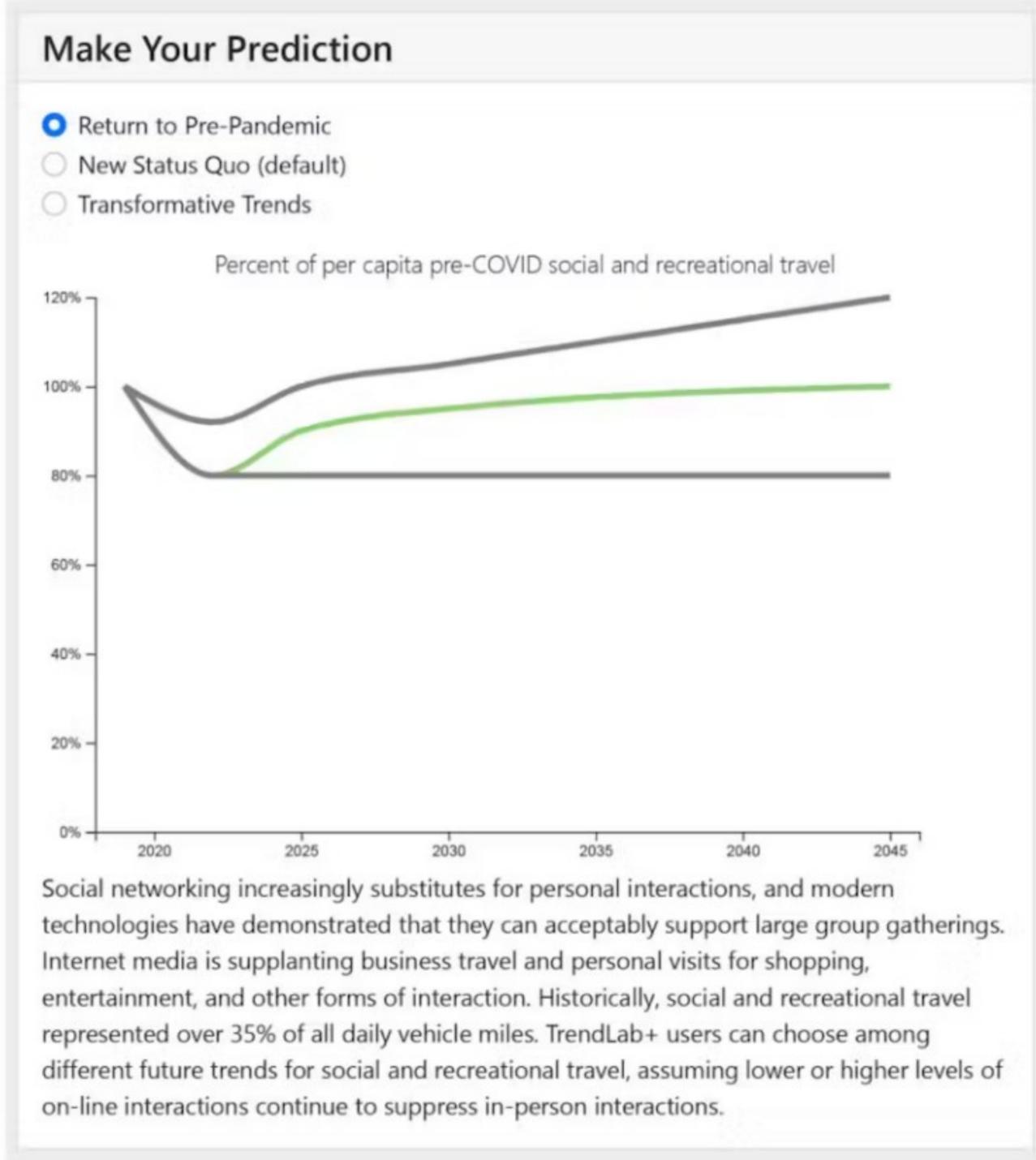




Social Economy

Social and Recreational Travel

- Return to Pre-Pandemic**
- New Status Quo (default)
- Transformative Trends

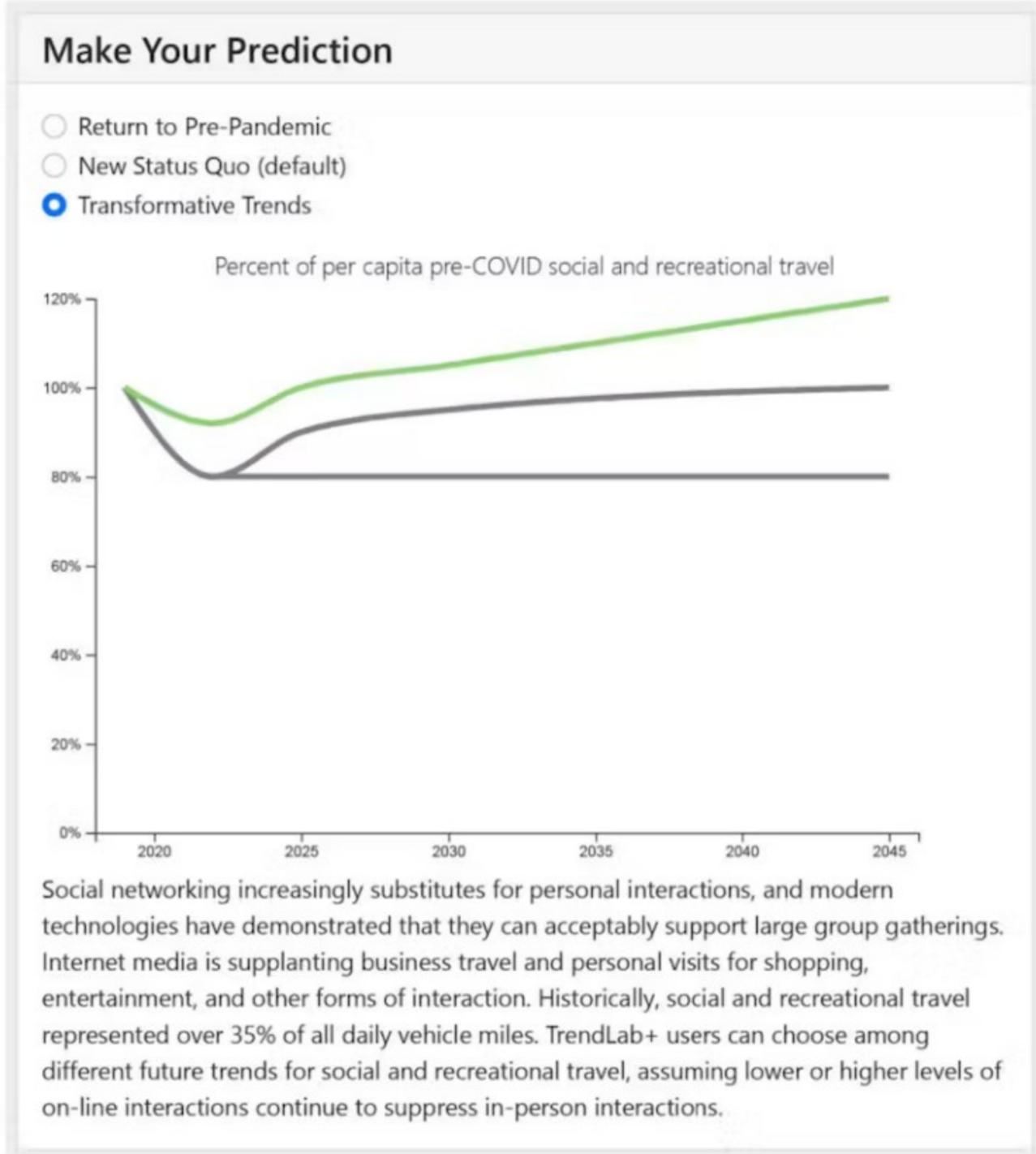




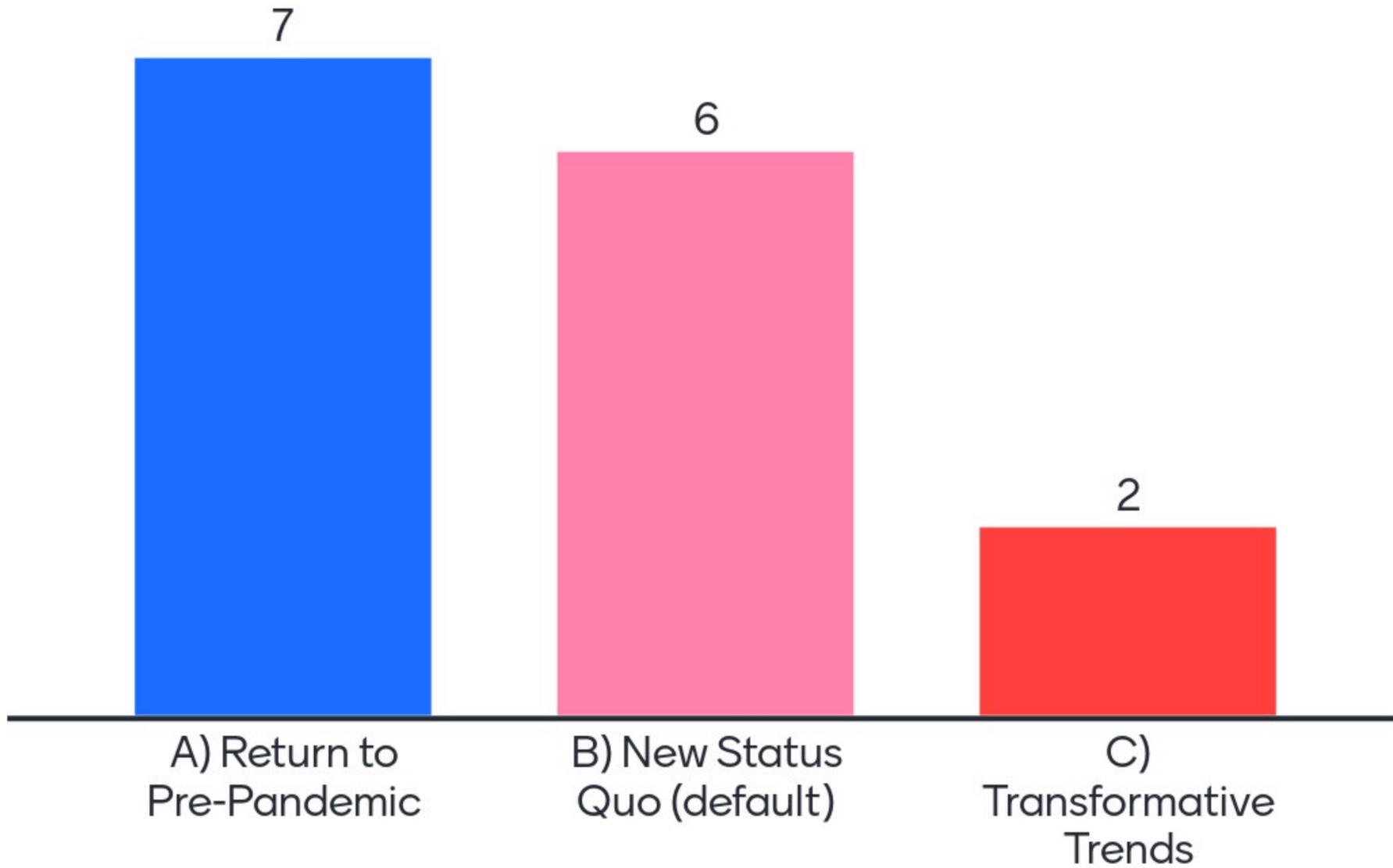
Social Economy

Social and Recreational Travel

- Return to Pre-Pandemic
- New Status Quo (default)
- Transformative Trends**



1) Social and Recreational Travel

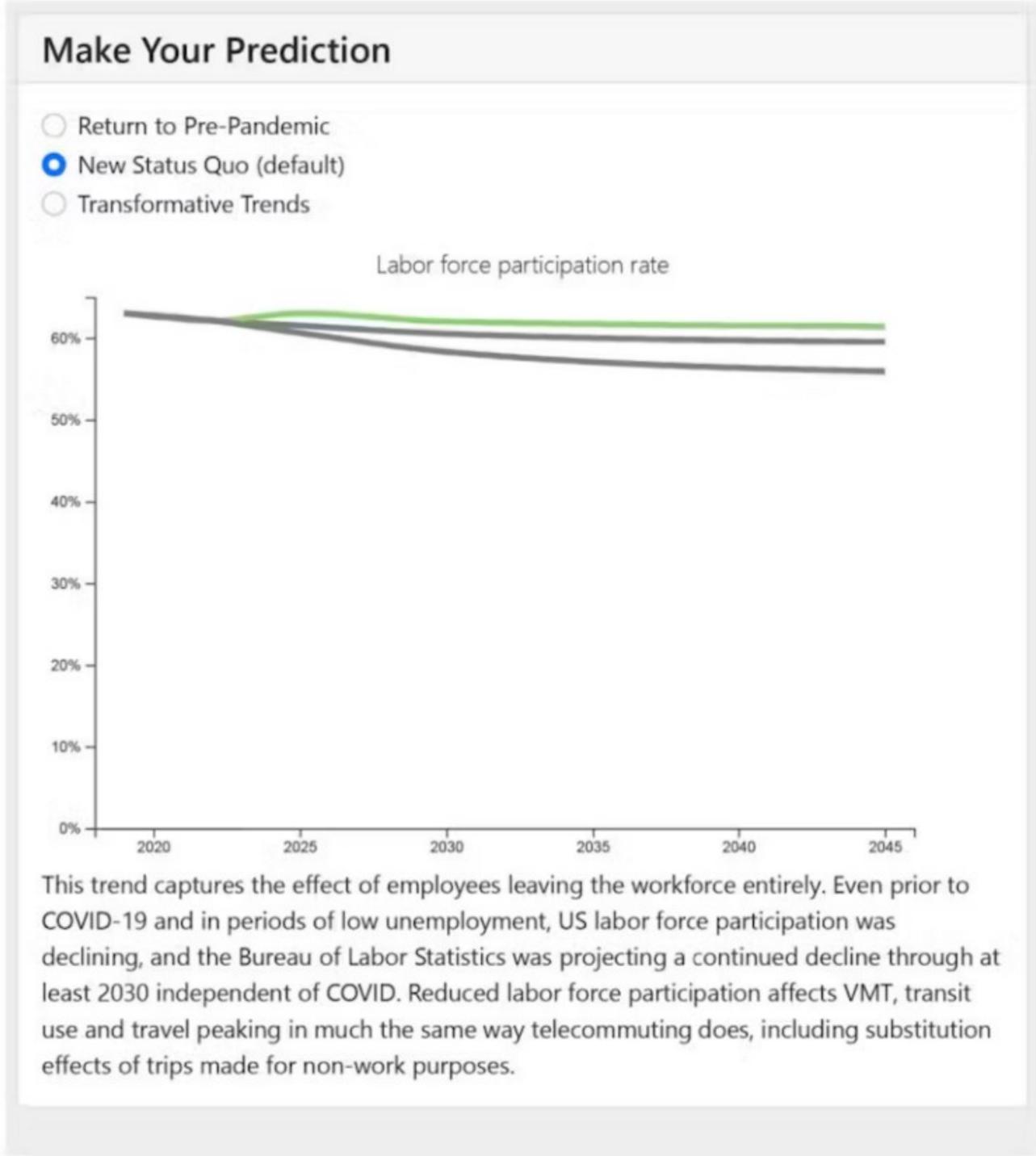




Social Economy

Labor Force Participation

- Return to Pre-Pandemic
- New Status Quo (default)**
- Transformative Trends





Social Economy

Labor Force Participation

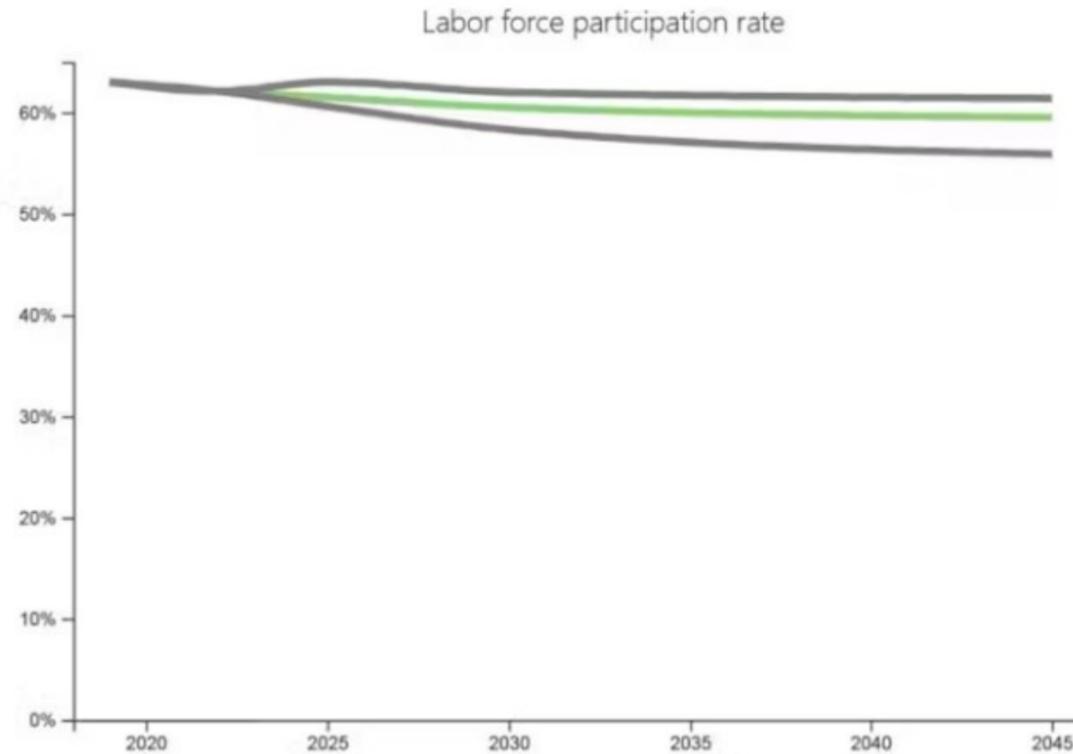
Return to Pre-Pandemic

New Status Quo (default)

Transformative Trends

Make Your Prediction

- Return to Pre-Pandemic
- New Status Quo (default)
- Transformative Trends



This trend captures the effect of employees leaving the workforce entirely. Even prior to COVID-19 and in periods of low unemployment, US labor force participation was declining, and the Bureau of Labor Statistics was projecting a continued decline through at least 2030 independent of COVID. Reduced labor force participation affects VMT, transit use and travel peaking in much the same way telecommuting does, including substitution effects of trips made for non-work purposes.



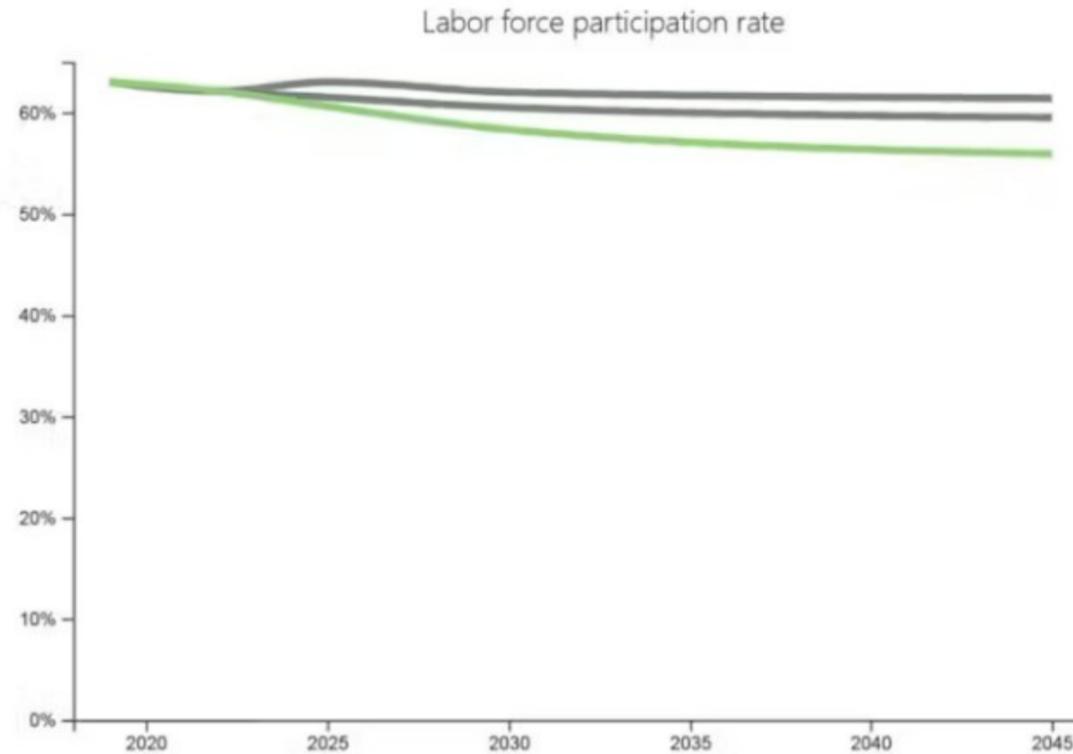
Social Economy

Labor Force Participation

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- New Status Quo (default)
- Transformative Trends**

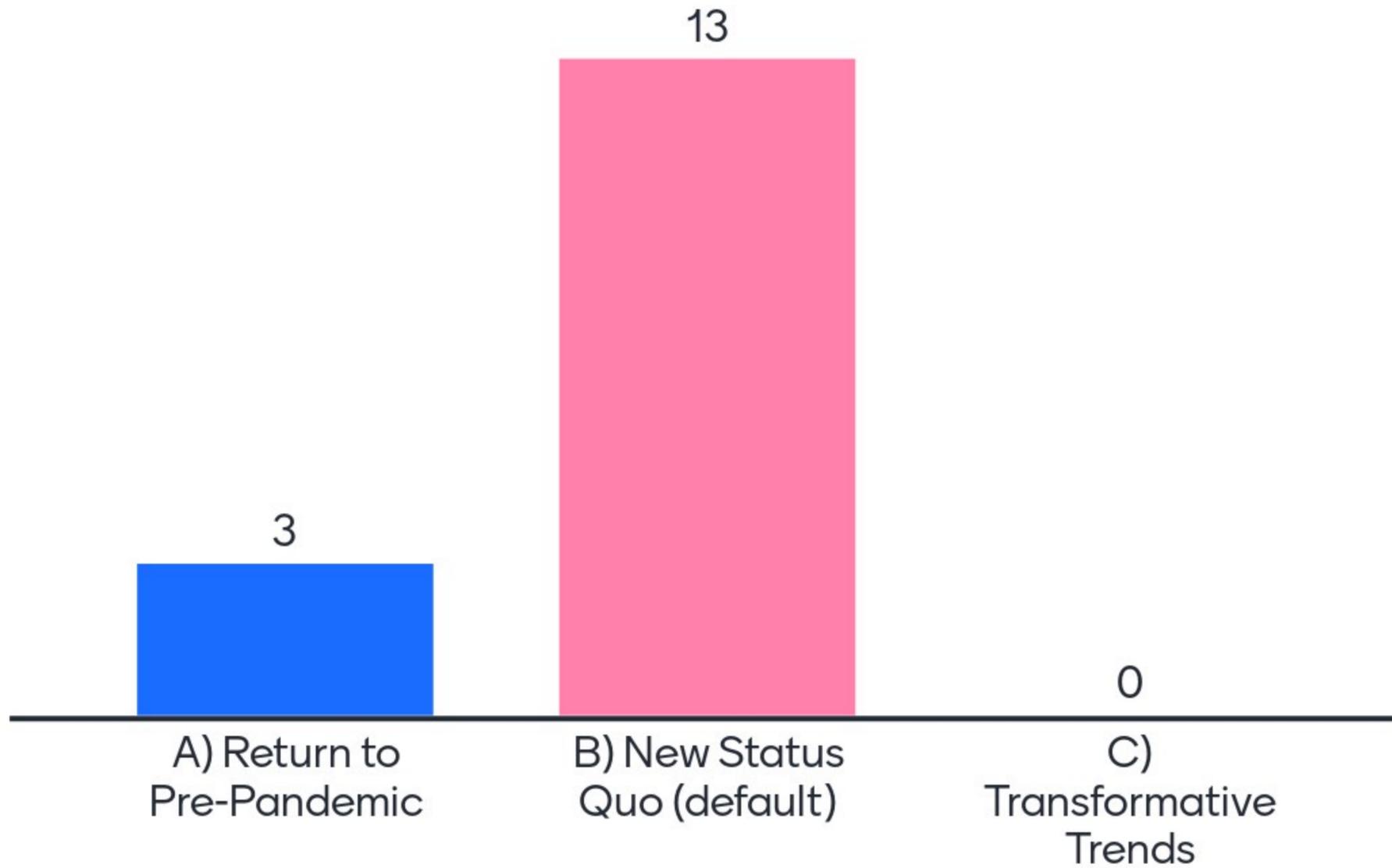
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2) Labor Force Participation





Social Economy

Migration and Land Use

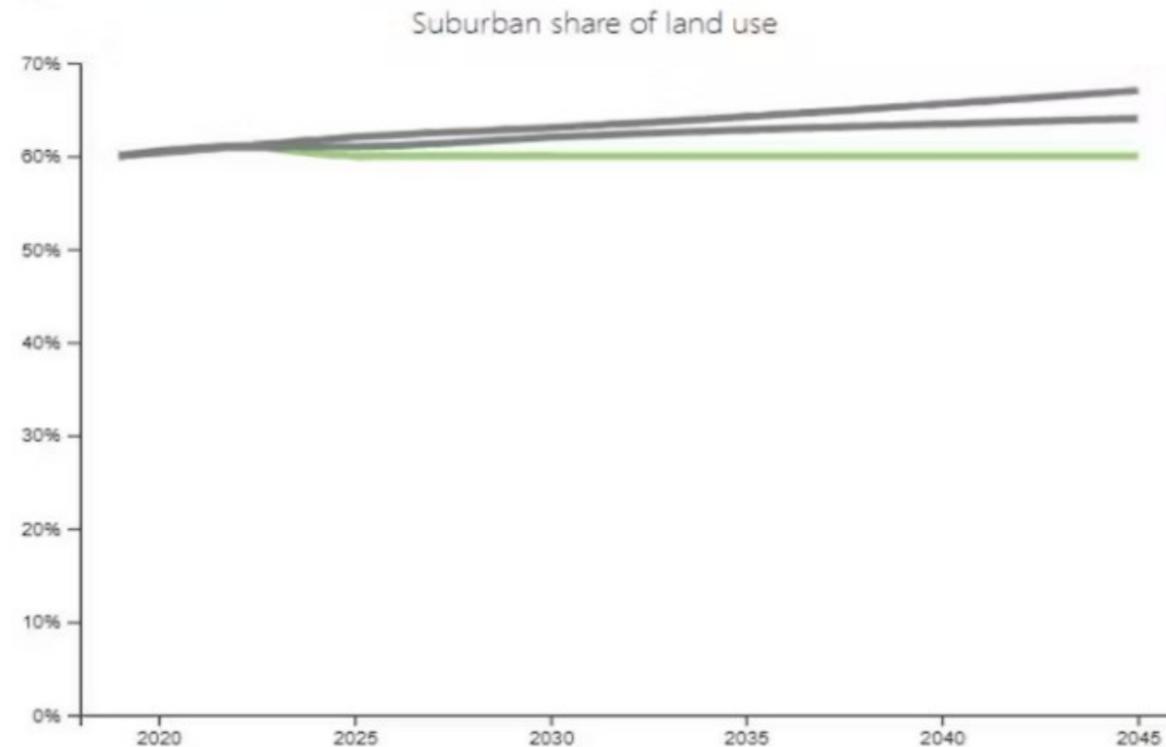
Return to Pre-Pandemic

Remain Fixed at Pre-Pandemic Level(default)

Urban Areas Recover and Stabilize

Make Your Prediction

- Return to Pre-Pandemic Trends
- Remain Fixed at Pre-Pandemic Levels (default)
- Urban Areas Recover and Stabilize



According to the Brookings Institute, "the pandemic year of 2020-21 showed substantial declines in highly dense urban core counties within major metro areas, driven heavily by domestic out migration... in the context of urban core county growth over the previous decade... (with) uncommonly high growth levels in the early 2010s." TrendLab+ users can select from three potential trends and urban development patterns: "return to pre-pandemic" with suburban population raising from about 60% suburban pre-COVID-19 to about 67% in 2045, "new status quo" wherein urban and suburban growth rates return to approximate parity, and "transformative trends" with almost all net growth in suburban counties.



Social Economy

Migration and Land Use

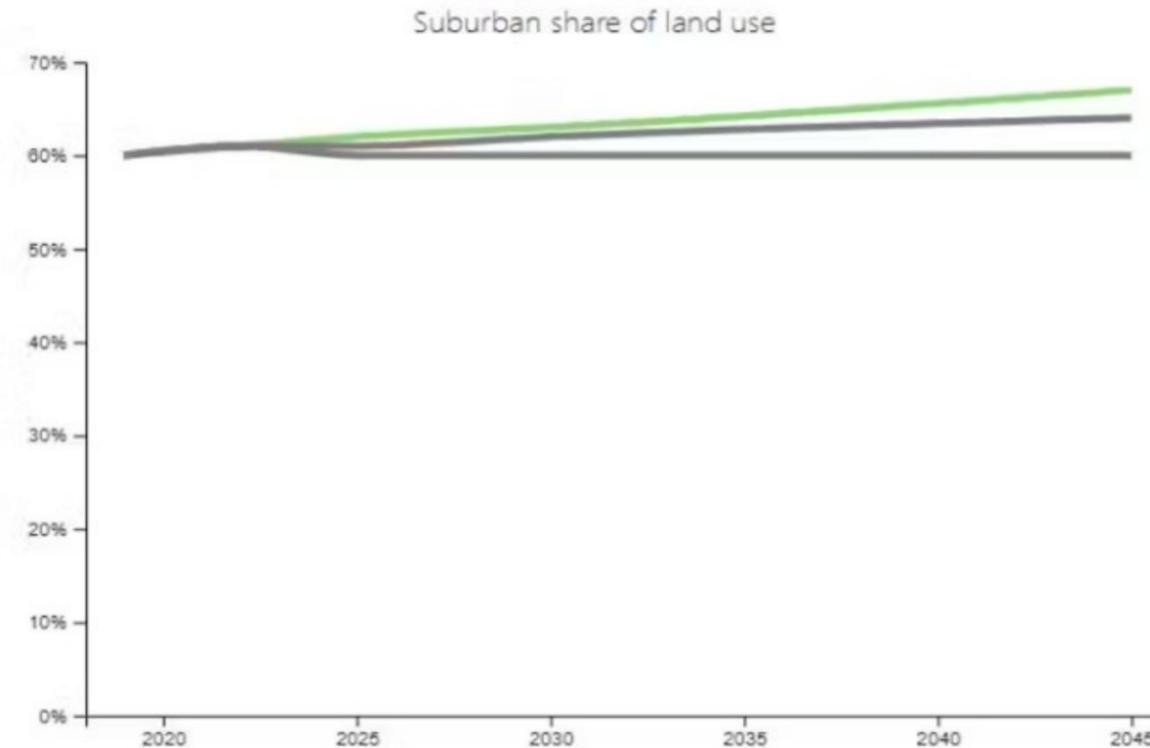
Return to Pre-Pandemic

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Urban Areas Recover and Stabilize

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Social Economy

Migration and Land Use

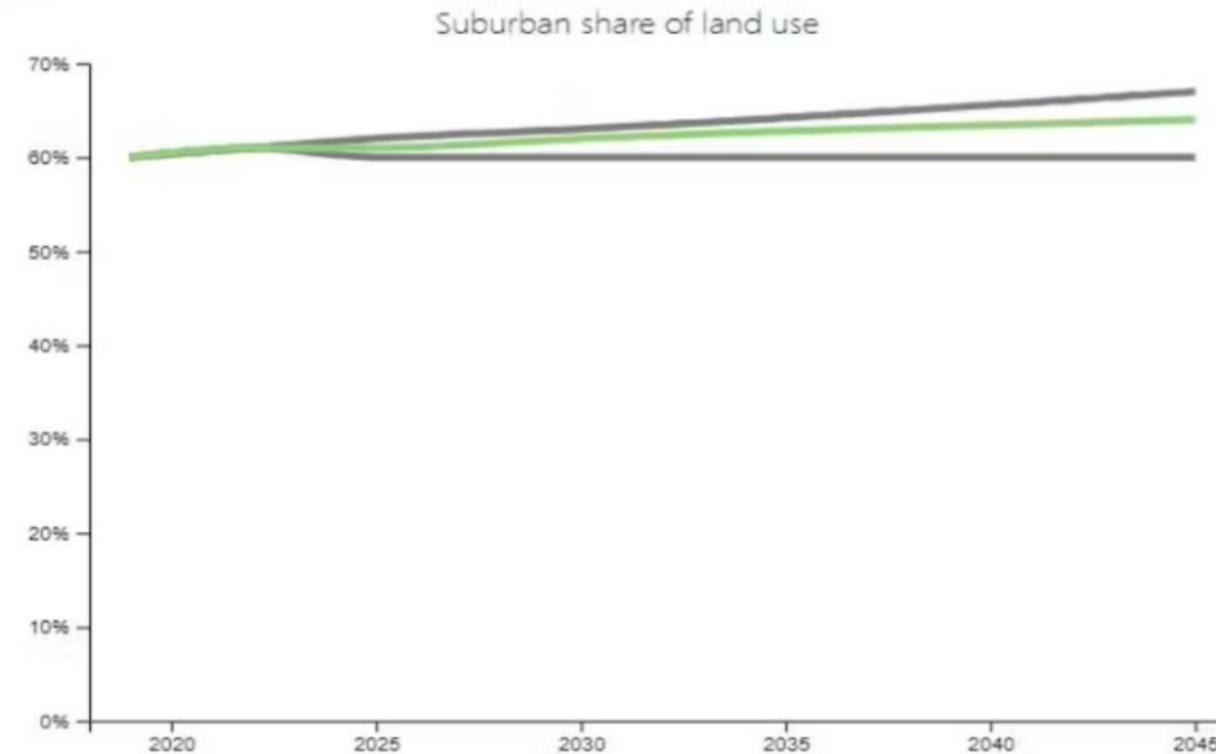
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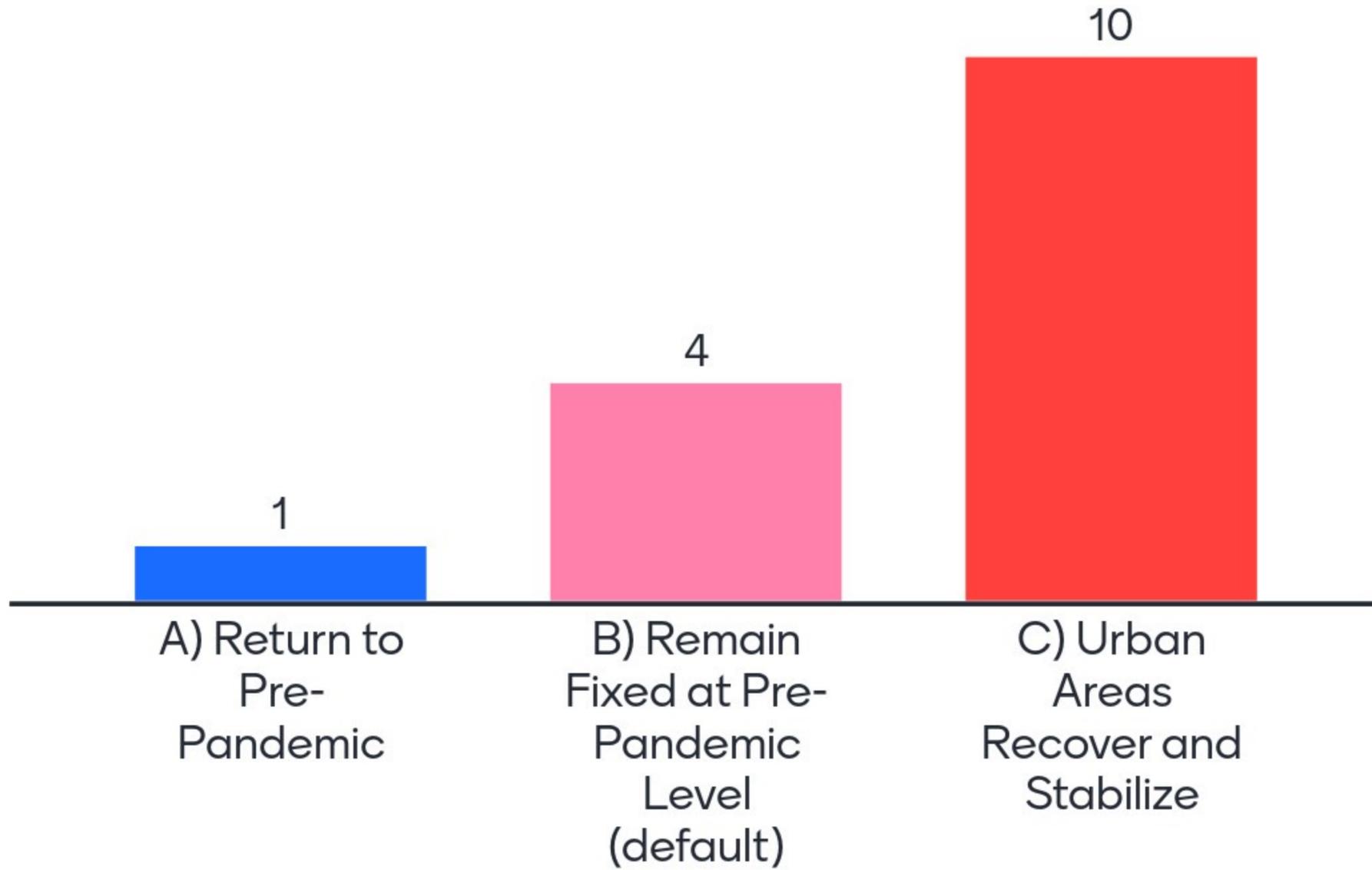
Make Your Prediction

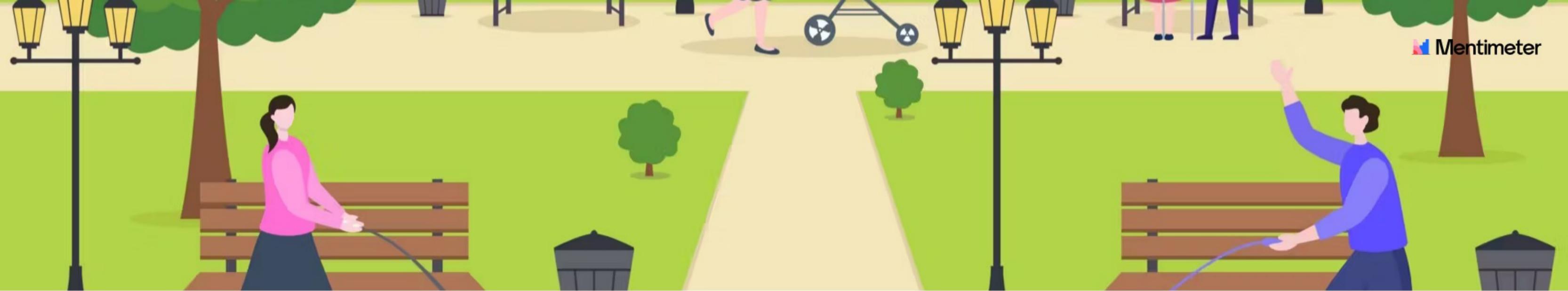
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3) Migration and Land Use





Quality of Life and Public Health

- 1) Telecommuting
- 2) E-Commerce
- 3) Car Ownership
- 4) Health and Safety Concerns



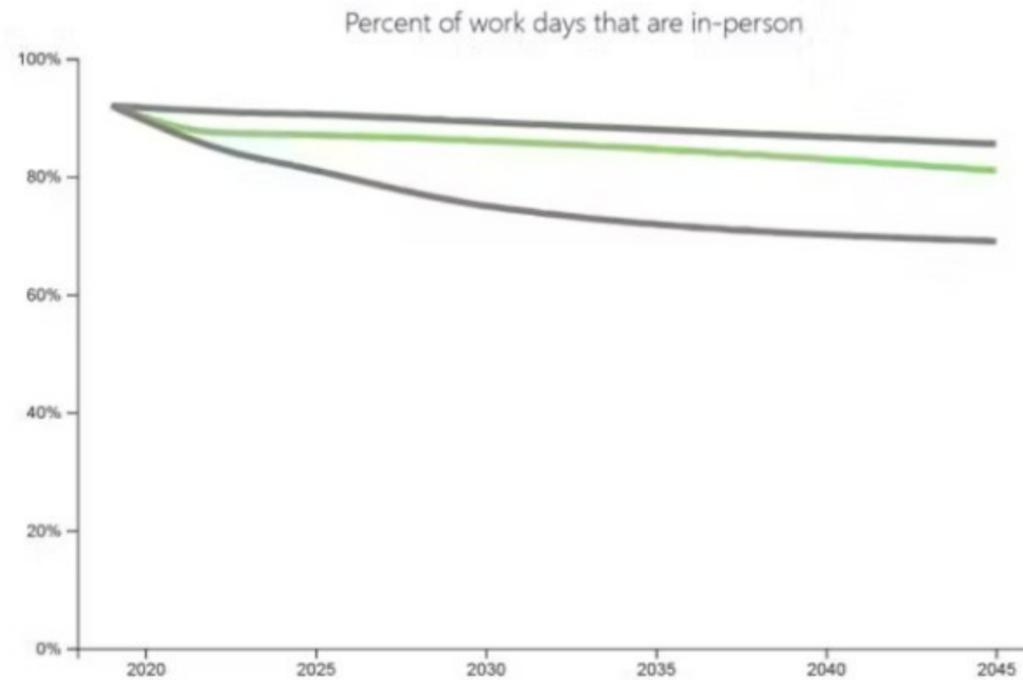
Quality of Life and Public Health

Telecommuting

- Return to Pre-Pandemic
- New Status Quo (default)**
- Transformative Trends

Make Your Prediction

- Return to Pre-Pandemic
- New Status Quo (default)
- Transformative Trends



The telecommuting trend includes the effects of the increased levels of working from home and hybrid-work that have arisen since the onset of the COVID-19 pandemic, measured in terms to the percentage reduction in in total employee commute days. The percentage should be expressed in terms of the number of office-worker days spent telecommuting assuming, for example, that hybrid workers still commute an average of three days a week. TrendLab+ takes into account that, while these remote work options have been increasingly available to knowledge workers and office environments, about 50% of a region's workforce holds jobs that require a physical presence. It also accounts for the fact that evidence shows that those no longer commuting often undertake trips for other purposes during the course of the day, replacing about 45% of the eliminated work-trip VMT and changing the time-of-day distribution of traffic peaks.



Quality of Life and Public Health

Telecommuting

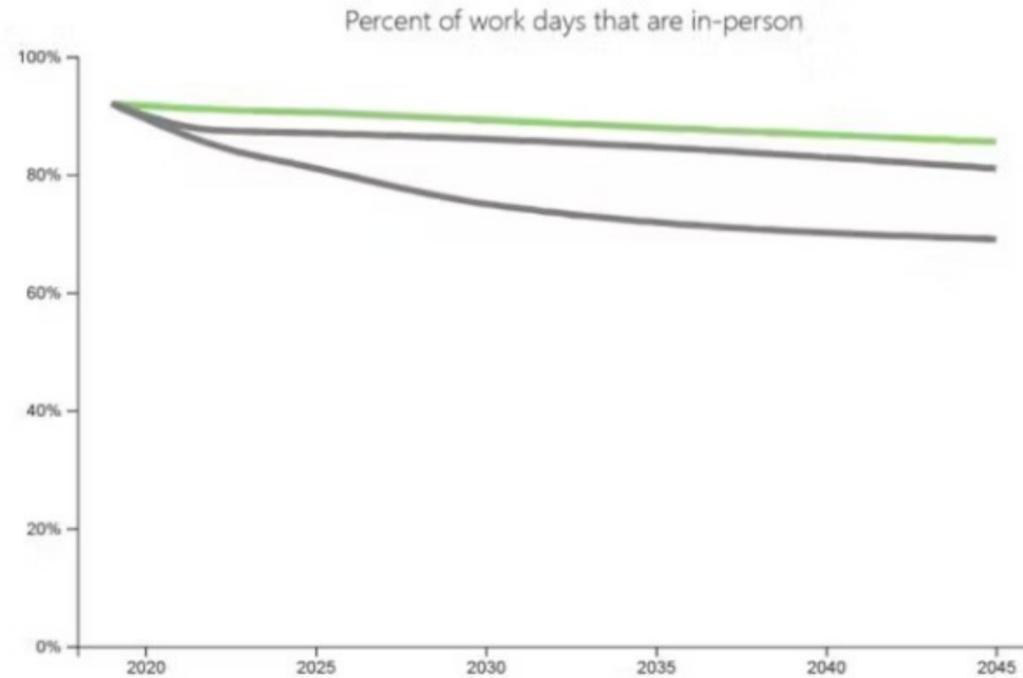
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Transformative Trends

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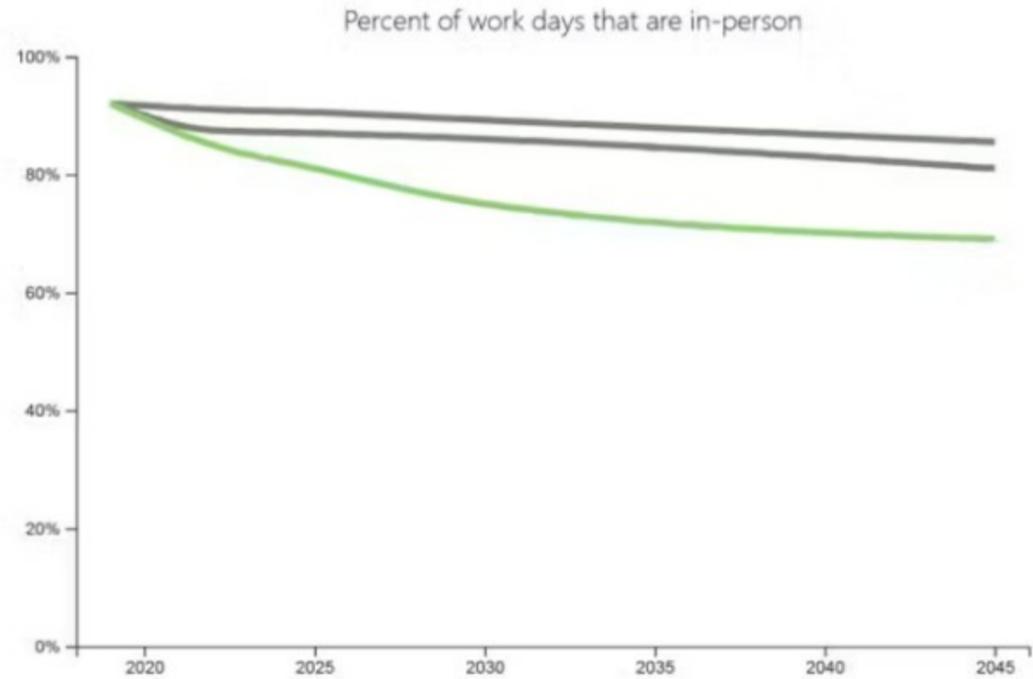
Quality of Life and Public Health

Telecommuting

- Return to Pre-Pandemic
- New Status Quo (default)
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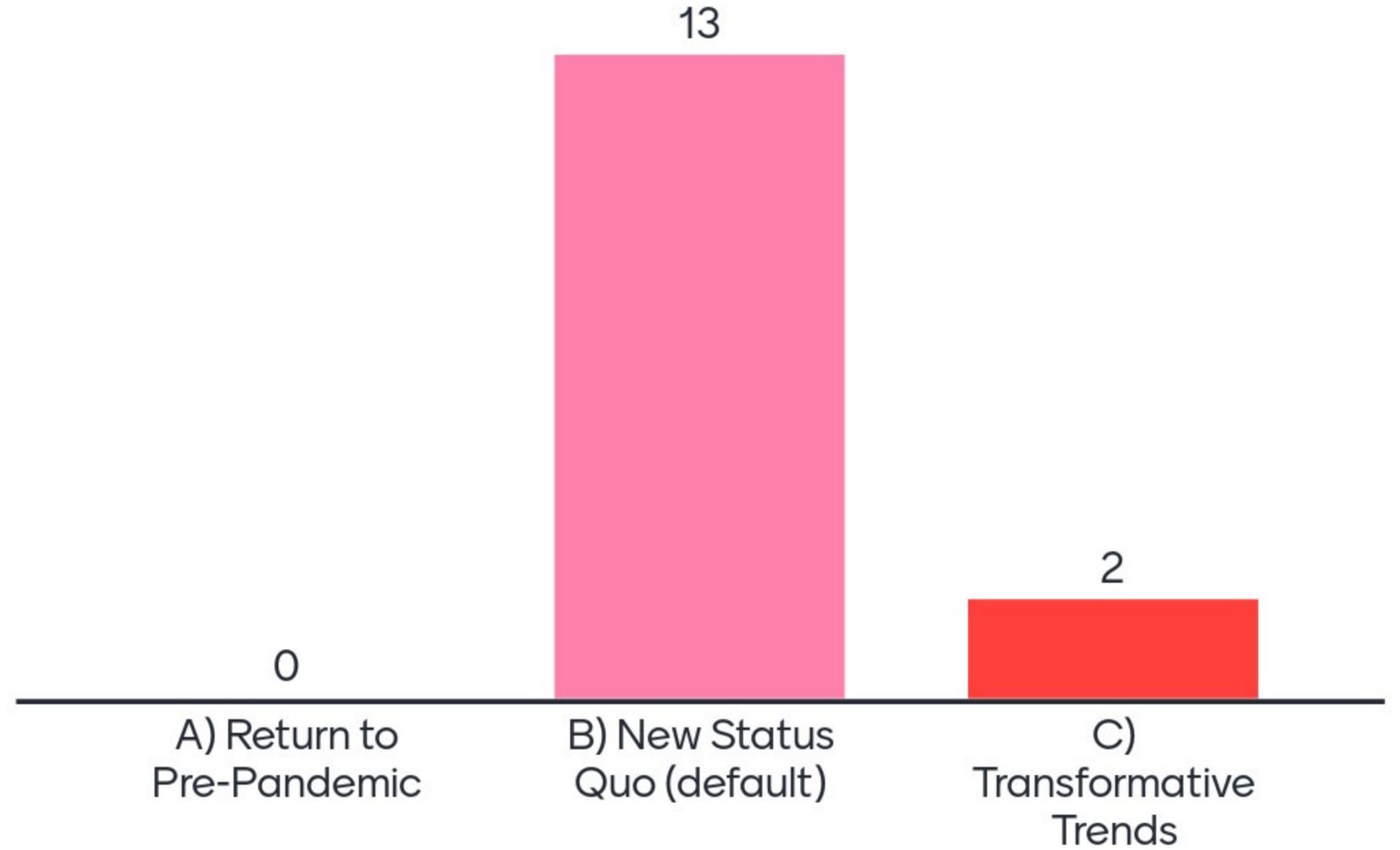
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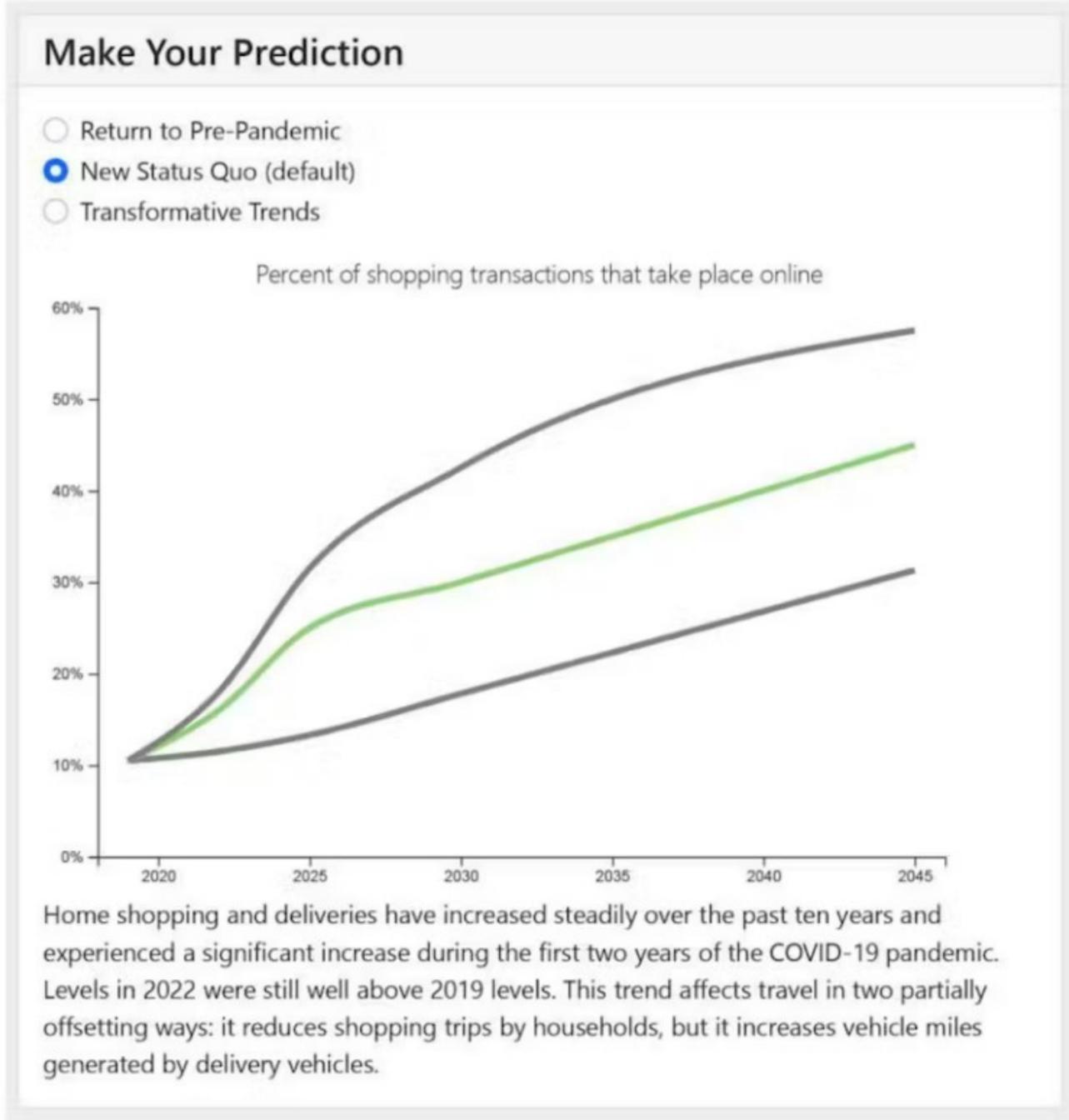




Quality of Life and Public Health

E-Commerce

- Return to Pre-Pandemic
- New Status Quo (default)**
- Transformative Trends





Quality of Life and Public Health

E-Commerce

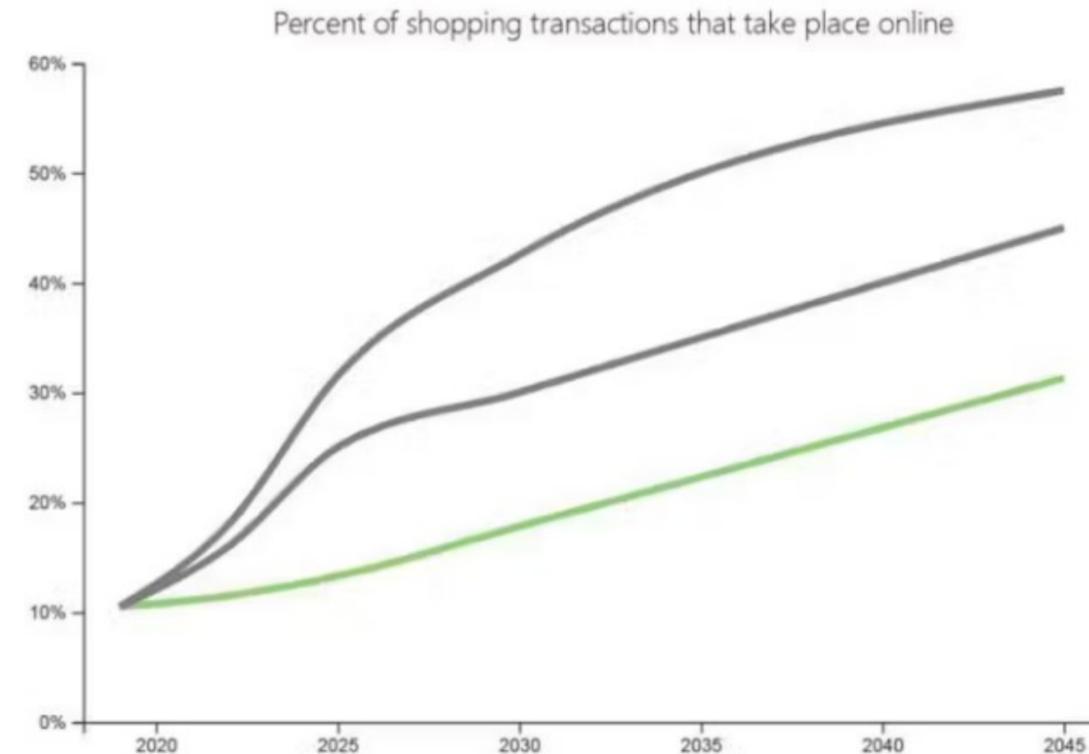
Return to Pre-Pandemic

New Status Quo (default)

Transformative Trends

Make Your Prediction

- Return to Pre-Pandemic
- New Status Quo (default)
- Transformative Trends



Home shopping and deliveries have increased steadily over the past ten years and experienced a significant increase during the first two years of the COVID-19 pandemic. Levels in 2022 were still well above 2019 levels. This trend affects travel in two partially offsetting ways: it reduces shopping trips by households, but it increases vehicle miles generated by delivery vehicles.



Quality of Life and Public Health

E-Commerce

Return to Pre-Pandemic

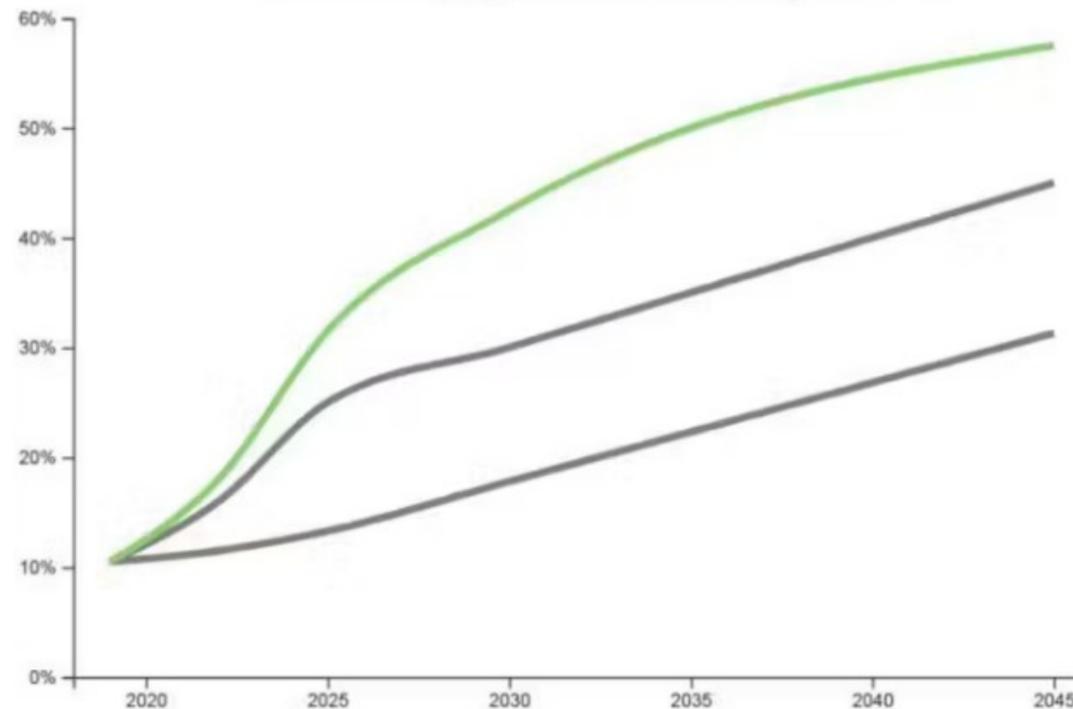
New Status Quo (default)

Transformative Trends

Make Your Prediction

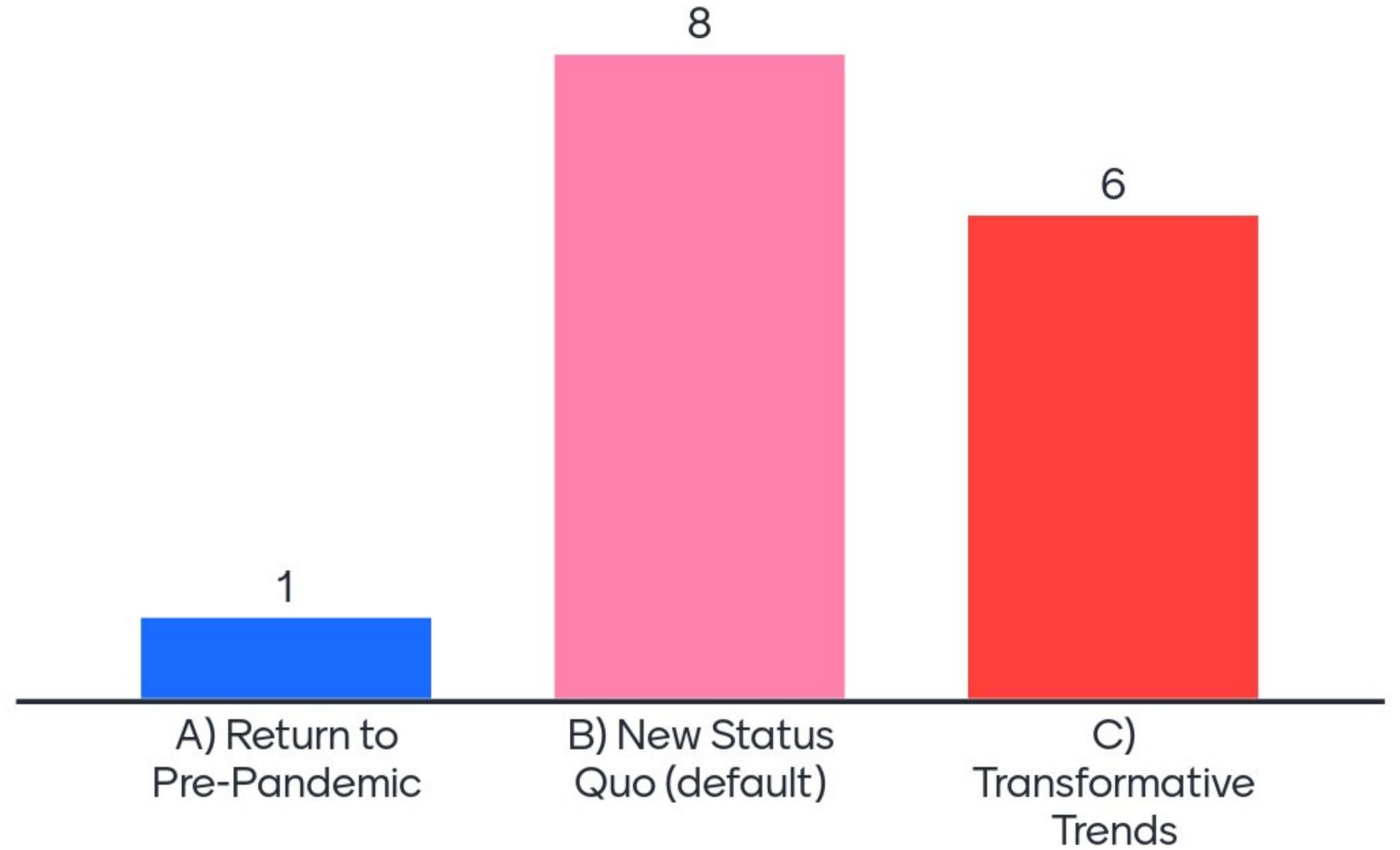
- Return to Pre-Pandemic
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Percent of shopping transactions that take place online



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2) E-Commerce





Quality of Life and Public Health

Car-Ownership

- Return to Pre-Pandemic
- New Status Quo (default)**
- Transformative Trends

Make Your Prediction

- Return to Pre-Pandemic
- New Status Quo (default)
- Transformative Trends

Change in percent of households with cars

Year	Percent of households with cars
2020	92%
2025	93%
2030	94%
2035	94.5%
2040	95%
2045	95.5%

TrendLab+ forecasts the potential effects of car ownership on VMT, transit ridership and other performance measures based on changes in the percentage of households with cars. Car ownership in the US steadily increased through the 2010's reaching a level of about 92% of households. car ownership levels have had a powerful impact on VMT growth and transit ridership decline, and TrendLab+ users should carefully consider different scenarios on future levels and adjust their assumptions as new, local data becomes available in the future.



Quality of Life and Public Health

Car-Ownership

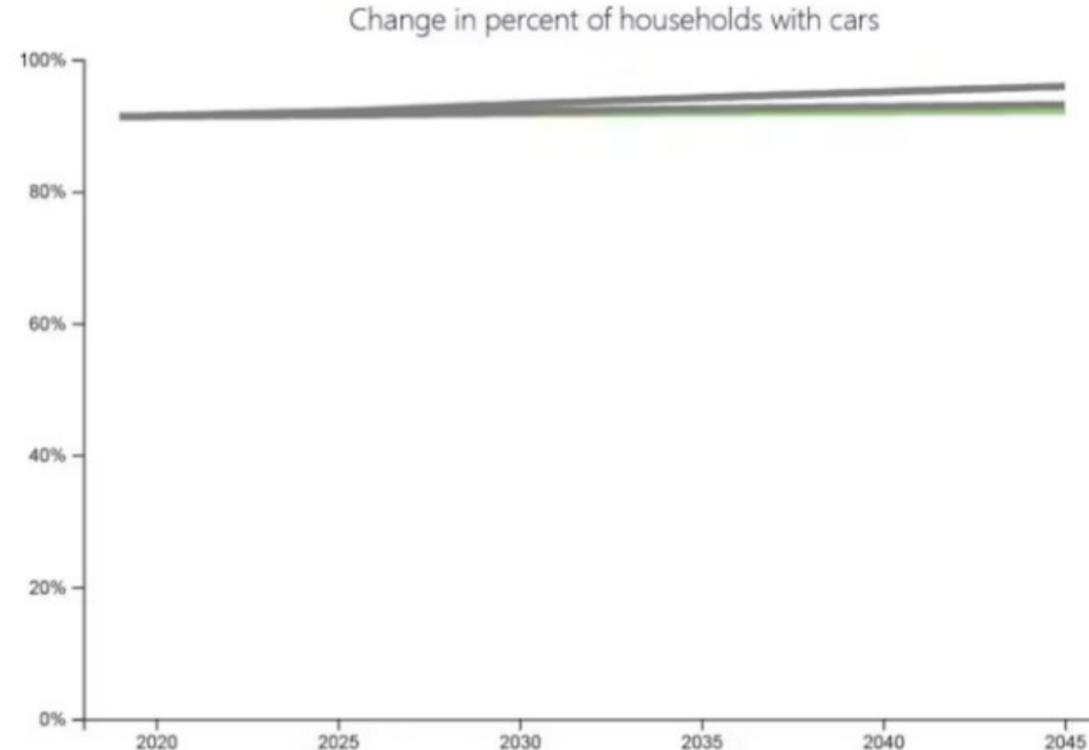
Return to Pre-Pandemic

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Transformative Trends

Make Your Prediction

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Quality of Life and Public Health

Car-Ownership

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- New Status Quo (default)
- Transformative Trends**

Make Your Prediction

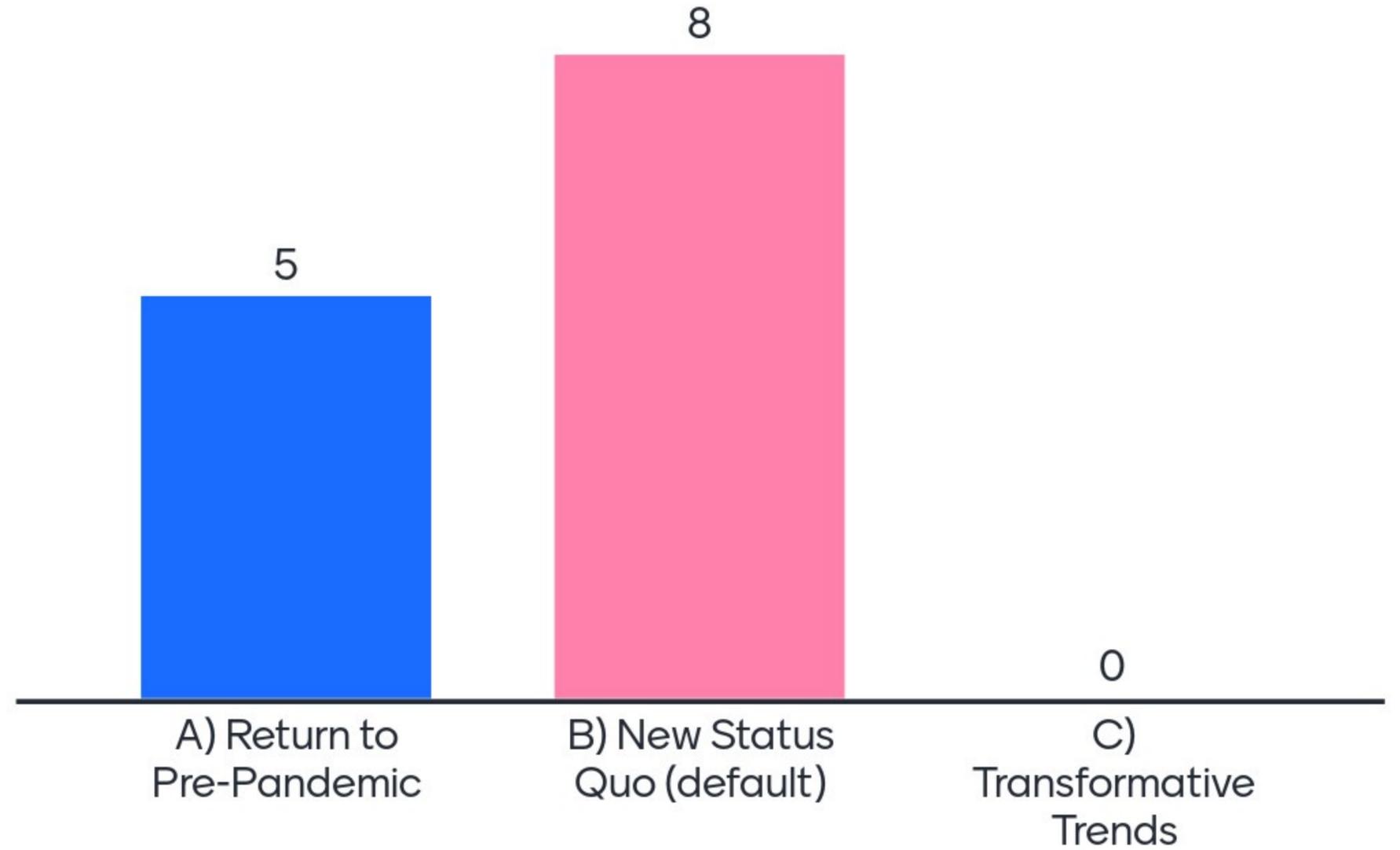
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Year	Return to Pre-Pandemic (%)	Transformative Trends (%)
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2035	92	94.5
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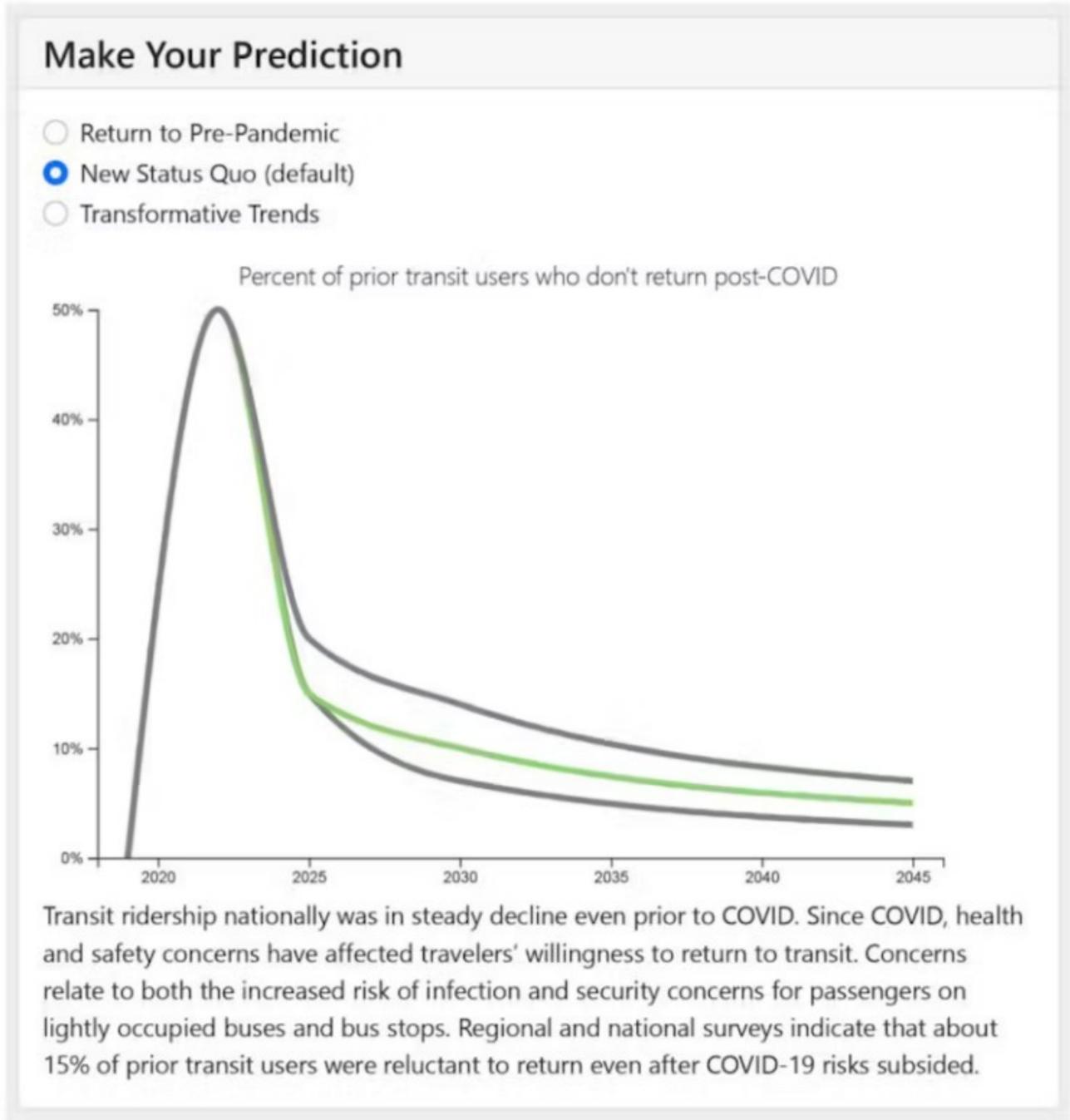




Quality of Life and Public Health

Health and Safety Concerns

- Return to Pre-Pandemic
- New Status Quo (default)**
- Transformative Trends





Quality of Life and Public Health

Health and Safety Concerns

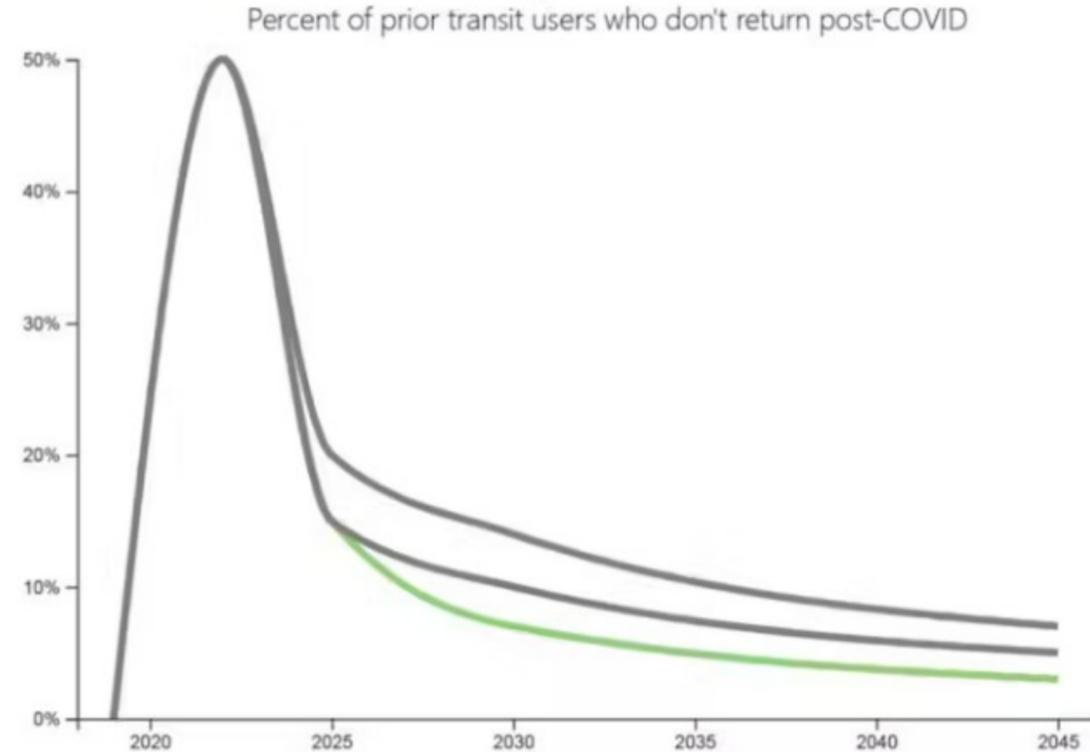
Return to Pre-Pandemic

New Status Quo (default)

Transformative Trends

Make Your Prediction

- Return to Pre-Pandemic
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- Transformative Trends



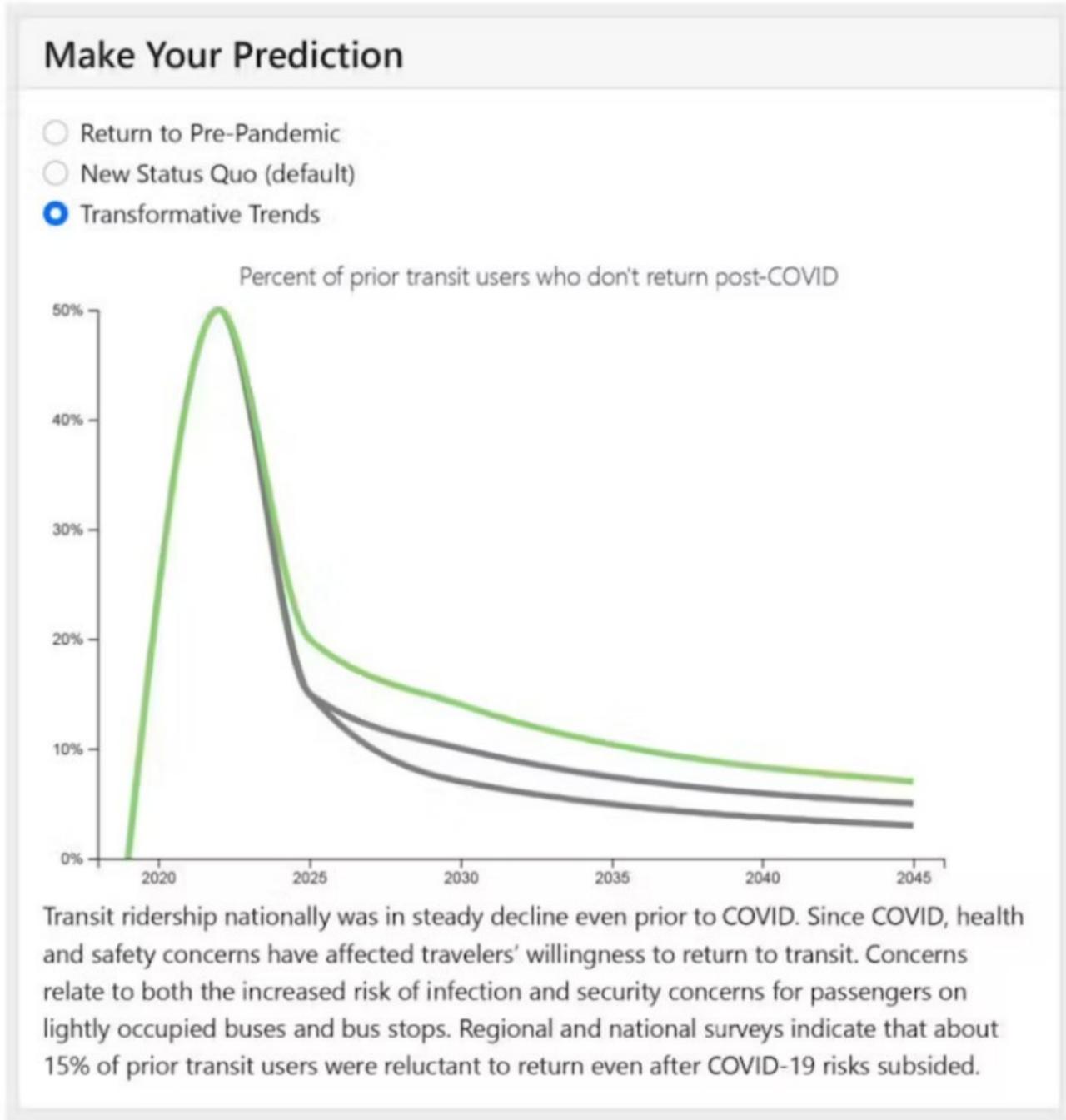
Transit ridership nationally was in steady decline even prior to COVID. Since COVID, health and safety concerns have affected travelers' willingness to return to transit. Concerns relate to both the increased risk of infection and security concerns for passengers on lightly occupied buses and bus stops. Regional and national surveys indicate that about 15% of prior transit users were reluctant to return even after COVID-19 risks subsided.



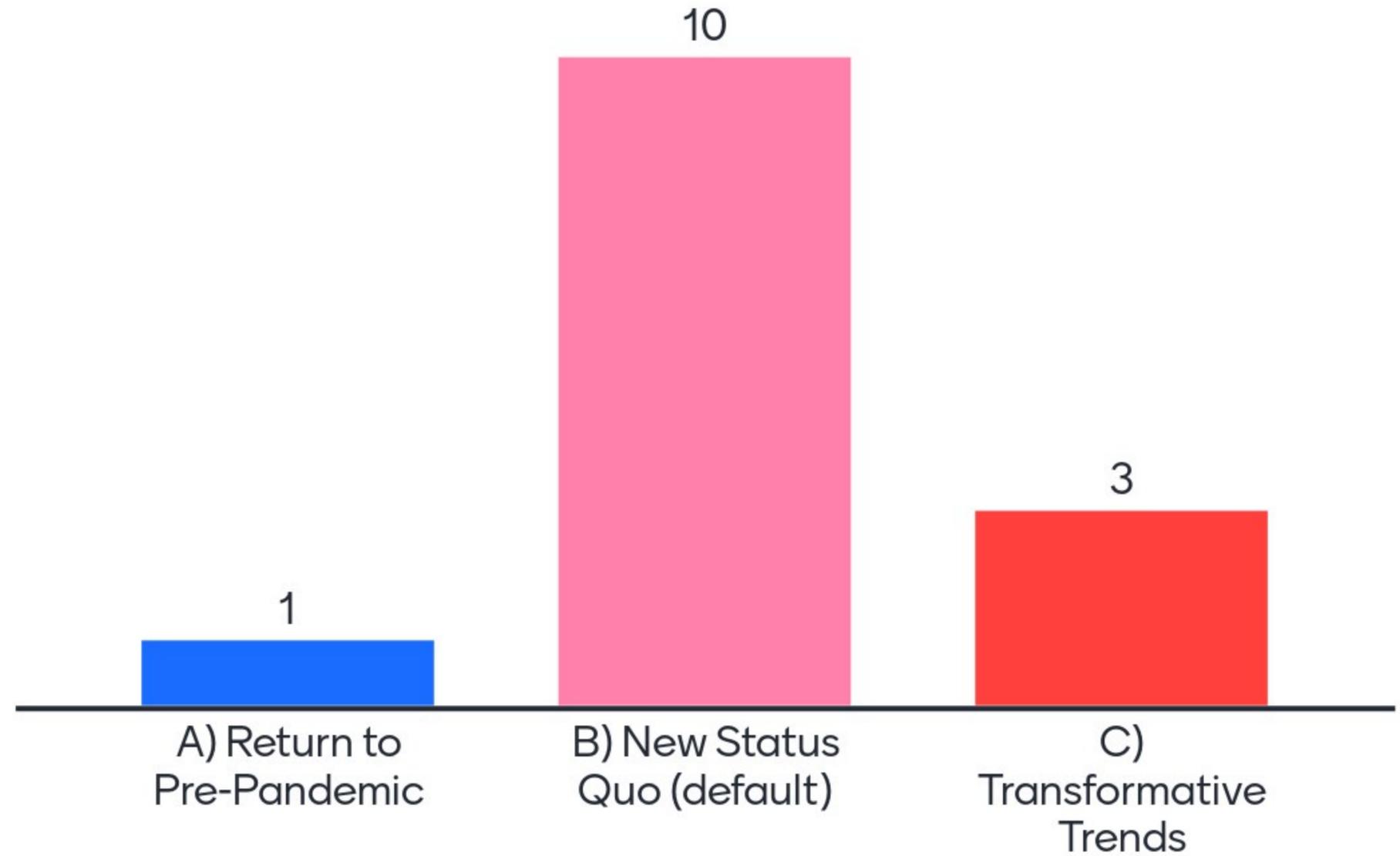
Quality of Life and Public Health

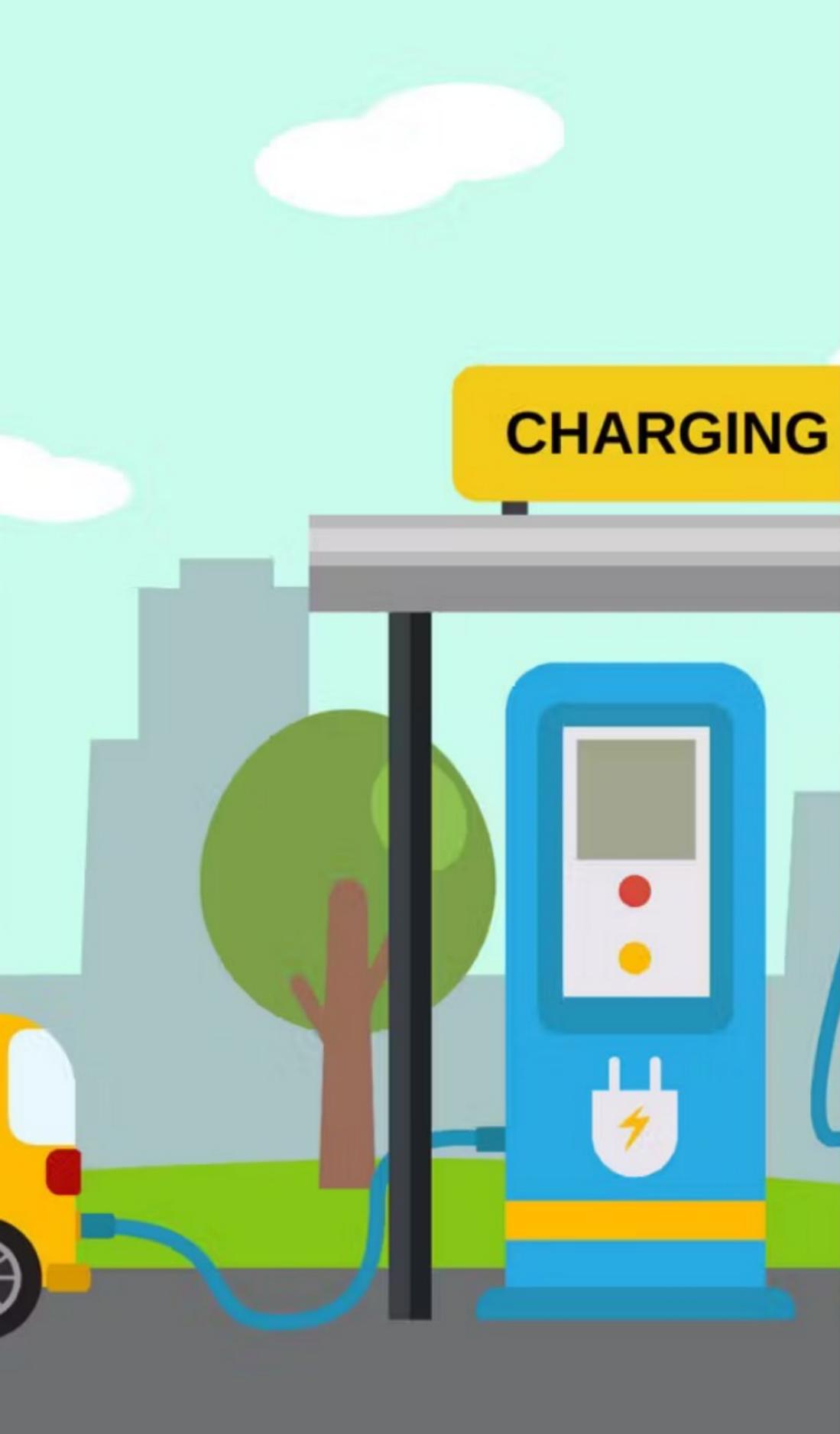
Health and Safety Concerns

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- New Status Quo (default)
- Transformative Trends**



4) Health and Safety Concerns





Technology

- 1) Electric Vehicle Adoption
- 2) Autonomous Vehicles



Quality of Life and Public Health

Electric Vehicle Adoption

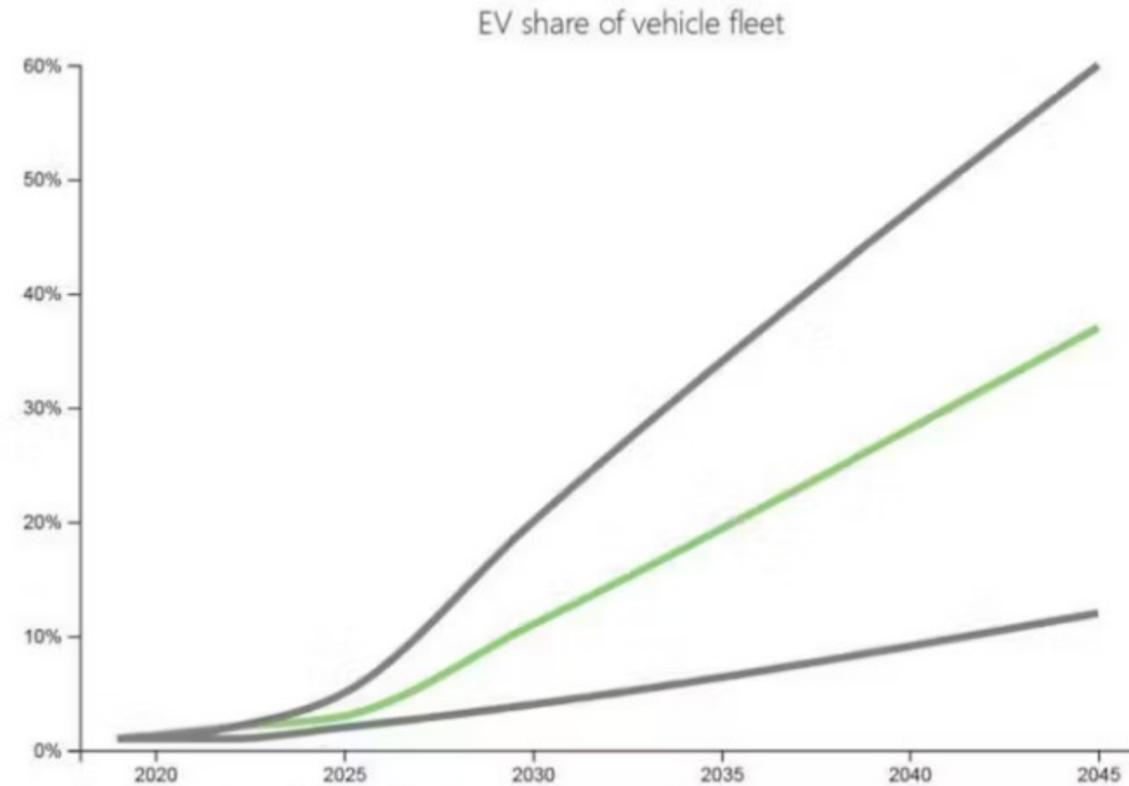
2019 Growth Rate Continues

Growth Constrained by Charging Network (default)

Auto Manufacturers' Forecast

Make Your Prediction

- 2019 Growth Rate Continues
- Growth Constrained by Charging Network (default)
- Auto Manufacturers' Forecast



The range of forecasts on EV fleet adoption is fairly broad. TrendLab+ considers EV adoption scenarios of 37% to 60% by 2045 or a "Return to Pre-Pandemic" growth rate scenario, of a 2045 share of 12%. The TrendLab+ analysis of GHG benefits takes into account that, nationally, 36% of the energy needed to power an EV car goes to mechanical inefficiencies and the power generation offered by the state's electric grid.



Quality of Life and Public Health

Electric Vehicle Adoption

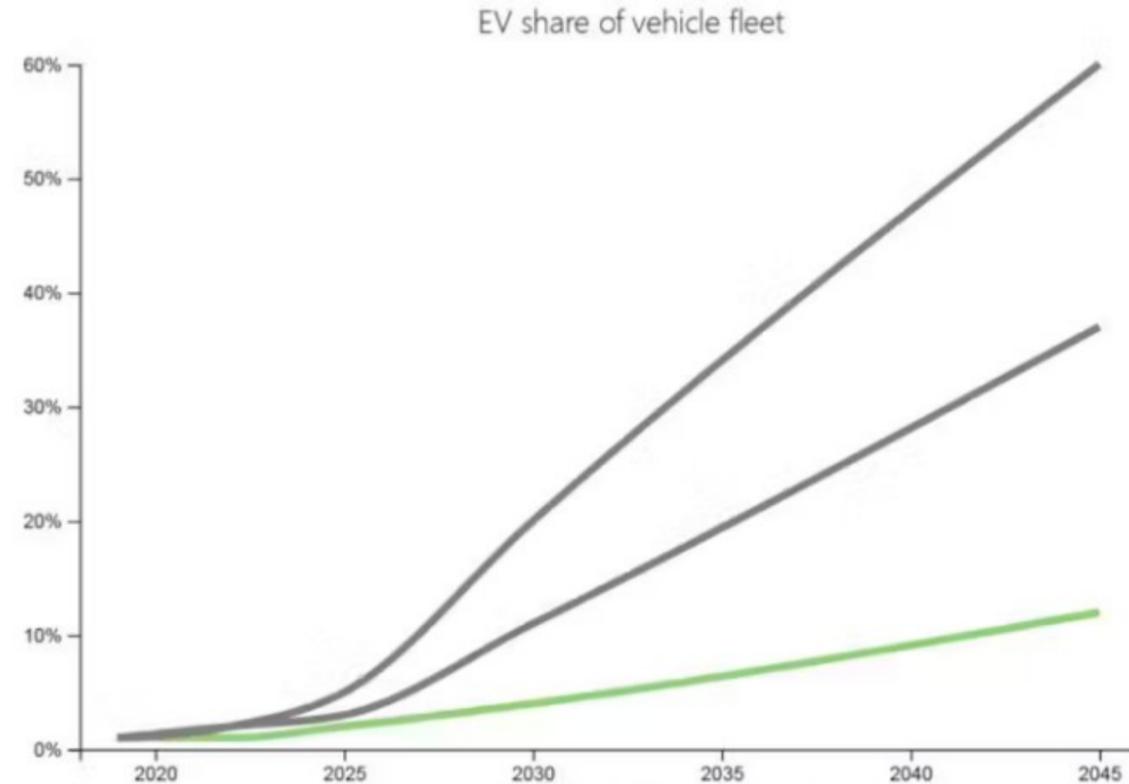
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Quality of Life and Public Health

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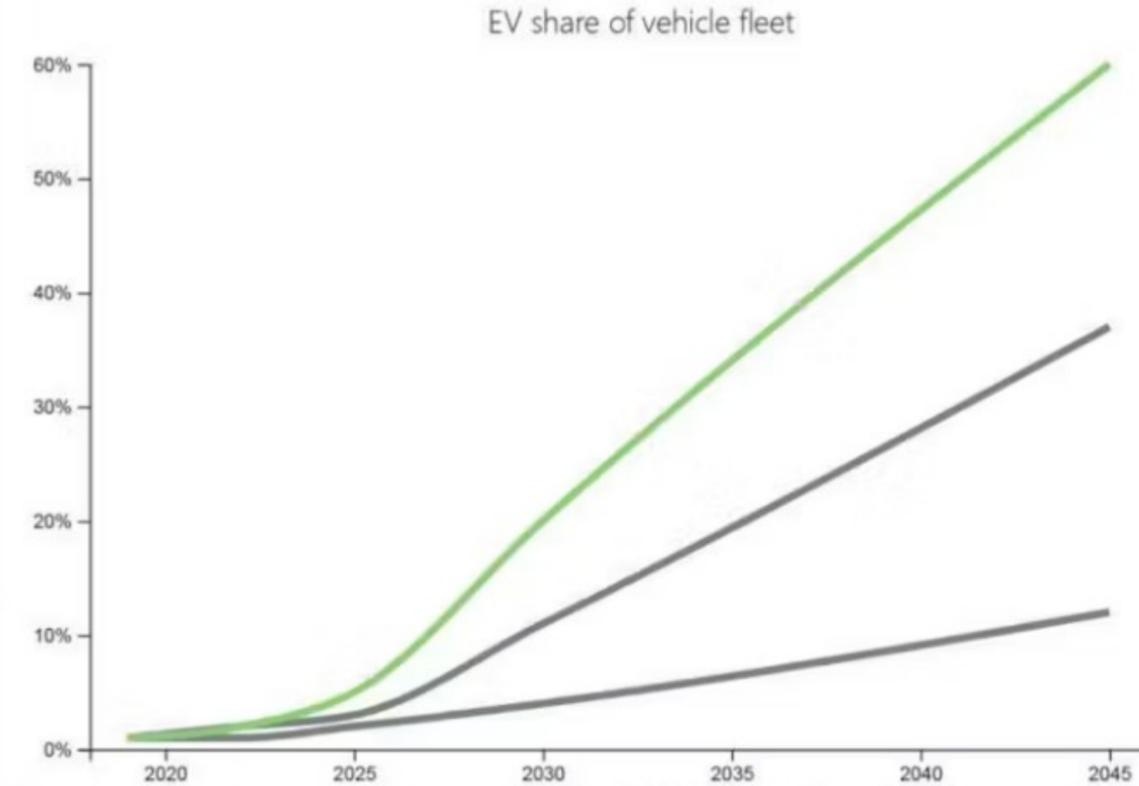
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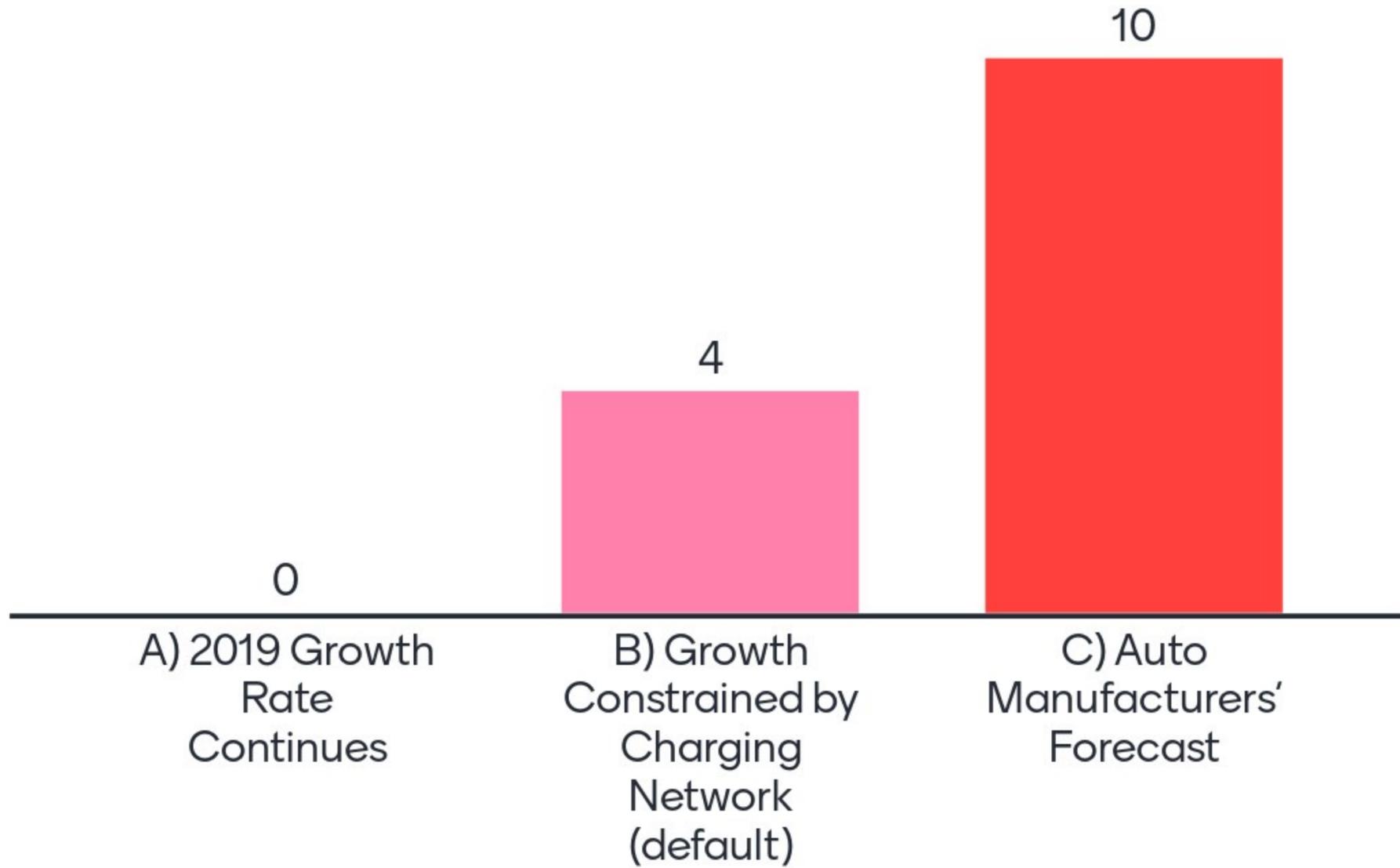
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1) Electric Vehicle Adoption





Quality of Life and Public Health

Autonomous Vehicles

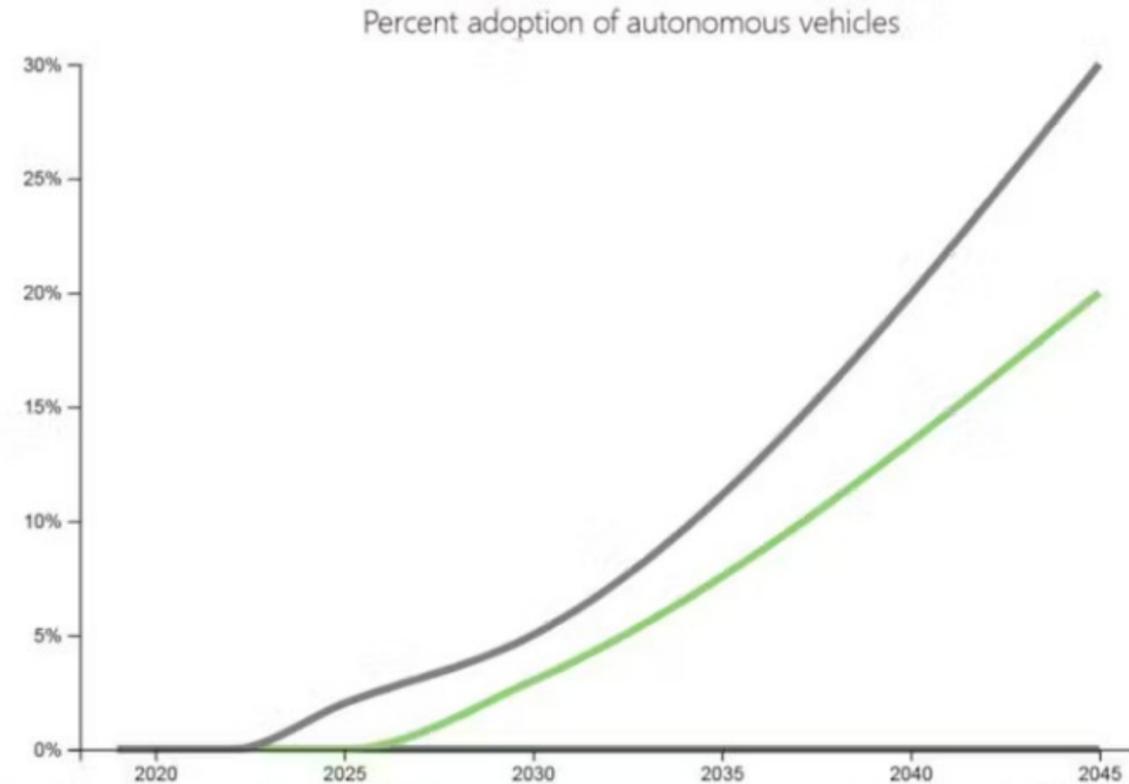
Availability more than 20 years away

20% of vehicles in service by 2045 (default)

30% of vehicles in service by 2045

Make Your Prediction

- Availability more than 20 years away
- 20% of vehicles in service by 2045 (default)
- 30% of vehicles in service by 2045



Widespread availability of highest-level autonomous vehicles (AVs) is probably at least ten years away. Depending on user assumptions, TrendLab+ estimates that up to 20% or 30% of vehicle travel in 2045 will be fully autonomous. Autonomous VMT will be about 15% higher than ordinary VMT. When AVs reach 100% adoption, forecasts suggest they may increase VMT per capita by 30% and decrease transit use by about 35%.



Quality of Life and Public Health

Autonomous Vehicles

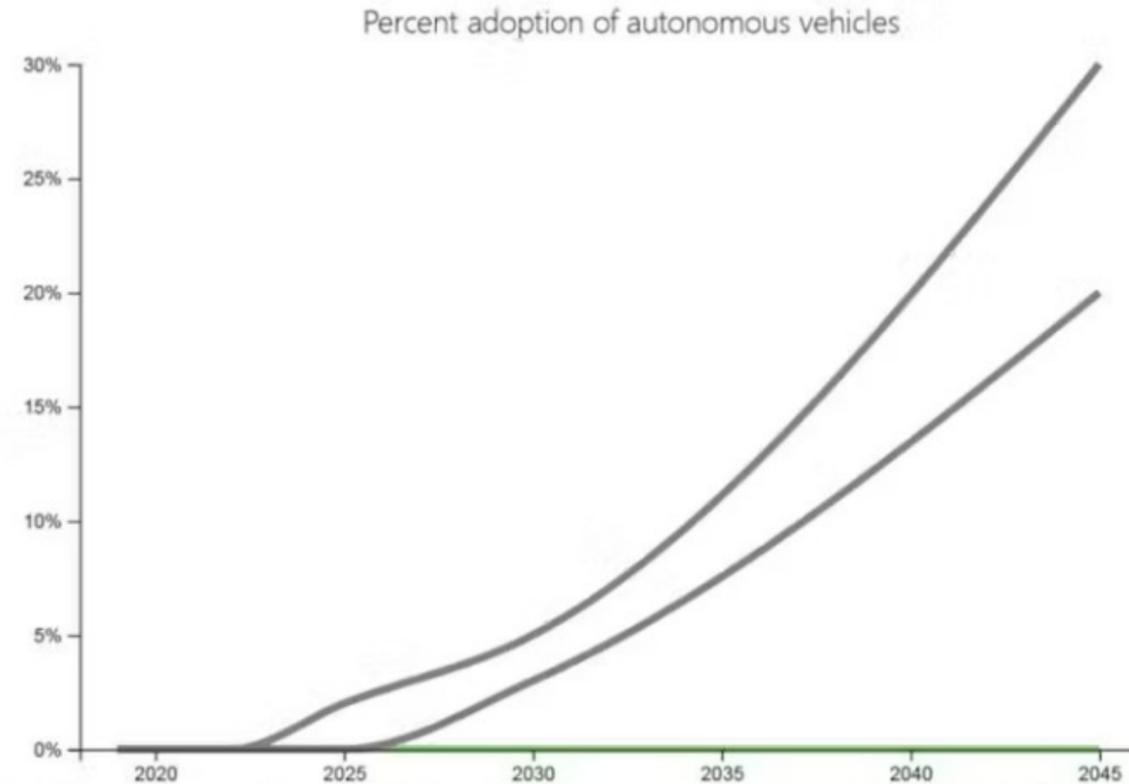
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Quality of Life and Public Health

Autonomous Vehicles

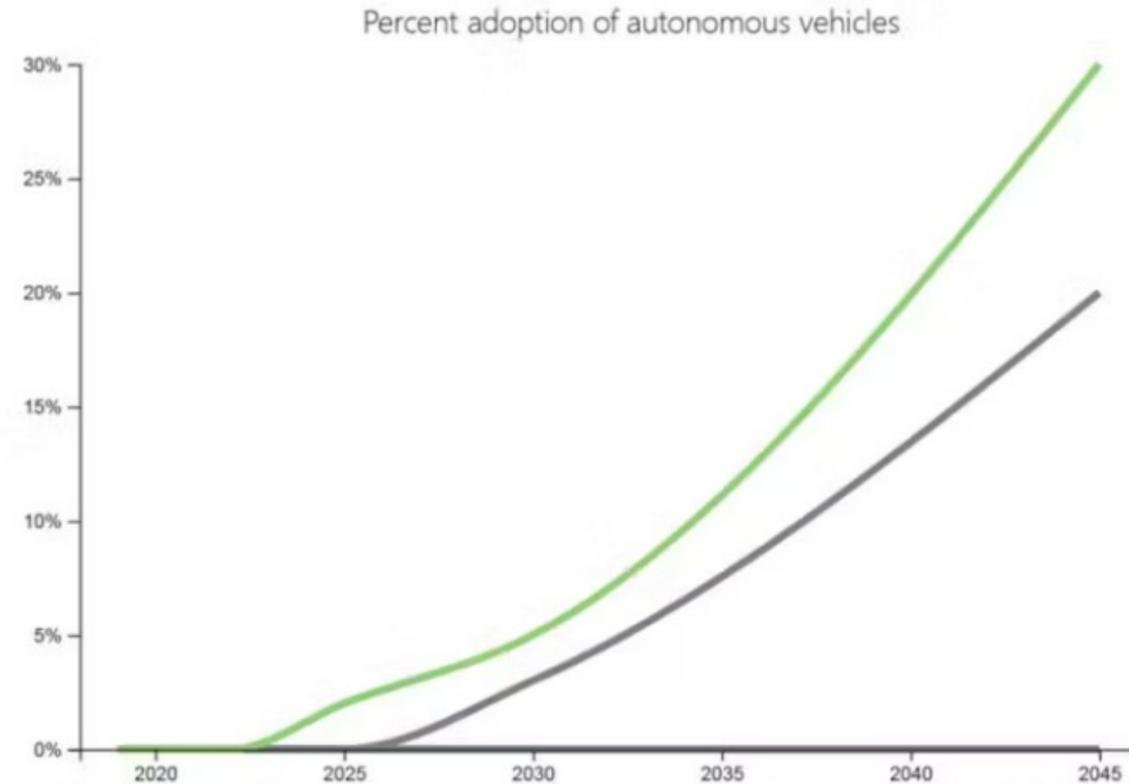
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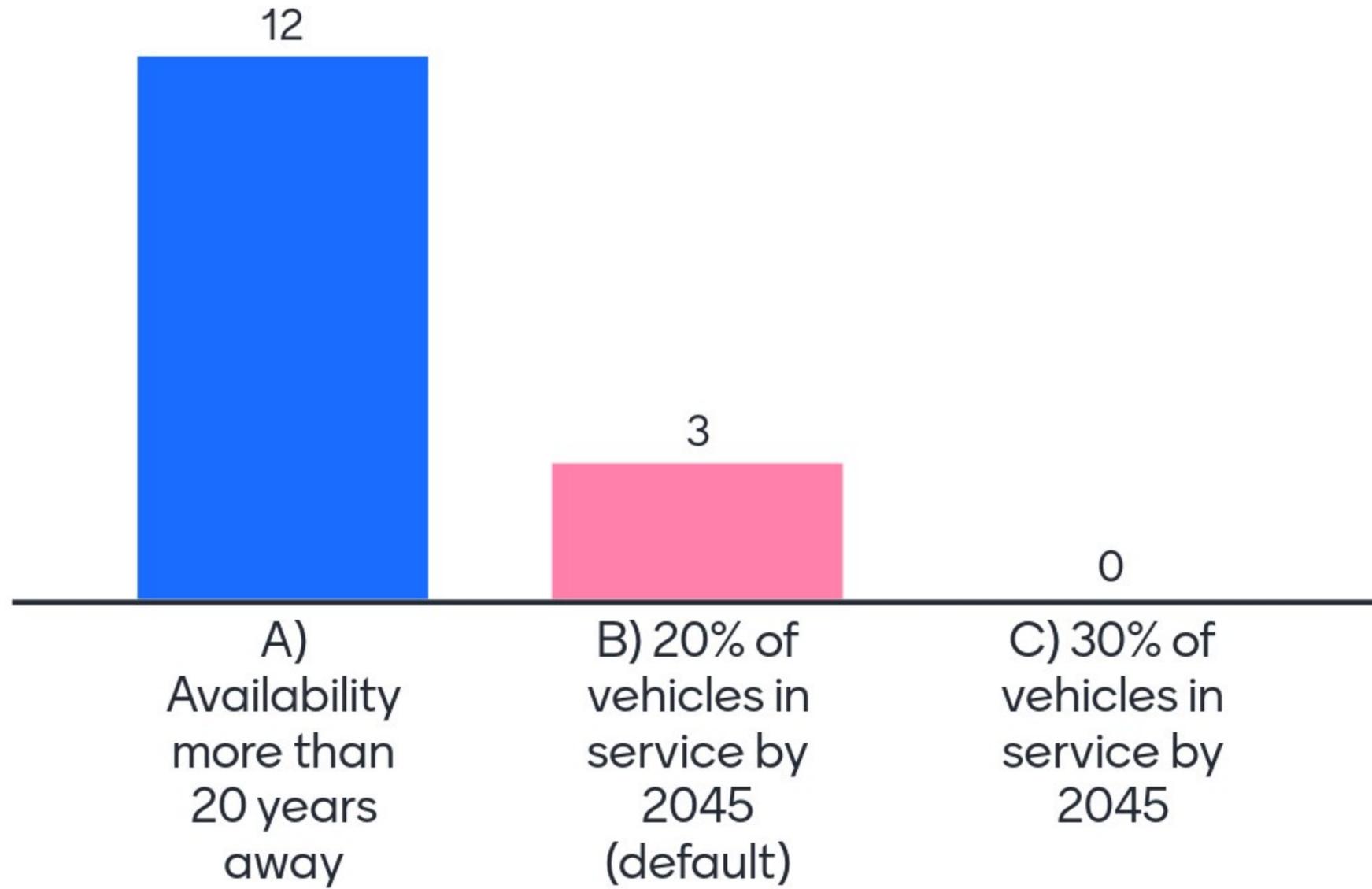
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2) Autonomous Vehicles



Performance Measures

Varying Analysis Trends:

- **VMT**
- **Transit Ridership/Farebox Revenue**
- **Greenhouse Gas Emission**
- **Fuel Tax Revenue**
- **AM/PM Peak Period Traffic**



Thank you!

We appreciate your participation!



Stakeholder Working Group #3 Meeting Materials



SBCTA Long-Range Multimodal Transportation Plan



Stakeholder Working Group Meeting 3
March 28, 2024



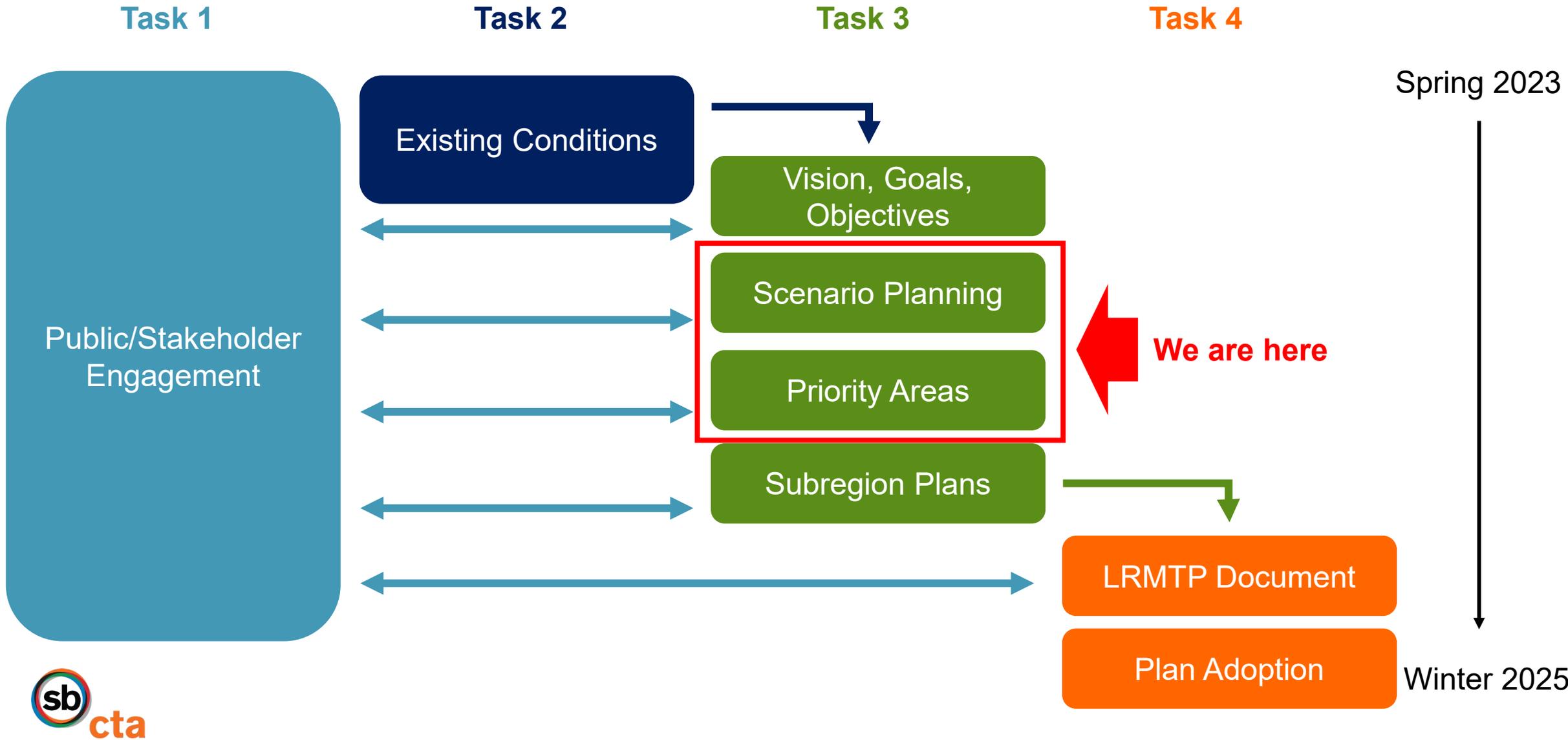
AGENDA

- 1 Introductions
- 2 Plan Progress
- 3 Priority Area Discussion
- 4 Scenario Planning Update
- 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 Meeting

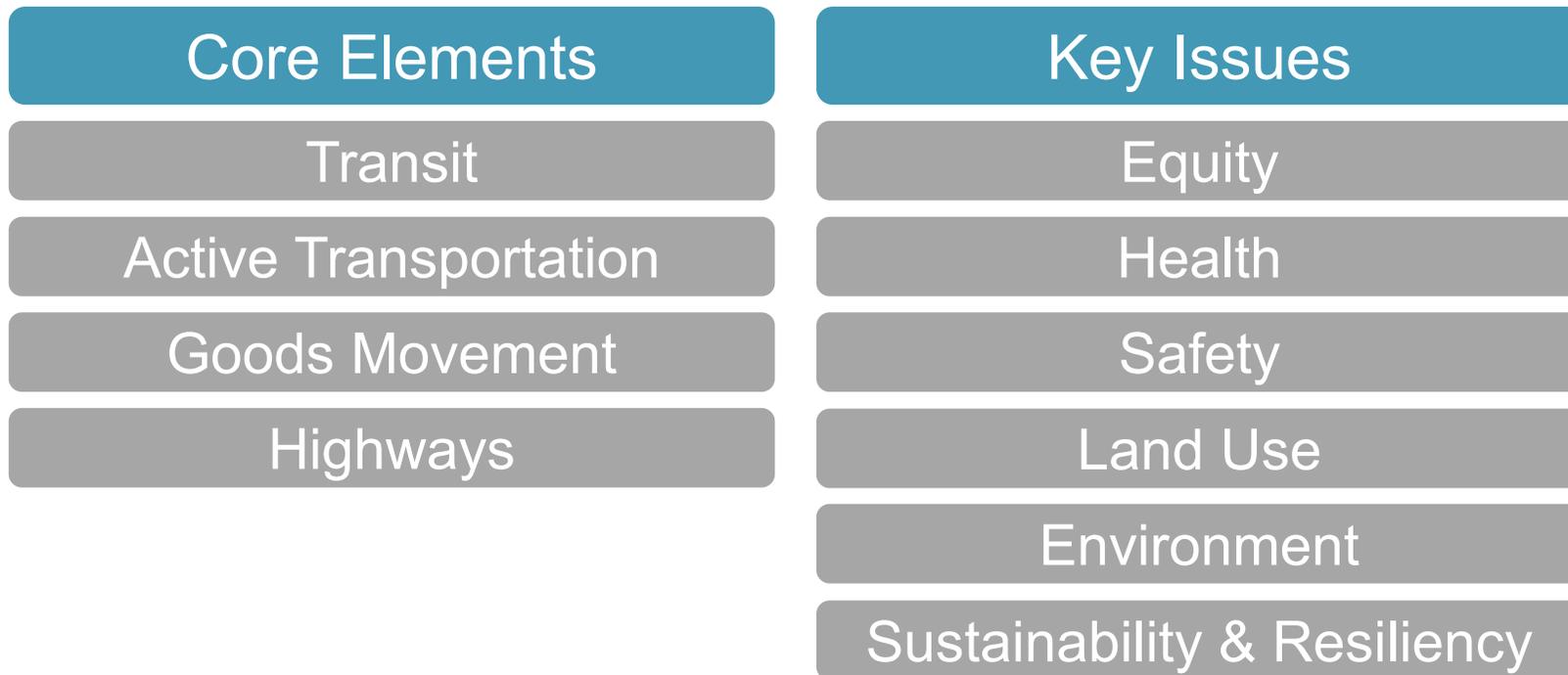
- Provided results of online survey
- Discussed plan vision, goals, and performance measures
- Described scenario planning process
 - Transportation network
 - Background context conditions
- Discussed trends and drivers of travel behavior for background context scenarios



Priority Area Discussion

LRMTP Priority Areas

- SBCTA has identified several priority areas that must be addressed by the LRMTP
- The areas are divided into Core Elements of the transport system and Key Issues that span all modes:



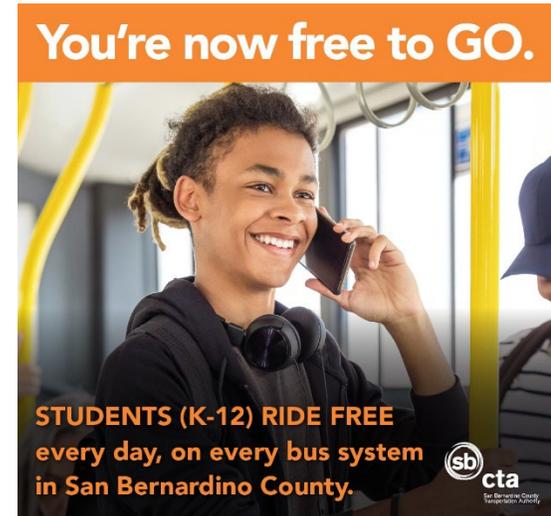
Priority Area Analysis Format

- Introduction
- Topic Overview
- Current Plans and Recommendations
- Issues & Opportunities
- Multimodal Integration/Integration with other Key Issues
- Gaps and Next Steps

Core Elements

Transit Issues and Opportunities

- **Growing transit ridership**
 - Agencies are focused on recouping ridership after the precipitous decline during the pandemic
 - Opportunities include efforts to improve the rider experience and special fare promotions
- **Improving frequency, connectivity, and accessibility**
 - With limited funds available to pay for operating costs, improving frequency is challenging
 - Jurisdictional coordination can improve connectivity between services and accessibility of transit-oriented development
- **Ensuring safety and environmental / regulatory compliance**
 - Safety concerns are a barrier to ridership
 - Zero-emission mandates add to the regulations that agencies must comply with



Active Transportation Issues and Opportunities

- **Network gaps**
 - Gaps in the county's bike and pedestrian networks limit active transportation use and safety of users
- **Lack of dedicated funding**
 - Many projects are identified in local plans to address these gaps, but funding for most projects is not secured. Grant programs are an opportunity to fund projects, but overall need exceeds available funding
- **E-bike opportunities**
 - The adoption of e-bikes expands the number of users able to bike, the distance they can travel, and the number of trips that are suitable
 - Higher speeds can create conflicts with slower-moving cyclists on regular bikes



Highway Issues and Opportunities

- **State of Good Repair**
 - Polling shows that repairing roads is the public's top transportation priority, but gas tax revenue is falling
- **Long travel times** due to distances and congestion
- **Limited funding for new capacity**
- **Need to accommodate both freight and passenger movement**
- **Pricing strategy opportunities**
 - Can help manage demand and raise new revenue



Goods Movement Issues and Opportunities

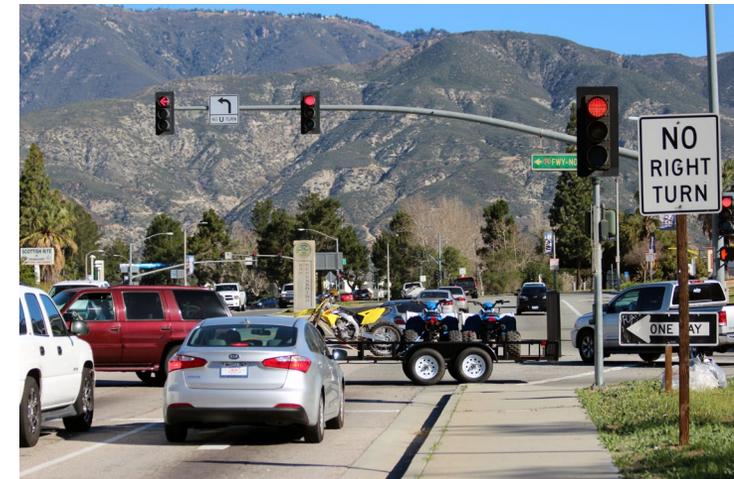
- **Congestion on major truck corridors**
 - Increasing goods movement demand leads to congestion and air quality impact
 - Freight as an economic driver
- **Safety Impacts**
 - Truck and at-grade highway-rail crossing collisions create a safety hazard for all road users
- **Local community concerns** regarding safety and health impacts
- **Funding gaps** for truck & rail corridor infrastructure improvements
- **Need for jurisdictional collaboration** to implement sustainable freight programs



Key Issues

Safety Issues and Opportunities

- **Active transportation safety**
 - A disproportionate share of collisions involve pedestrians and cyclists
- **Transit access safety**
 - Concerns over safety and security are a barrier to using transit or carpooling from park and ride facilities
- **Local opportunities**
 - Many jurisdictions have outdated or no plans for active transportation, presenting an opportunity to identify needed improvements
- **Design opportunities**
 - Speeding, improper turning, and unsafe lane changes are the most common factors in collisions
 - Design modifications targeting these factors can improve safety



Land Use Issues and Opportunities

- **Low-density, dispersed development** is difficult to serve with transit
- **Jobs-housing imbalance**
 - Many residents must commute long distances to jobs in other subareas or counties
- **Transit-oriented development**
 - Few places are economically feasible for multifamily or large-scale commercial development in current market conditions
 - Opportunities are increasing, including West Valley Connector and Brightline
- **Transportation and land use disconnect**
 - Decisions are made by separate entities, but there are opportunities for coordination



Equity Issues and Opportunities

- **Mobility and Connectivity**

- Those without cars face challenges traveling long distances across the county to reach jobs and services
- Transit frequency and service coverage is limited

- **Affordability**

- Cars are expensive to own, operate and maintain
- Low-income residents struggle to even pay for subsidized public transportation services

- **Adverse impacts**

- Residents of communities near highways and warehouses face disproportionate burdens of pollution and safety risks from the transportation system

- **Targeted fare programs** can make transit more affordable



Environmental Issues and Opportunities

- **Transportation is a major contributor to emissions** driving climate change and poor air quality
 - San Bernardino County communities suffer disproportionately from air quality impacts
 - Truck traffic adds to air quality concerns
- **Zero-emission technology**
 - Electric vehicle adoption depends on the development of charging infrastructure
 - Transit agencies face an unfunded mandate to adopt zero emission buses
 - Current zero-emission buses face range and reliability concerns
- **Habitat conservation**
 - Transportation infrastructure can fragment natural habitats and act as a barrier to wildlife movement



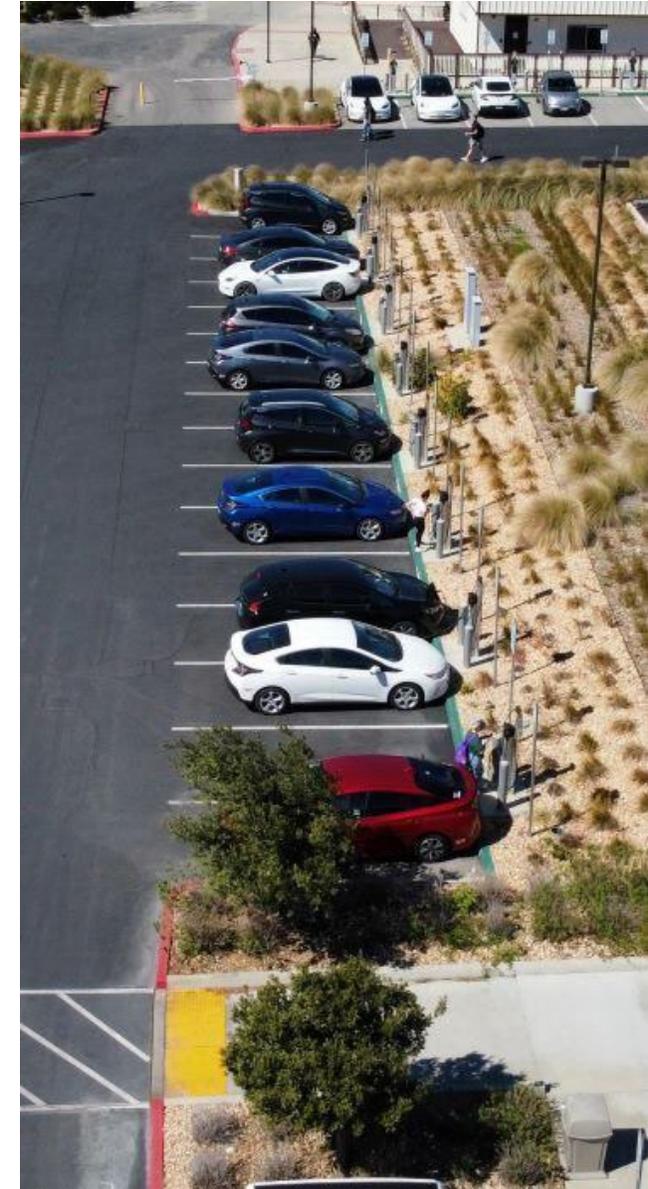
Health Issues and Opportunities

- **Physical activity**
 - Walking and biking are an opportunity to improve health by being more active, but network gaps, long distances between locations, and comfort concerns limit active transportation in auto-oriented areas
- **Air and noise pollution**
 - Exposure to air and noise pollution can damage health, especially for communities along major transportation corridors
- **Access to health services**
 - Long travel distances and limited transit frequency and coverage are a barrier to access the health care system, particularly in rural areas



Sustainability and Resiliency Issues and Opportunities

- **Population growth**
 - Leads to increased stress on transportation infrastructure and additional greenhouse gas emissions
- **Projected increase in frequency and severity of extreme weather events**
- **Needed upgrades to fueling infrastructure and energy grid**
 - Increased adoption and use of alternatively fueled vehicles
 - Need for demand management and infrastructure resiliency
- **Affordability and feasibility of electric vehicle use**
- **Equity considerations** for disadvantaged communities and vulnerable populations affected by climate change

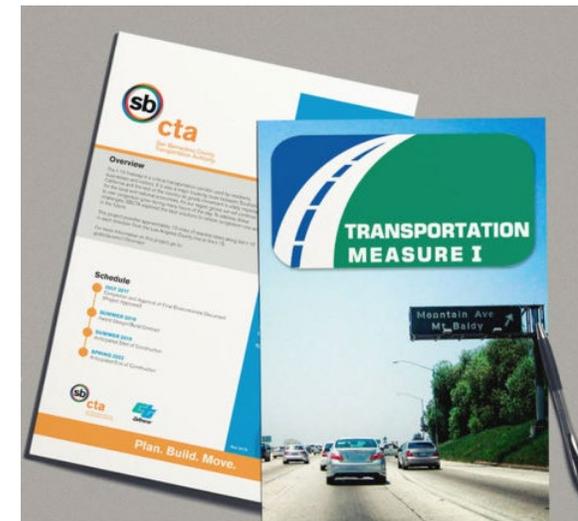


Scenario Planning

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
- Context scenarios were modeled using SBTAM+ (2050 horizon year)

Transportation Network	Demand Context		
	1	2	3
Baseline	A	B	C
Enhanced			



Context Scenarios

Scenario 1: “Business as Usual”

- Travel patterns return to pre-pandemic conditions
- Assumes 2019 travel behavior with 2050 population and employment

Scenario 2: “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

Scenario 3: “Smart Growth”

- Assumes 2019 travel behavior with modified land use
- Future population and employment growth in the San Bernardino Valley is concentrated around major transit corridors



Virtual Future Results

- Mass adoption of telework has modest impact on overall VMT
- There is a larger reduction in travel time and delay, because work trips tend to occur at peak hours
- Transit ridership declines significantly

2050 Average Weekday Performance			
Performance Measure	Business as Usual	Virtual Future	% Change
Total VMT	91,000,000	87,000,000	-3.9%
Total VHT	2,130,000	2,000,000	-6.5%
Truck VMT	12,800,000	12,800,000	-0.4%
Truck VHT	242,000	235,000	-3.2%
Passenger VMT per household	82	78	-4.4%
Person Hours Traveled, work trips	890,000	620,000	-30%
Person Hours Traveled, non-work trips	1,510,000	1,630,000	+7.7%
Total delay	244,000	175,000	-28%
Hours of delay per household	0.26	0.18	-28%
Drive alone mode share, work trips	80.2%	80.3%	+0.1%
Drive alone mode share, non-work trips	39.6%	39.9%	+0.3%
Transit ridership (SCAG Region)	1,520,000	1,290,000	-15%
Truck delay	23,000	16,000	-29%

Metrics represent San Bernardino countywide results unless otherwise noted



Smart Growth Results

- Omnitrans ridership increases 22% and Metrolink San Bernardino Line ridership increases 17%
- However, impacts on VMT and regional transit ridership are modest

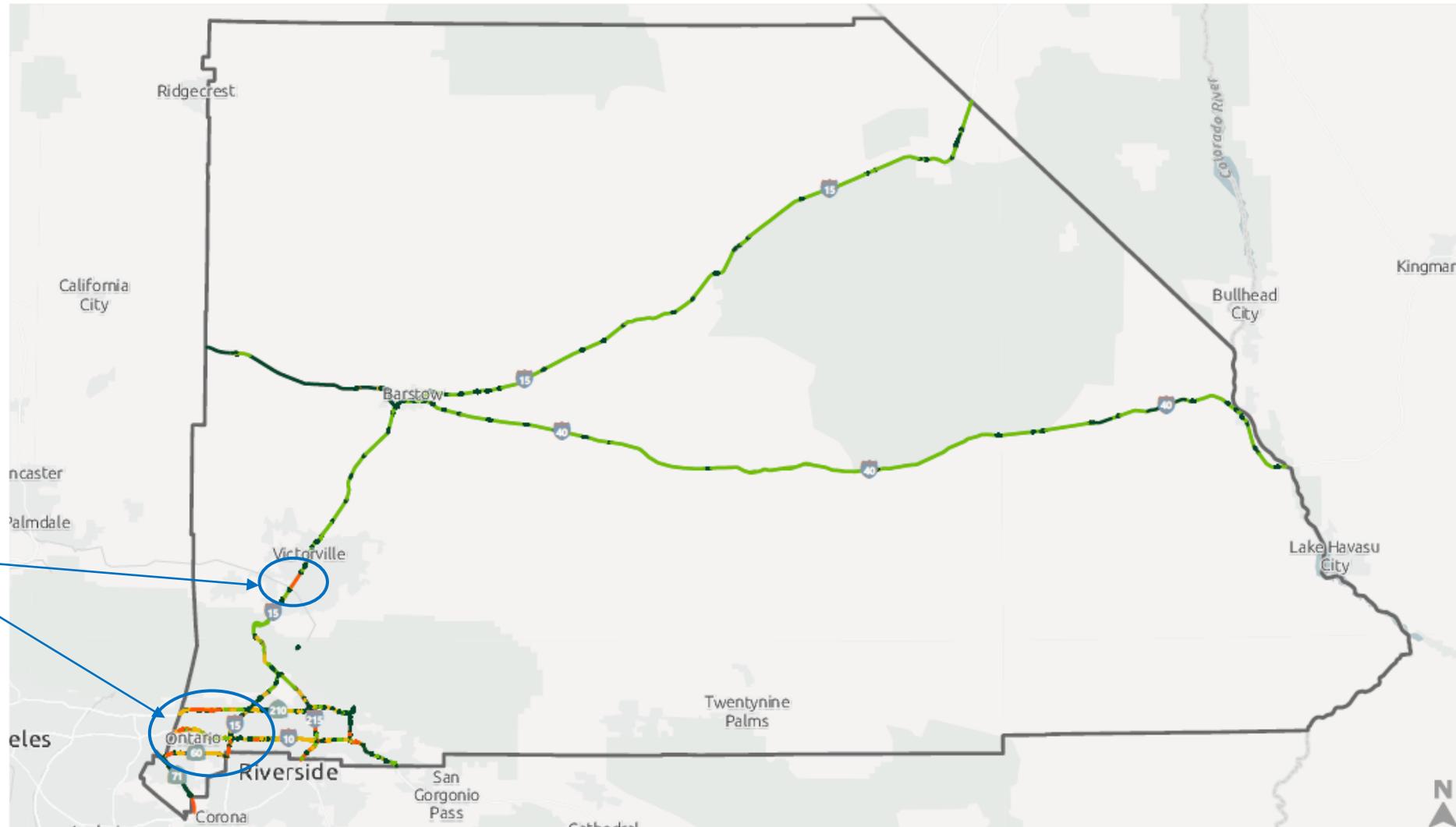
2050 Average Weekday Performance			
Performance Measure	Business as Usual	Smart Growth	% Change
Total VMT	91,000,000	89,000,000	-1.8%
Total VHT	2,130,000	2,100,000	-1.9%
Truck VMT	12,800,000	12,700,000	-0.5%
Truck VHT	242,000	240,000	-0.9%
Passenger VMT per household	82	80	-2.1%
Person Hours Traveled, work trips	890,000	870,000	-2.3%
Person Hours Traveled, non-work trips	1,510,000	1,470,000	-2.7%
Total delay	244,000	240,000	-1.7%
Hours of delay per household	0.26	0.25	-1.7%
Drive alone mode share, work trips	80.2%	79.1%	-1.1%
Drive alone mode share, non-work trips	39.6%	39.4%	-0.2%
Transit ridership (SCAG Region)	1,520,000	1,540,000	1.6%
Metrolink San Bernardino Line	10,600	12,500	+17%
Omnitrans	119,000	145,000	+22%
Truck delay	23,000	22,000	-3.9%

Metrics represent San Bernardino countywide results unless otherwise noted



Business as Usual Delay Forecast

Congestion hotspots



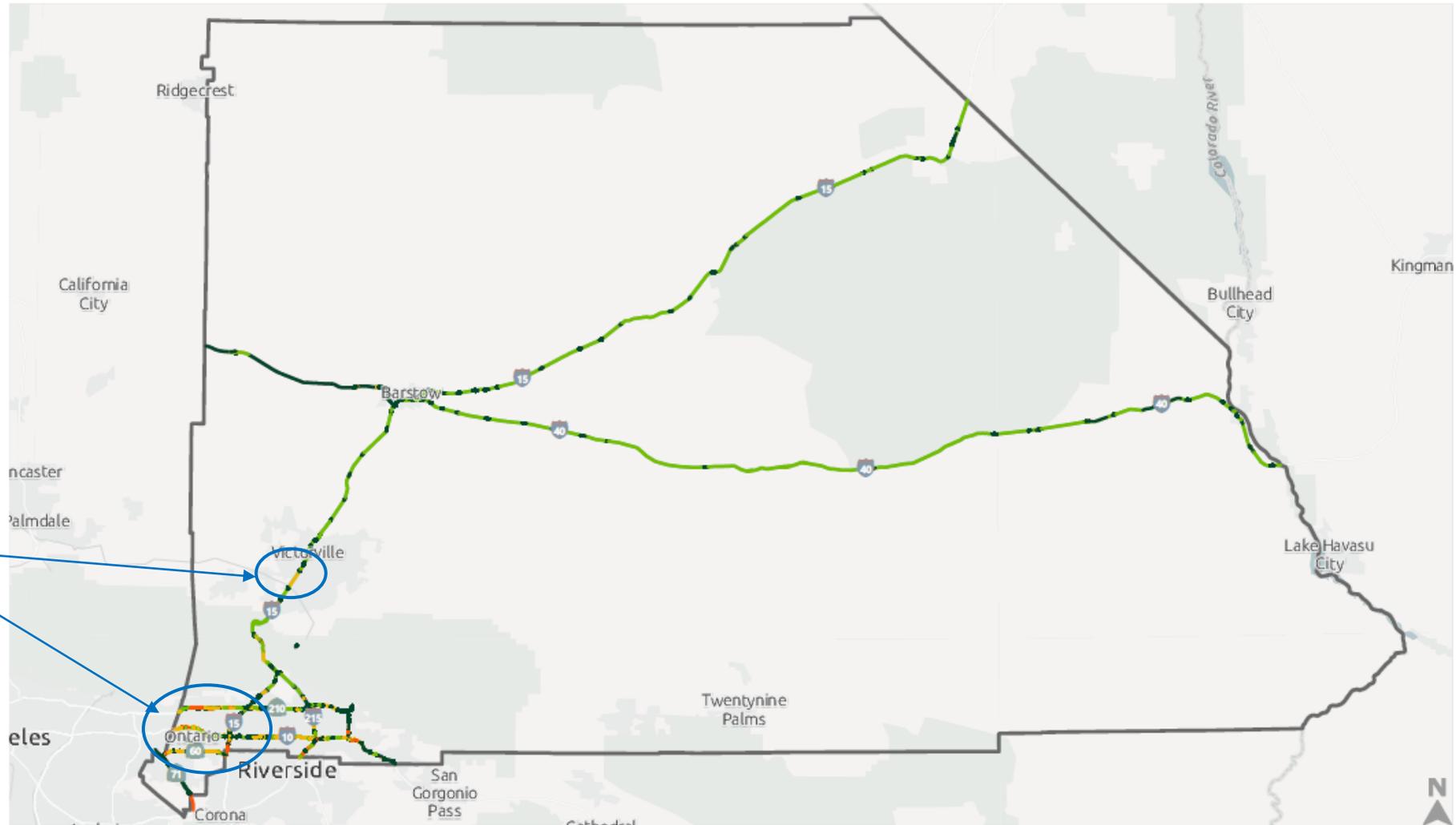
PM Delta of Speed (Posted Speed - Congested Speed) - 2050 Baseline (BL)

- < 5 mph
- 6 mph - 10 mph
- 11 mph - 20 mph
- > 21 mph



Virtual Future Delay Forecast

Congestion hotspots are reduced

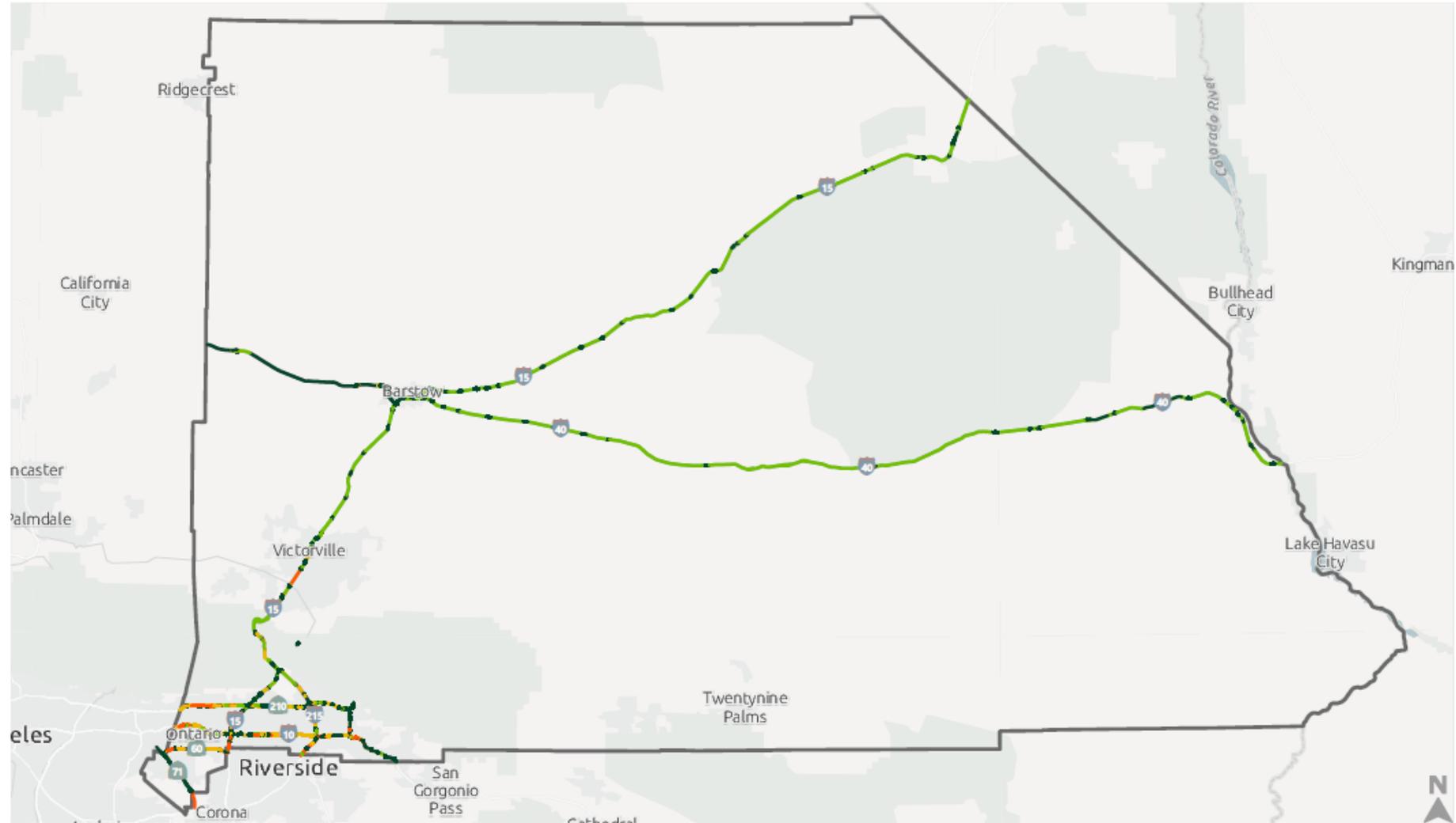


PM Delta of Speed (Posted Speed - Congested Speed) - 2050 Work From Home (WFH)

- < 5 mph
- 6 mph - 10 mph
- 11 mph - 20 mph
- > 21 mph

Smart Growth Delay Forecast

- Changes from business as usual are modest



PM Delta of Speed (Posted Speed - Congested Speed) - 2050 Smart Growth (SG)

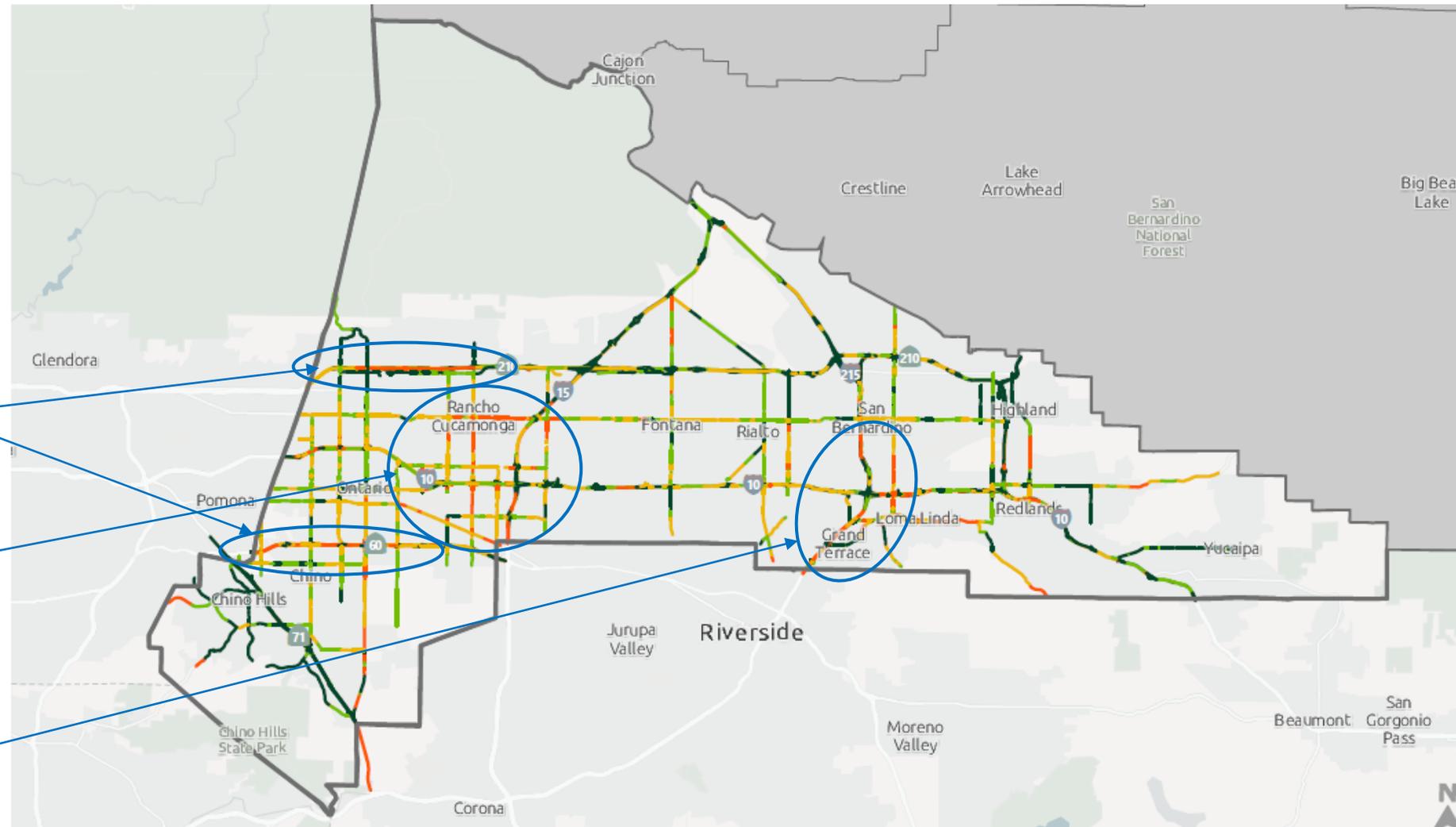
- < 5 mph
- 6 mph - 10 mph
- 11 mph - 20 mph
- > 21 mph

Business as Usual Delay Forecast, Valley Area

SR-60 and SR-210 near LA County Line

Arterial congestion in Rancho Cucamonga

Colton/Downtown San Bernardino



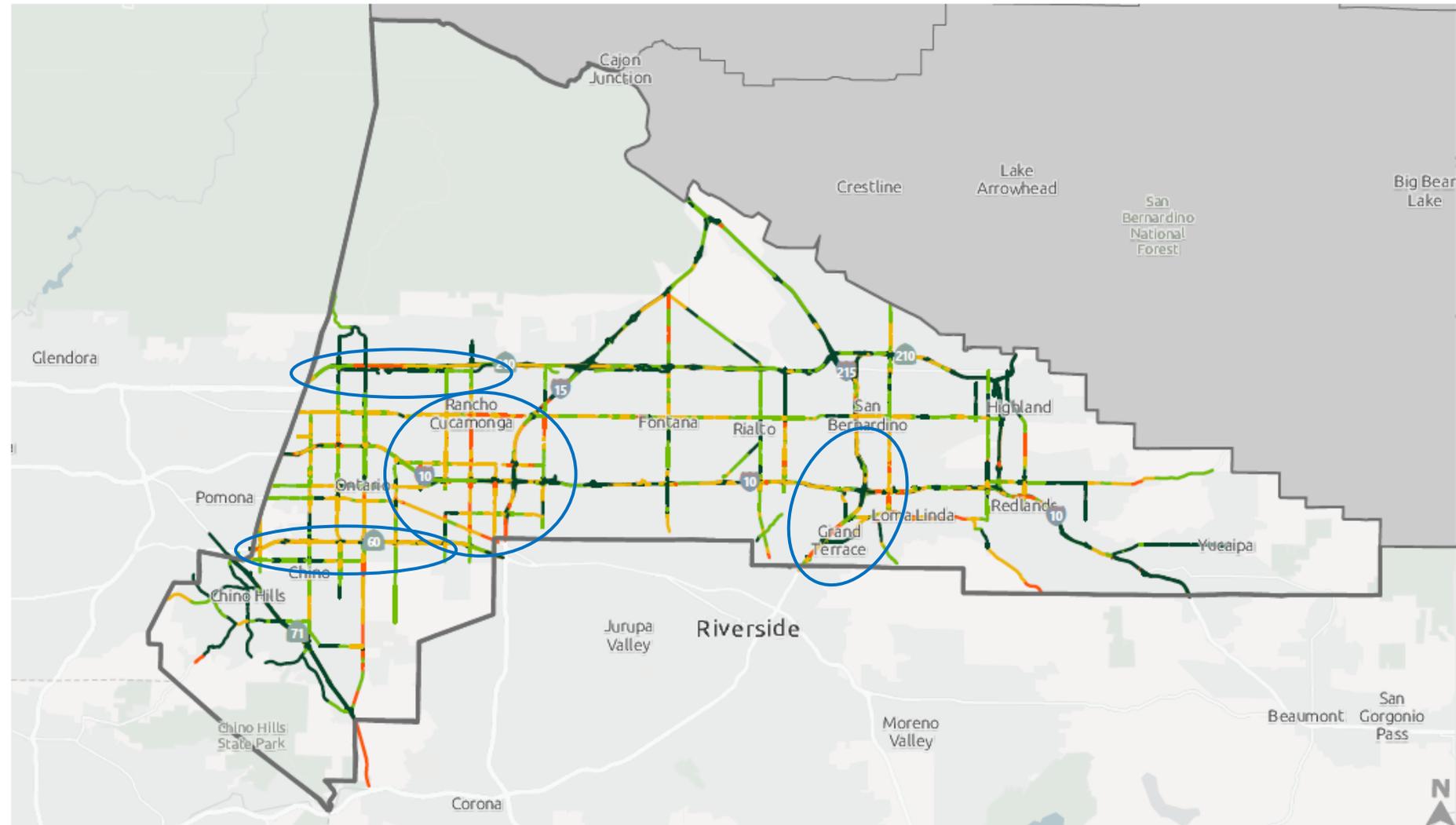
PM Delta of Speed (Posted Speed - Congested Speed) - 2050 Baseline (BL)

- < 5 mph
- 6 mph - 10 mph
- 11 mph - 20 mph
- > 21 mph



Virtual Future Delay Forecast, Valley Area

- Congestion hotspots are reduced



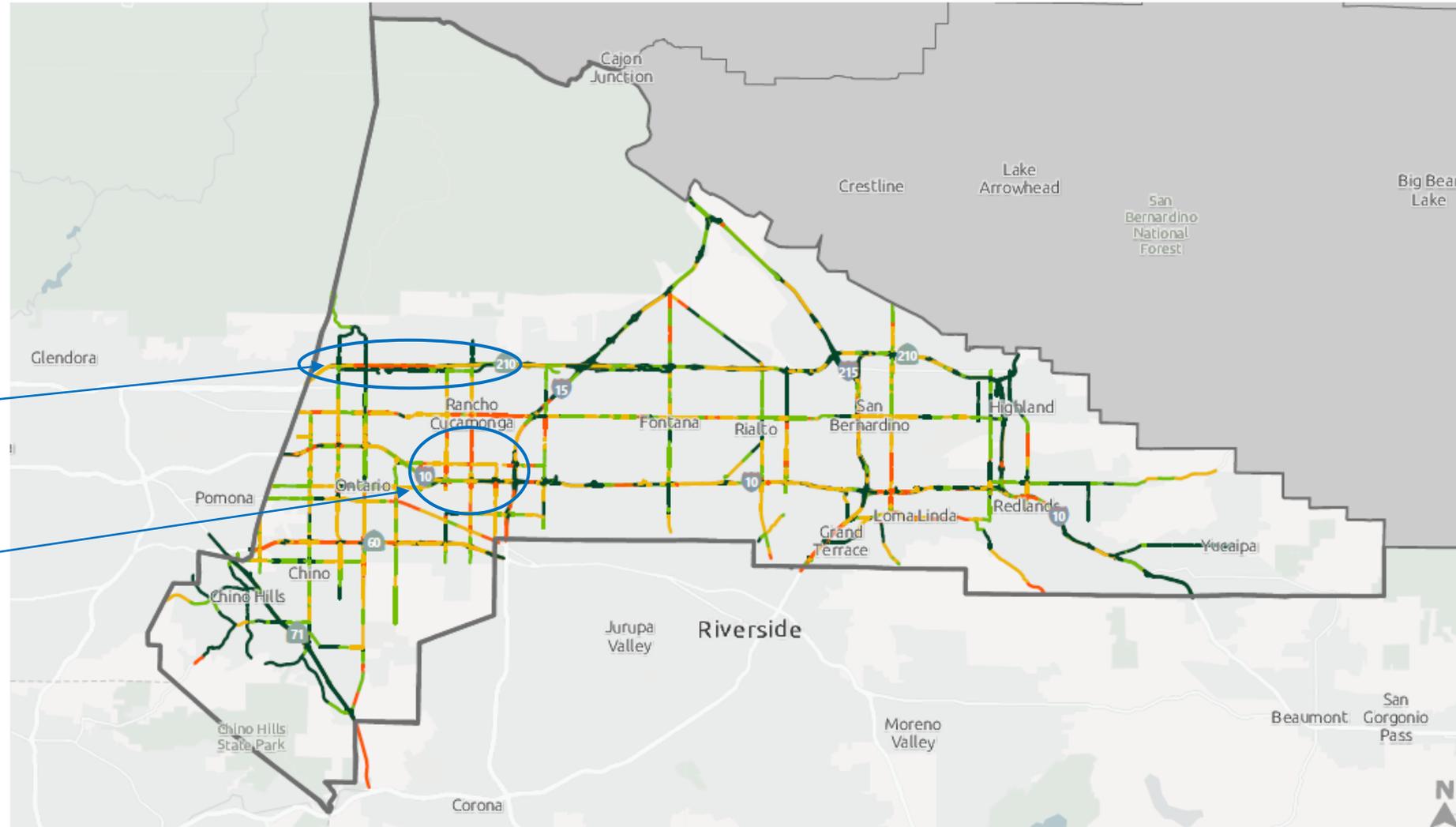
PM Delta of Speed (Posted Speed - Congested Speed) - 2050 Work From Home (WFH)

- < 5 mph
- 6 mph - 10 mph
- 11 mph - 20 mph
- > 21 mph

Smart Growth Delay Forecast, Valley Area

Shortens congested
area on SR-210

Increased congestion
around Rancho
Cucamonga station



PM Delta of Speed (Posted Speed - Congested Speed) - 2050 Smart Growth (SG)

- < 5 mph
- 6 mph - 10 mph
- 11 mph - 20 mph
- > 21 mph

Key Findings

- While changes in demand contexts can affect certain measures, overall impacts on vehicle travel are minimal
 - Telecommuting reduces delay, but also transit ridership
 - Reallocating growth boosts transit ridership but does not meaningfully reduce VMT
- Congestion hotspots that exist in all scenarios show projected system bottlenecks
 - State Route 210 in the West Valley
 - Rancho Cucamonga/Ontario International Airport

Next Steps

- Finalize priority area analyses
- Apply scenario planning process to network enhancements
- Review results, assess gaps and opportunities to prioritize improvements
- Next round of public engagement in early summer 2024

Project Contact Information

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San Bernardino County Transportation Authority (SBCTA)

Long-Range Multimodal Transportation Plan

Stakeholder Working Group Meeting 3

Thursday, March 21, 2023, 10:30 – 12:00 p.m.

Agenda

1. Introductions
2. Plan Progress
3. Priority Areas Discussion – Issues and Opportunities
 - a. Core Elements
 - b. Key Issues
4. Scenario Planning Update
5. Next Steps

Attendees

- Fredy Bonilla, City of Victorville
- Dennis Brooks, Amma Transit Planning
- Timothy Byrne, SBCTA
- Victor Cuate, Omnitrans
- JD Douglas, HDR
- Charles Duggan, City of Redlands City Manager
- Alejandro Gutierrez, Arts Connection Network
- Elizabeth Ha, HDR
- Rosemary Hoerning, City of Montclair
- Ginger Koblasz, SBCTA
- Marie Lewis Adams, HDR
- Vilma Lopez, El Sol Neighborhood Education Center
- Heather Menninger, Amma Transit Planning
- Brent Merideth, Community Member
- Jason Pack, Fehr and Peers
- Kathy Raasch, Interim Development Services Director City of Needles
- Mark Roberts, Caltrans District 8
- Steven Smith, SBCTA
- Nancy Strickert, SBCTA
- Nancy Verduzco, Arellano Associates
- Rena Vergara, Caltrans District 8



Priority Areas Discussion – Issues and Opportunities

- **Transit**

- Nancy Strickert: I agree with the issues and opportunities presented for transit, especially challenges relating to growing ridership.
- Victor Cuate: I particularly like how accessibility to transit and safety is included. Safety and accessibility are the two biggest challenges for Omnitrans when planning for new services.
 - Marie Lewis Adams: Are there any particular safety concerns?
 - Victor Cuate: Omnitrans just completed some public outreach. There are safety concerns at Metrolink Transit centers. People would like to see on-board security, but funding is an issue to provide this service. Riders have also mentioned Metro’s ambassador program as an opportunity to increase security. Omnitrans is conducting a survey in the summer to assess riders’ perceptions and experiences of safety at bus stops. Omnitrans can share the results of the survey once completed.
 - Heather Menninger: Perception of safety is very important. Looking forward to reviewing the survey results from Omnitrans.
- Rena Vergara: In addition to safety, there are other key factors that encourage the mode shift to public transportation, such as first and last mile connections, the context of the surrounding land use (i.e. density, transit-oriented development), and location of routes and stops near employment and housing. If people have to use a car for a portion of their trip to access transit, they are likely to travel by car for the rest of the trip.
- Rena Vergara: We have to also consider the rider’s experience. An integrated fare system is very important. If riders are using Metrolink, local buses, BRT, having the convenience of using one application for fare payment will make a big difference to the rider experience.
 - Heather Menninger: Fare payment also addresses accessibility to the service. Access goes beyond physical accessibility.
- Mark Roberts: Is SBCTA still looking to add BRTs beyond SBx and the West Valley Connector?
 - Steve Smith: SBCTA and Omnitrans have had some informal discussions on what the next most logical investment might be.
- Brent Meredith: Signal priority should be considered for some bus routes, not just BRT. Signal priority can encourage ridership since it potentially decreases the number of times a bus needs to stop.

- **Active Transportation**

- Brent Meredith: There needs to be a more consistent funding source for active transportation in the County.

- **Highways**

- Rena Vergara: It’s a major challenge to plan for moving people and goods during peak periods. As we develop a reliable and frequent public transportation network, we need to encourage mode shift to public transportation to accommodate highway

capacity for goods movement. Since there are limited opportunities to add capacity on highways, we have to be innovative in how to accommodate for the growth in demand for goods movement. We need to focus on mode shift and push other travel options for those commuting.

- Alejandro Gutierrez: To encourage mode shift, there should be programs to bring awareness to different opportunities. Art and culture can also make active transportation and transit more attractive. It creates a sense of place, which also plays into the perception of safety for transit.
 - Rena Vergara: This is a good point and applies to active transportation and public transportation. We need to think about how we can make these infrastructures more attractive to create a mode shift.
- Rosemary Hoerning: Is there a way to schedule truck trips off the peak?
 - Marie Lewis Adams: Freight providers want to be as efficient as possible, so they will try to drive off peak. But they have to coordinate with distribution centers and other elements. Coordinated freight planning and understanding ways to facilitate more off-peak freight travel would help with managing capacity demands.

- **Goods Movement**

- Steve Smith: There are many funding opportunities, including the EPA Carbon Pollution Reduction grant, to implement zero-emissions technology for goods movement. SBCTA has been involved in applying for zero-emissions funding and it is a priority. We would love to see more hydrogen fueling, but it takes a while to get that critical mass going. Cost for hydrogen is a challenge.
- Rena Vergara: Community concerns include air quality and noise impacts from trucks. Local jurisdictions can encourage improvements to reduce/buffer noise; landscaping/vegetation can provide carbon sequestration, improve attractiveness, pedestrian scaled design, and noise suppression.
 - Mark Roberts: Agree on the importance of freight noise impacts on sensitive receptor land uses, such as residential areas.
- Rosemary Hoerning: What about the issue of Southern California Edison (SCE) not keeping up with the electric infrastructure as compared to the implementation mandates?
 - Marie Lewis Adams: Yes, there is an infrastructure issue. We will address the deployment of zero-emissions vehicles in the key issues section.
 - Steve Smith: This is an issue. The scale of providing electricity, especially for goods movement is enormous. SCE is working as fast as they can to keep up with demand, but there are limitations that effect their effort. Read somewhere that the Port of Long Beach requires as much power as an NFL stadium.

- **Safety**

- Mark Roberts: A disproportionate share of serious injuries and fatalities involve bicyclists and pedestrians.



- **Land Use**

- Mark Roberts: Inland Empire warehouses can create major sprawl issues, and large gaps (dead areas) in the urban fabric. This impacts walkability and bike-ability of a community.
- Alejandro Gutierrez: For communities that are burdened by warehouses, there could be potential to community hubs or community centers that provides access to resources, tools, and green space. This can also build climate resiliency; it can be a space for community members to gather during hot summers to potentially lower the usage of electricity in a household. Art and culture should be tied to the transportation system, it can act as a destination or a community focal point for travelers.
- Mark Roberts: The impacts on quality of life caused by low density and long commutes are a major issue facing the County.

- **Equity**

- Alejandro Gutierrez: San Bernardino, Colton, and Fontana face air quality, noise, and health impacts related to freight, especially in the urban areas. Lack of access to green spaces and active transportation connections to green space is also an equity issue. There are a lot of natural spaces in Fontana; however, there are limited opportunities for people to walk or bike to use these spaces.
- Steve Smith: Funding strategies are in the pipeline to address access to green spaces. SBCTA just hired a consultant to assist with this. There is a meeting April 16 to present on funding equity and inclusivity initiatives. This is one of SBCTA's priority areas.
- Victor Cuate: When Omnitrans introduces a microtransit program to a community, they host workshops at the senior center to teach older adults how to book trips using their phones or at reservation centers. There is an opportunity to host education programs to teach the public how to book and plan trips and where to find travel information.

Scenario Planning Update

- Steve Smith: Overall, we were hoping to see more dramatic changes from the scenarios. But this shows us how difficult it is to move the needle on reducing VMT. There is no silver bullet to reduce VMT to meet the 25% reduction goal in the CARB scoping plan.
 - Mark Roberts: I agree, the modeling results seem reasonable, but a bit depressing how little can be done on VMT. Hopeful VMT won't matter as much going forward as we transition to EVs.
- Heather Menninger: Did modeling for transit capture increased frequency, especially for buses running 15 minutes headway in high density communities? Frequency is what attracts people to transit.
 - Marie Lewis Adams: The model includes what is in the baseline SBTAM network. We did not adjust any elements for this analysis, but that is something we can explore for the next phase. This model assumes projects that are expected to occur and included in the regional plan.



- Jason Pack: We incorporated what is already planned and what is funded in the foreseeable future. It includes planned new routes but does not include increased headways or frequencies. Would expect to see an increase ridership estimates if we were to model improved frequency.
- Heather Menninger: Modeling for other plans has shown that increased frequency on existing routes improves ridership estimates, and that is without adding new routes to the models.
- Marie Lewis Adams: By reallocating growth, we saw a 20% boost in ridership. If we included improved frequency to the model, we can expect ridership to increase. As a next step we can model different transit network scenarios and pricing strategies.
- Rena Vergara: The findings tell us that although transit ridership is increasing, other types of trips will fill roadway capacity. VMT isn't being reduced because recreation, goods movement, on-demand delivery and food services will keep the demand on the transportation network.



San Bernardino County Transportation Authority (SBCTA)

Long-Range Multimodal Transportation Plan

Stakeholder Working Group Meeting 3

Thursday, March 28, 2023, 9:00 – 10:30 p.m.

Agenda

1. Introductions
2. Plan Progress
3. Priority Areas Discussion – Issues and Opportunities
 - a. Core Elements
 - b. Key Issues
4. Scenario Planning Update
5. Next Steps

Attendees

- Courtney Aguirre, SCAG
- Bernardette Beltran, SB County DPH
- Dennis Brooks, AMMA
- JD Douglas, HDR
- Thanya Espericueta, Caltrans District 8
- Cheri Holsclaw, Morongo Basin Transit Authority
- Anna Jaiswal, Omnitrans
- Lyle Janicek, SCAG
- Ginger Koblasz, SBCTA
- Marie Lewis Adams, HDR
- Vilma Lopez, El Sol Neighborhood Education Center
- Jason Pack, Fehr and Peers
- Bob Patterson, ???
- Steven Smith, SBCTA
- Nicole Soto, SBCTA
- Nancy Strickert, SBCTA
- Rory Vaughn, Metrolink
- Nancy Verduzco, Arellano Associates
- Luis Vidaure, SBCTA Legislative Affairs
- Sam Wang, SCAQMD
- Curtis Yakimow, Yucca Valley



Priority Areas Discussion – Issues and Opportunities

- **Transit**

- Cheri Holsclaw: This covers all our major concerns at this time.
- Rory Vaughn: This is a good set of issues. One initiative at the moment is the opportunity for more efficient operations. For a long time, our service was geared around inefficient peak service, but we are moving toward a more balanced profile across the day. That also makes it easier to connect to other services. It frees up funds for desired frequency and service growth without a major influx of money.
 - Steve Smith: A question to Rory and the group is first/last mile. Given how spread out the County is, getting to destinations is hard and expensive. Any thoughts on how we should address that in a plan like this?
 - Rory Vaughn: Probably there is a mix of ways to address it, depending on the circumstances of the area – transit connections, active transportation. There are stations with lots of jobs/residences within walking distance of station, but people can't walk due to barriers (fences, lack of crosswalks). On the regional transit side, we can make service more consistent so it's easier to connect to – for example, having a train every hour.
- Courtney Aguirre: Will you cover climate change's impacts on transit, like potential for disruptions, tracks buckling in the heat, etc.?
 - Marie Lewis Adams: We do talk about that in the environment and sustainability sections, but maybe we need to cover it in the transit section as well.
- Rory Vaughn: Metrolink undertook a resiliency study a couple of years ago.

- **Active Transportation**

- Curtis Yakimow: We have issues with new communities in rural areas surrounded by unincorporated areas. Many projects we're doing are just basic things like putting in sidewalks. It would be good to identify how areas can contribute funds for this.
- Rory Vaughn: This is a bit outside my wheelhouse, but a thought that occurs is the design standards used in roadways. As an example, very wide lanes on residential street makes drivers more likely to speed and makes it less attractive to active transportation users. There is a synergy to address both truck concerns and active transportation concerns through roadway design.
- Courtney Aguirre: This intersects with safety. We are well aware of the issues, especially for vulnerable users. Would like to see safety addressed in this topic area. Not every street can serve every user, but we can create a broader network.

- **Highways**

- Curtis Yakimow: From a rural area perspective, we continue to highlight two issues: a) the need alternative funding from the gas tax as the state moves to EVs, and b) as freight continues to expand, new freight routes are being discovered – e.g. SR 62 and 247 are at a stage now where reasonable planning and funding decisions could be made to reduce future impacts on roadway congestion. This does not align with the state's desire to move away from capacity increases. We need to continue advocating for these issues.



- **Goods Movement**
 - Thanya Espericueta: Consider adding truck parking as an issue/opportunity. This could possibly fit under some of the existing bullets or be on its own. We see it as an issue on highways and local roads. There are so many collisions with parked trucks.
- **Safety**
 - Cheri Holsclaw: I wanted to make the group aware that SBCTA has partnered with AMMA Transit Planning on an anti-harassment campaign. Each transit agency has different issues. Our top issue is passenger vs. passenger altercations on actual buses.
 - Steve Smith: There is the image and the reality, and both are concerns. Do you think the image is something to work on as well? People can be reluctant to ride just because of what they hear, even if the actual issue is not prevalent.
 - Dennis Brooks: When we spoke to riders and the community, there was a gap between actual and perceived issues. Some of the community realized some of the horror stories are just stories.
- **Land Use**
 - Rory Vaughn: While SBCTA and Metrolink don't control land use, there is an opportunity to play a role, such as with the Arrive corridor. There is pressure for more housing in the region. Transportation impacts are a classic reason to oppose new housing. SBCTA and transit agencies can help by identifying corridors to prioritize for transit service, and that would help local jurisdictions know where to concentrate land uses.
- **Sustainability and Resiliency**
 - Rory Vaughn: I see population growth as a significant opportunity. Without growth, being stuck with the same land uses, it would be hard to change things. There is a housing need – where that housing goes is an opportunity to build up aspects of the system like transit and active transportation. Improving those systems also helps existing residents. Similar to one of the previous slides, we can better coordinate land use and transportation decisions.

Scenario Planning Update

- Rory Vaughn: What Metrolink has been seeing in our market recovery/work-from-home trends is a diminishing return to office that is likely to plateau within 5 years at maybe a third below pre-pandemic. This suggests that we'd likely see something between the two scenarios (business as usual and virtual future). We also seeing widening of work hours, not as tightly following 8/9am-5pm.
 - Marie Lewis Adams: We do see a significant drop in delay with less peaked travel demand.
- Steve Smith: The California Transportation Plan (CTP) 2050 included an analysis of pricing. Past research has shown that given pretty significant pricing, some of these performance measures can be affected, but it is also a scary proposition politically. Wondering what the thoughts would be on a future in which pricing is done not just for express lanes but more broadly to influence future mode choice. General public will not embrace that. We could run a pricing scenario, but it might be too scary to think about.



- Rory Vaughn: One of the popular pricing models is the managed lanes concept. People seem to be more receptive to the idea of having an option to pay to get places on time for particular things, but not for everyday trips.



Stakeholder Working Group #4 Meeting Materials



SBCTA Long-Range Multimodal Transportation Plan



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



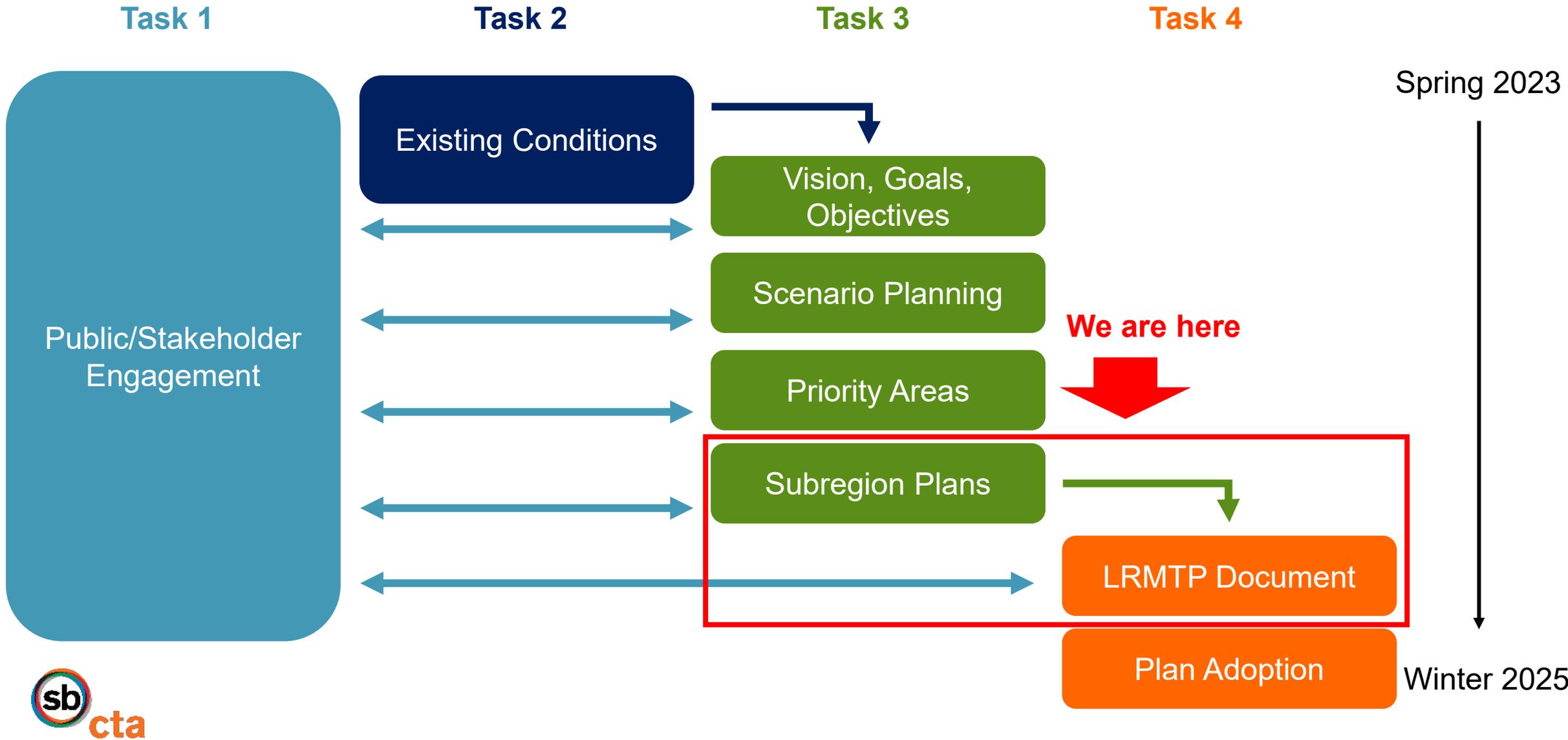
AGENDA

- 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

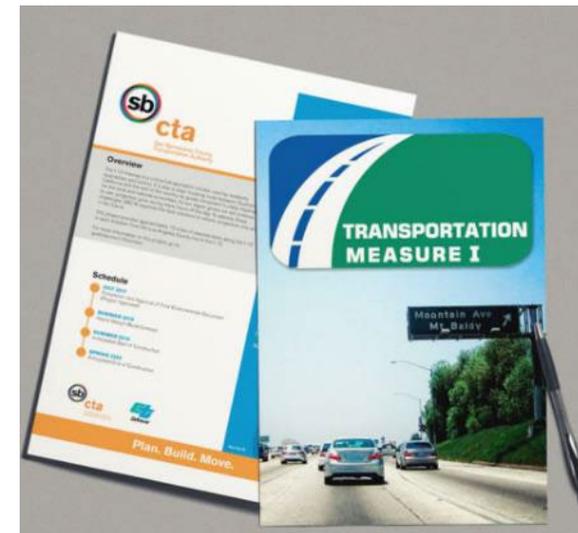
- Discussed LRMTTP priority areas
 - Core elements: transit, active transportation, goods movement, highways
 - Key issues: equity, health, safety, land use, environment, sustainability & resiliency
- Reviewed scenario planning process and presented results for background context conditions
 - Business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



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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

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.



info@caroadcharge.com

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



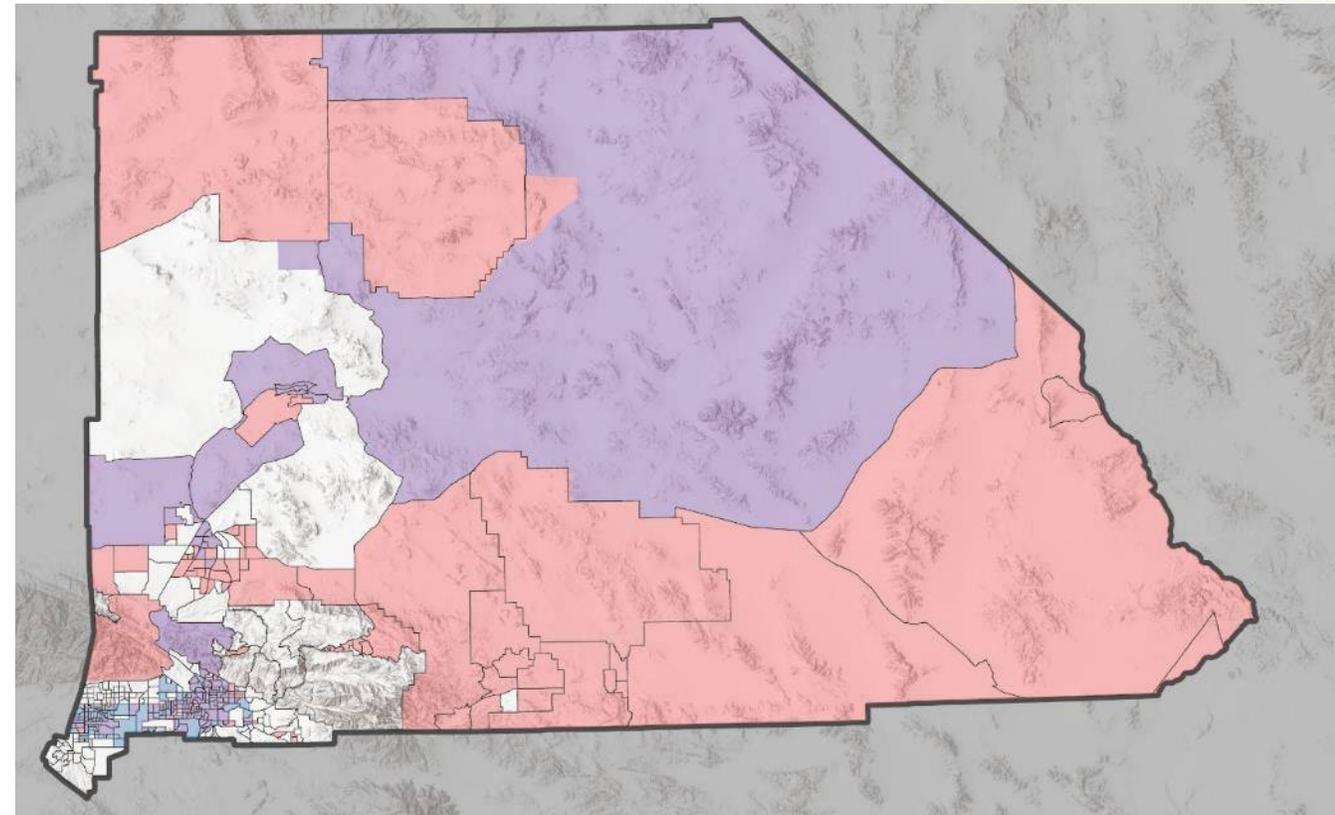
Strategic Priorities for Climate Change

- 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

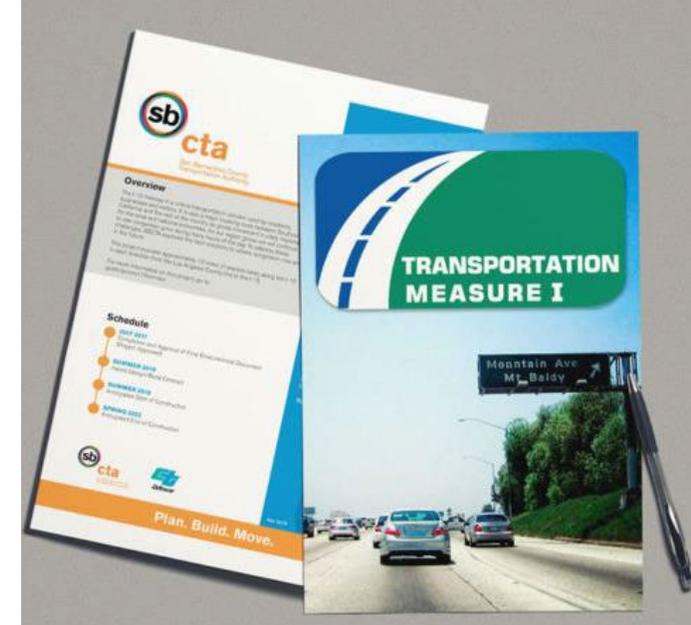


San Bernardino County Census Tracts with Low-Income or Disadvantaged Communities

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

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San Bernardino County Transportation Authority (SBCTA)

Long-Range Multimodal Transportation Plan

Stakeholder Working Group Meeting 4

Tuesday, August 27, 2024, 1:30 – 3:00 p.m.

Agenda

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

Attendees

- Bernadette Beltran, San Bernardino County
- Fredy Bonilla, City of Victorville
- Dennis Brooks, AMMA Transit Planning
- Jeremiah Bryant, Omnitrans
- JD Douglas, HDR
- Charlie Duggan, City of Redlands
- Thanya Espericueta, Caltrans
- Alejandro Gutierrez Chavez, Arts Connect
- Elizabeth Ha, HDR
- Monica Heredia, City of Montclair
- Stone James, City of Twentynine Palms
- Ginger Koblasz, SBCTA
- Josh Lee, SBCTA
- Joel Lessard-Clouston, HDR
- Marie Lewis Adams, HDR
- Heather Menninger, AMMA Transit Planning
- Barbara Radlein, AQMD
- Ulises Rodriguez, Arts Connection
- Alexander Shippee, Omnitrans
- Steven Smith, SBCTA
- Nicole Soto, SBCTA
- Nancy Strickert, SBCTA
- Erik Sund, City of Big Bear
- Nancy Verduzco, Arellano Associates
- Rena Vergara, Caltrans
- Sam Wang, AQMD
- Curtis Yakimow, City of Yucca Valley

- Ethan Yue Sun, Fehr and Peers

Scenario Planning Update

- Curtis Yakimow: Did any of the scenarios consider the impact of limiting travel times for trucks? For example, prohibiting truck travel at certain times of the day, say from 9:00am to 5:00pm to reduce delays and they are only allowed to travel at night.
 - Marie Lewis Adams: No, the model does not capture prohibiting truck travel times.
 - Ethan Yue Sun: Truck travel time is handled by the time-of-day factors and the SBTAM model generates the daily volume for trucks and distributes the volume across different time periods. Unfortunately, SBTAM does not have the function to set restricted travel times for trucks. We included truck VMT and VHT that are determined using truck volume and origin and destination.
 - Steve Smith: This idea has been considered for many years and the likely outcome would be reduced delays. However, the complexities that would impact the supply chain would be difficult to address.
 - Curtis Yakimow: Travel time delays will just continue as distribution moves across the I-10 and I-60 in the next 5-10 years.
 - Marie Lewis Adams: From what I hear, freight operators like to drive at night when roadways are clear, it's the suppliers who would have an issue.
- Stone James: Is the pricing fee attached to vehicle miles traveled calculated at what is a reasonable cost to maintain the roads to supplement the gas tax as there is an increase in electric vehicles, or is it to disincentivize people from driving?
 - Marie Lewis Adams: The pricing scheme isn't part of the recommendation, but it was included in the modeling to understand how changes in the cost to operate a vehicle might affect travel on the network. As the purchasing power of the gas tax is declining, there has been discussion at the regional and state level for an alternative to the gas tax.
- Rena Vergara: What was the difference in the infrastructure investments in the enhanced network scenario and the transit expansion scenario?
 - Marie Lewis Adams: The enhanced network scenario follows SCAG's Regional Plan Network and includes increased Metrolink frequency beyond the SCORE program, several new high frequency transit corridors, and a number of highway expansions. The transit expansion scenario aligns with the baseline network and includes the basic SCORE program and doubling the frequency on the existing bus corridors, but no other roadway improvements.
- Rena Vergara: Is the high-speed rail Brightline West, and the extension of Brightline West into Rancho Cucamonga included in the Enhanced Network?
 - Steve Smith: Brightline West and the highspeed rail would be an off-model analysis. Those projects are in the financially constrained plan. Since Brightline West is inter-state, it is out of the model region area. We do have other estimates, such as from Brightline, that we can include in the LRMTTP.
 - Ethan Yue Sun: Yes, the trips for these projects are out of the model region area. The model cannot simulate the border from Vegas to Rancho Cucamonga.

- Steve Smith: Brightline does have metric estimates, so we can consider identifying them in the LRMTTP.
- Rena Vergara: If these more regional and interregional type rail expansion get built out, we'd probably see a greater change and benefit in reducing VMT than the outcome of the scenarios as modeled.

Plan Themes and Strategic Priorities

- Transit, TDM, and Active Transportation
 - Stone James: Would like to see smart corridor technologies implemented in Twentynine Palms.
 - Curtis Yakimow: Agree. How much advancement there been in smart corridor management and effectiveness? Are there case studies that have published results?
 - Marie Lewis Adams: There are case studies out there, but we would have to see which peer review would be comparable for the region.
 - Steve Smith: Orange County and LA County have implemented several smart corridors. The board has earmarked funding to identify transit priority corridors in the Valley. The Smart County Master Plan, which in development, will address this topic. The county has earmarked some funding to implement smart corridor in the Valley.
 - Curtis Yakimow: Google has been involved some of the smart corridor planning in major metropolitan cities. Hopeful that the new technology can be implemented on local arterials like 247 or 62 in the future.
- Goods Movement
 - Rena Vergara: Long-term programs of improvements to transition to clean trucks should include incorporate charging infrastructure, which is critical to ZEV adoption and reliability.
 - Curtis Yakimow: Appreciate that goods movement is a priority as truck traffic continues to increase and the number of warehouses expand in the county. Highways 62 and 247 are starting to be alternative freight routes as traffic volumes increase. Highway 62 through Yucca Valley is not an ideal freight route.
 - Stone James: There are more trucks traveling through downtown using local roads in the city.
 - Marie Lewis Adams: In addition to enforcing freight routes, designated freight corridors can offer incentives for truck drivers to use such as charging infrastructure, good pavement condition, truck parking.
- Climate Change
 - Nancy Strickert: The mountain area coming from the Valley can be a difficult area to implement ZEV buses because of the steep grade.
 - Marie Lewis Adams: The mountain area is an important region to focus on because of the limited number of routes to the mountains and the effect of weather patterns on the network.



- Equity
 - Stone James: Equity priorities are reasonable for Twentynine Palms.

- Funding
 - Rena Vergara: Appreciate the VMT mitigation bank highlighted as a strategy. VMT is hard to offset and reduce. A mitigation bank allows for flexibility in funding allocation, especially to make investments and reduce overall VMT in other areas that need it most.
 - Curtis Yakimow: Are there discussion to extend Measure I funding?
 - Steve Smith: There are initial discussions with the board to extend Measure I. There will be opportunities to comment on the structure of the measure. Need 2/3rd of voters to support. SBCTA does have operating funds from Measure I, so this funding source is important to continue operations past 2040.
 - Curtis Yakimow: Highlighting the projects and programs funded and will be funded by Measure I and education outreach to the will be crucial getting the measure extended.
 - Steve Smith: Sales tax measure can be leveraged for the required local match for competitive grants.
 - Fredy Bonilla: What happens if Measure I is not extended by the voters? Do we have a backup plan?
 - Steve Smith: That is not the expectation, and we still have time to figure this out.



San Bernardino County Transportation Authority (SBCTA)

Long-Range Multimodal Transportation Plan

Stakeholder Working Group Meeting 4

Thursday, August 29, 2024, 1:30 – 3:00 p.m.

Agenda

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

Attendees

- Fredy Bonilla, Victorville
- Dennis Brooks, AMMA Transit Planning
- Roderick Goldman, VVTA
- Elizabeth Ha, HDR
- Rosemary Hoerning, City of Montclair
- Cheri Holsclaw, Basin Transit
- David Huang, Metrolink
- Joel Lessard-Clouston, HDR
- Marie Lewis Adams, HDR
- Heather Menninger, AMMA Transit Planning
- Kathy Raasch, City of Needles
- Mark Roberts, Caltrans
- Nicole Soto, SBCTA
- Steven Smith, SBCTA
- Nancy Strickert, SBCTA
- Nancy Verduzco, Arellano Associates
- Ethan Yue Sun, Fehr and Peers

Scenario Planning Update

- Rosemary Hoerning: Is the completion of the FasTrak network included in the model to determine roadway pricing?
 - Marie Lewis Adams: The purpose of looking into roadway pricing is to understand the potential effects of pricing to balance the decreasing purchasing power of the gas tax. The state has been discussing roadway user charge, so we wanted to evaluate roadway pricing in the model to see what impact it has on the transportation network, but it is not an alternative that would be recommended in the LRMTMP. When we modeled roadway pricing, it was to increase auto operating costs to understand the term of impacts.



- Rosemary Hoerning: If certain trips are shifted to transit, it can induce more recreational trips to fill roadway capacity.
 - Marie Lewis Adams: VMT is hard to reduce. The model shows that if we reallocated growth and increase transit, there is a significant change in the system, however, it will take a lot of change to see measurable outcomes.

Plan Themes and Strategic Priorities

- Transit, TDM, and Active Transportation
 - Roderick Goldman: Agree on the development of a transportation priority list for the region to focus funding.
 - David Huang: Metrolink service is expected to change in October. Metrolink is working with bus operators to synchronize arrival and departure schedules to minimize waiting times during transfers. Connectivity between bus and rail schedule can make public transportation more attractive.
 - Mark Roberts (chat): The five priorities listed on the slide are listed in the order of importance.
- Roadway Network
 - Mark Roberts (chat): Should add the completion of rail network, BRT routes, and bike lane striping on local collectors/arterials to the list of priorities.
 - Steve Smith: SBCTA has an engagement process to the cities in the Valley to figure out the next set of priorities for express bus service/BRT. SBCTA is considering whether to distribute Measure I funding to BRT around the network or to focus the funding on a BRT line similar to the Green Line or the West Valley Connector. There is an item on the board meeting on this on September 12. The outreach should wrap up in the next few months and be included in the draft LRMTTP.
- Goods Movement
 - Cheri Holsclaw: Is SR 274 within the scope of this plan? SR 247 has been a very busy corridor for trucks.
 - Marie Lewis Adams: Yes, SR 247 is in the purview of the freight corridor for the LRMTTP. High volumes of truck on this corridor would be in the purview for investments to address bottleneck relief.
 - Steve Smith: SCTA has a project on SR 247 and SR 62 that ties into the I-15. The project will assess alternative routes for I-15 if there was to be a disruption. Although the plan address emergency access routing, it will touch on safety and capacity issues of alternatives to I-15, which includes SR 247.
 - Rosemary Hoerning: Wondered if freight operating on Metrolink track is typical. Is Metrolink opening their line to freight?
 - Steve Smith: There is occasional, light freight on the Metrolink San Bernardino Line. Although SBCTA owns the line and Metrolink operates it, there are still freight movements allowed on the San Bernardino Line. On the Riverside Line, passenger trains share the track with a lot of freight.
 - David Huang: Yes, Metrolink has to share the track with freight operators. At times, freight operators will dictate who has operating priorities.

- Mark Roberts (chat): Should collaborate with BNSF in any needed major improvements to Colton and Barstow Intermodal facilities, keep working on grade separation priorities, and work on the region's triple track priorities. Wondered if there is any need for truck climbing lanes.
- Climate Change
 - Cheri Holsclaw: Closure on SR 62 due to rain, snow, or extreme weather prevents access I-10.
 - Marie Lewis Adams: Good to note that SR 62 has very few alternatives.
 - Mark Roberts (chat): Encourage transition to 100% R99 cleaner burning diesel. Believe that R99 diesel is only available at ARCO. Want to highlight the priority to transition to a clean truck fleet as the most important priority.
 - Marie Lewis Adams: Notes this is something the project team can explore further. The priority is to transition to clean trucks.
- Equity
 - Mark Roberts (chat): Suggests applying for Caltrans Sustainable Transportation Planning and Adaptation Planning Grants.
 - Cheri Holsclaw: Can we look into full free fares for all residents in the county and not just for students, seniors, and low-income?
 - Marie Lewis Adams: We understand the importance of affordability and free fares would help more towards ridership and VMT objectives; however, free fares are unlikely to be explicitly recommended in the plan.
- Funding
 - Mark Roberts: Is the VMT mitigation bank used to penalize or reward land use projects to encourage smart growth over traditional growth patterns?
 - Marie Lewis Adams: The idea is that projects that increase VMT need to be mitigated some way in the same area as the project. A VMT mitigation bank allows for more flexibility in how VMT is mitigated. VMT mitigation credits that are from other projects in other areas can be used to address the need to mitigate VMT in an area where it is harder to address.
 - Steve Smith: SBCTA is starting a pilot program funded through the REAP program. The structure of the pilot would reward those who choose alternative modes to reduce their VMT with a monetary value for mile of VMT reduced. Those that are in need of mitigation, such as developers, would contribute to the VMT mitigation bank and the mitigation bank can be used to fund projects that can reduce VMT.
 - Mark Roberts (chat): Should add sales tax of all new gas-powered vehicles to fund transit.



Virtual Public Meeting Materials 2023



SBCTA Long Range Multimodal Transportation Plan (LRMTP)

Fall 2023 Virtual Public Meetings Summary

I. Project Introduction

The San Bernardino County Transportation Authority (SBCTA) is in the process of developing a Long Range Multimodal Transportation Plan (LRMTP) for San Bernardino County through 2045/2050. The plan will incorporate strategies for improving access, safety, connectivity, and sustainability for bus and rail riders, auto and truck drivers, bicyclists, and pedestrians. As part of this process, SBCTA conducted two virtual public meetings in Fall 2023, on September 27 and October 03.

II. Notification

A bilingual digital notification campaign, in both English and Spanish, was implemented to raise awareness of the project, promote the virtual public meetings, distribute the online survey, and inform stakeholders about participation methods.

Electronic Notification

Electronic notification included the following methods:

- Organic social media posts via SBCTA social media sites including Facebook, Instagram, X (Twitter), and LinkedIn
- Eblasts sent to 1,865 contacts from SBCTA’s master database



Table 1: Electronic Notification Breakdown

Type	Platform	Distribution Date	Message	Language
Social Media Posts	Facebook, Instagram, X (Twitter)	08/24/23	Survey announcement	English
Eblast	Constant Contact	09/15/23	Virtual Public Meetings announcement and survey reminder	English and Spanish
Eblast	Constant Contact	09/25/23	Virtual Public Meetings and survey reminder	English and Spanish
Social Media Posts	Facebook, Instagram, X (Twitter)	09/26/23	Virtual Public Meeting #1	English and Spanish



Eblast	Constant Contact	10/03/23	Virtual Public Meeting #2 and survey reminder	English and Spanish
Social Media Posts	Facebook, Instagram, X (Twitter)	10/03/23	Virtual Public Meeting #2 reminder	English and Spanish
Eblast	Constant Contact	10/30/23	Virtual Public Meeting Thank You and survey reminder	English and Spanish
Social Media Posts	Facebook, Instagram, X(Twitter), LinkedIn	10/31/23	Survey final reminder	English and Spanish

Extended Outreach

Approximately 30 working group members received email invitations to disseminate the survey and virtual public meeting details within their communities. They were each equipped with an extended outreach toolkit containing ready-to-use text and graphics, suitable for posting on websites, newsletters, and various social media platforms.

Community Events



The outreach team provided information about the project, virtual public meetings, and survey at the North Fontana Farmers Market on October 1, 2023, and Rialto Farmers Market on October 4, 2023. Stakeholders that were engaged were interested in learning more about the project and provided suggestions on their vision for the future of transit in San Bernardino County.



III. Virtual Public Meetings

SBCTA conducted two virtual public meetings to discuss the LRMTTP, covering its background, current conditions, key insights, and future directions. These meetings were held virtually via Zoom on Wednesday, September 27, 2023, and Tuesday, October 3, 2023. Each meeting featured a concise presentation with interactive Zoom polls and an open question-and-answer session. Stakeholder feedback was systematically recorded through Q&A logs and responses to the polling questions.



The breakdown of the number of attendees and submitted comments at the public meetings are found in the table below.

Table 2: Total Attendance and Comments

Meeting	Number of Attendees	Number of Comments Received
Virtual Public Meeting #1	23	<ul style="list-style-type: none"> • 65 Poll Responses • 0 Live Questions/Comments • 10 Q&A Questions/Comments
Virtual Public Meeting #2	22	<ul style="list-style-type: none"> • 72 Poll Responses • 4 Live Questions/Comments • 33 Q&A Questions/Comments

IV. Poll Results

Polls conducted during the Zoom meetings provided valuable feedback.

Notable insights from Virtual Public Meeting #1 include:

- 38% of participants reside in the Mountains subregion.
- 46% frequently travel to the Valley subregion for work or school.
- Traffic congestion was cited as the primary transportation challenge by 69%, followed by inadequate pedestrian/cycling infrastructure and limited public transit (62%).
- Top three desired transportation system improvements:
 - Improved public transportation options and frequency (69%)
 - Expanded bike and pedestrian network (54%)
 - Reduced traffic congestion (46%)
- 69% believe zero-emission vehicles and 54% believe E-Commerce will significantly impact the county's transportation system.

Notable insights from Virtual Public Meeting #2 include:

- 46% of respondents are from the Valley subregion.
- The Valley subregion is the most common work/school destination for 54%.
- 60% view limited public transit services as their biggest transportation challenge.
- Top three desired improvements:
 - Enhanced public transportation options and frequency (75%)
 - Expansion of bike and pedestrian network (50%)
 - Reduced traffic congestion (50%)
- 40% predict zero-emission vehicles will have the most significant impact on the transportation system.



Complete Zoom poll questions and responses are found in Appendix A.

V. Questions and Comments

During the public meetings, questions and comments primarily centered on aspects of transportation accessibility and infrastructure. Key topics included concerns over transportation connectivity, the necessity for improved public transit options for disadvantaged communities, funding inquiries, traffic congestion challenges, and the demand for a cohesive network of pedestrian and bike lanes.

To view responses to questions and comments, please refer to the recordings posted on gosccta.com/lrmtpl.

For a complete list of questions and comments received during the public meetings, please refer to Appendix B.



APPENDIX A

Zoom Poll Questions & Answers

Question	Responses
Virtual Public Meeting #1	
In which subregion do you live?	<ul style="list-style-type: none"> • Colorado River (0%) • Morongo Basin (0%) • Mountains (38%) • North Desert (0%) • Valley (31%) • Victor Valley (8%) • I live outside of San Bernardino County (23%)
In which subregion is your most frequent destination (like work or school)?	<ul style="list-style-type: none"> • Colorado River (8%) • Morongo Basin (8%) • Mountains (31%) • North Desert (0%) • Valley (46%) • Victor Valley (0%) • My most frequent destination is outside of San Bernardino County (8%)
What are the biggest transportation challenges you face in your community? (select up to three)	<ul style="list-style-type: none"> • Long travel distances (23%) • Traffic congestion (69%) • Lack of pedestrian and cycling infrastructure (62%) • Safety concerns (31%) • Limited public transit service (46%) • Inadequate connectivity between modes (31%) • Limited access to transportation for underserved communities (0%) • Other (0%)
If you could change anything about the transportation system, what would it be? (select up to three)	<ul style="list-style-type: none"> • Improve public transportation options and frequency (69%) • Expand bike and pedestrian network (54%) • Reduce traffic congestion (46%) • Improve transportation for seniors, students, and people with disabilities (15%) • Concentrate housing and jobs along main corridors (38%) • Improve safety (31%) • Fix and maintain the current system (e.g. fix potholes) (31%) • Other (0%)
Which trends will have the biggest impact on transportation in San Bernardino County over the next 25 years? (select top two)	<ul style="list-style-type: none"> • Working from home (31%) • Zero-emission vehicles (69%) • Other transportation technologies, such as self-driving vehicles (23%) • Climate change (31%) • E-commerce (54%) • Other (8%)



Virtual Public Meeting #2	
In which subregion do you live?	<ul style="list-style-type: none"> • Colorado River (0%) • Morongo Basin (0%) • Mountains (8%) • North Desert (23%) • Valley (46%) • Victor Valley (15%) • I live outside of San Bernardino County (8%)
In which subregion is your most frequent destination (like work or school)?	<ul style="list-style-type: none"> • Colorado River (0%) • Morongo Basin (8%) • Mountains (8%) • North Desert (8%) • Valley (54%) • Victor Valley (15%) • My most frequent destination is outside of San Bernardino County (8%)
What are the biggest transportation challenges you face in your community? (select up to three)	<ul style="list-style-type: none"> • Long travel distances (47%) • Traffic congestion (40%) • Lack of pedestrian and cycling infrastructure (47%) • Safety concerns (33%) • Limited public transit service (60%) • Inadequate connectivity between modes (33%) • Limited access to transportation for underserved communities (33%) • Other (0%)
If you could change anything about the transportation system, what would it be? (select up to three)	<ul style="list-style-type: none"> • Improve public transportation options and frequency (75%) • Expand bike and pedestrian network (50%) • Reduce traffic congestion (50%) • Improve transportation for seniors, students, and people with disabilities (44%) • Concentrate housing and jobs along main corridors (25%) • Improve safety (25%) • Fix and maintain the current system (e.g. fix potholes) (19%) • Other (6%)
Which trends will have the biggest impact on transportation in San Bernardino County over the next 25 years? (select top two)	<ul style="list-style-type: none"> • Working from home (33%) • Zero-emission vehicles (40%) • Other transportation technologies, such as self-driving vehicles (27%) • Climate change (33%) • E-commerce (27%) • Other (33%)

APPENDIX B

Questions and Comments



No.	Stakeholder Name	Question/Comment	Type
Virtual Public Meeting #1			
1	Julie Bush	Hello, I live full time in Big Bear Lake. I would like to please ask for a bus route off the mountain 7 days a week (mornings so we can get things done). I actually have a great car but my car was getting fixed at the dealership and I was literally stranded in Big Bear for an entire month. I found there were only 3 bus routes a week that took you off the mountain. This doesn't work if you need to get to the airport or need to get to the dealership to pick up your car! Right now there is no public transportation way to get to the airport from Big Bear most days a week. Expanding the bus routes to 7 mornings a week would fix this. Thanks!	Q&A Function
2	Tom Rodriguez	I would like to see a larger, connected network of pedestrian and protected bike lanes across the San Bernardino Valley region	Q&A Function
3	Pat Enyart	I would like to see a larger, connected network of pedestrian and protected bike lanes across the San Bernardino Valley region	Q&A Function
4	Jorge Camacho	Is federal funding linked to Climate Pollution Reduction grant funding? Or a separate federal funding source?	Q&A Function
5	Brent Merideth	With SBC being one of the most dangerous counties for pedestrians and cyclists, how can we update Measure I sales tax funding to that a larger share of it can be used for active transportation projects?	Q&A Function
6	Pat Enyart	Are there any plans to address traffic in Big Bear during high traffic seasons? Have you considered a large parking lot just outside town, and shuttle into the Village and to ski resorts,	Q&A Function
7	Brent Merideth	So no update until 2040?	Q&A Function
8	Brent Merideth	Please consider an arial tram between SB and the mountains for commuting so we're not forced to drive up there especially in bad weather. It's been used in Albuquerque, Bogata, New York and several other places	Q&A Function
9	Pat Enyart	Mountain Transit is Awesome	Q&A Function



10	Pat Enyart	I support Julie B.'s question.	Q&A Function
Virtual Public Meeting #2			
1	Bruce Daniels	Has SBTA briefed Pete Buttigieg, Secretary of Transportation? Has he appeared in the IE? What is SBCTA's position re: The Bullet train, rail to LV and SB airport as a multi-modal landport?	Q&A Function
2	Bruce Daniels	Re: economic development, how you calculate the impact of tourism and recreation, which serves over 6 million visitors annually?	Q&A Function
3	Ms. Davis	was only able to select one topic	Q&A Function
4	Lucas Cuny	Is there plans to connect mass transit to bike lines?	Q&A Function
5	Linda Miller	Challenges for disabled persons.	Q&A Function
6	James Albert	Poll says you can choose 3 options, but only allowing me to select one fyi	Q&A Function
7	Lucas Cuny	What about L trains that run parallel to the freeways? I'd love to see Gold line type of line from high dessert that connects folks to metrolinks.	Q&A Function
8	Bruce Daniels	Does SBCTA consider Coachella Valley Indian casinos a competitive alternative to out-of-state Las Vegas in terms of income generated? How does this translate into improving access to Las Vegas, NV?	Q&A Function
9	Lucas Cuny	At Josh yeah when i take the arrow to downtown SB to go to valley college for work it'd be nice to have a safe bike path or direct shuttle service from downtown to valley college? You' probably see more students taking it as well.	Q&A Function
10	Lucas Cuny	Cost, in LA if you get a round trip metrolink pass you can use any Metro bus or subway line for free, can we add that for SBCTA and Omni?	Q&A Function
11	Bruce Daniels	The County Safe Routes to Schools plan and habitat conservation plan does not include the Mountain. How does this affect SBCTA policy?	Q&A Function
12	Lucas Cuny	What's the timeline on the briteline train? Have heard very little on specifics.	Q&A Function



13	Bruce Daniels	"Disadvantaged communities" does not examine educational and recreational use of the Mountains. Can this be factored into the funding equation?	Q&A Function
14	Shannon Batchev	Rural areas have limited access to County resources, longer commutes and increased cost of ridership. Bus is the only form of public transportation available in my community (North Desert). Traveling to different subregions by bus is cost prohibitive for our low-income community. I work for a community college and many students are unable to take advantage of County resources and/or College resources due to lack of transportation. We provide local bus passes to our students but they need to pay an additional \$6.50 per ride to go outside our subregion. Low-cost public transportation options for disadvantaged populations is greatly needed.	Q&A Function
15	Lucas Cuny	They need to post that at Ginger.	Q&A Function
16	Bruce Daniels	Working with Riverside County and Inland Southern California down to and including Mexicali, Mexico will be extremely important to establish our region as truly major league.	Q&A Function
17	Lucas Cuny	Also, any deals in the works for riders going to 66ers games in downtown San Bernardino from Redlands?	Q&A Function
18	Sean Kealey	Can you go into more detail about the tunnel plans for the Rancho Cucamonga Metrolink station to the Ontario Airport?	Q&A Function
19	Bruce Daniels	Understanding the origins of tourist is critically important, including Mexico.	Q&A Function
20	Manny Ramirez	is future transit plans run along present freight right of ways?	Q&A Function
21	Sean Kealey	What are the plans in place to help improve the EV charging infrastructure in San Bernadino County?	Q&A Function
22	Lucas Cuny	I went to a 66ers game from Redlands on the arrow, its like Chicago, Great! But the cost to ride the arrow round trip is more than to park at the stadium, there's an opportunity?	Q&A Function



23	Mario Novoa	why are the freeway lane lines so faded with out repainting to make them brighter?	Q&A Function
24	Lucas Cuny	My last two questions I swear: 1. any plans to increase the frequency of the arrow? 2. What about some direct routes of metrolink between San Bernardino and Riverside at least during rush hour?	Q&A Function
25	Vickie Paulsen	Brightline - we have heard that the train will not stop in Barstow, which is a big drawback for the highdesert. ??	Q&A Function
26	Bruce Daniels	Can SBCTA develop criteria for funding?	Q&A Function
27	Sean Kealey	Is there any where I can get information regarding the construction being done on I-15 in Hesperia?	Q&A Function
28	Bruce Daniels	What is SBCTA's focus on the San Bernardino Airport as a major landport; i.e. air, rail, highway?	Q&A Function
29	Connor Webb	In regards to the last poll, one option I didnt see is the rising cost of living and vehicle ownership. Total Auto debt is nearly equal with student loan debt in the US. Fuel prices speak for themselves. This places transit agencies in an important position to make car free living possible.	Q&A Function
30	Lucas Cuny	Thanks everyone!	Q&A Function
31	Bruce Daniels	Is SBCTA involved the specific plan for the SB Airport?	Q&A Function
32	Sean Kealey	Thank you so much for answering my questions & being so transparent! I'd love to volunteer my time if I could help in anyway. Is it possible to volunteer if we have any project management, & engineering background?	Q&A Function
33	Shannon Batchev	Thank you!	Q&A Function
34	Bruce Daniels	Those are two seperate questions. Tourism is very important here, in particularly the tourism that comes up the mountain. I also want to know if they are voters, because politics always play a role. Which does not. Certainly not the mountain communities which are part of the county, but perhaps even more importantly, the San Bernardino National Forest, which occupies virtually	Verbal Comments



		<p>what, 90% of our land which is just infiltrated by tourists. So there is a connection there. But epithet conservation up here does not have any artificial boundaries. And that, of course, speaks to my interest in not only San Bernardino County, primarily the mountains, but also Riverside County all the way down to and including the Mexican border. We get a lot of Mexican tourists up here, and I don't know if they're accounted for in any way or whether any program is tailored to address that issue, but primarily habitat conservation and education. Now, I met some years ago really with the guy who wrote the plan for Safe Routes to Schools and he called us that the mountains were not included. So that's what caused by question. And I have yet to see any plan address our schools up here. Dealing with Safe Routes to School. One final point is that the Caltrans SBCTA Active Transportation Plan identifies identified Safe Routes to school as a number two priority after an Intermountain Trail, which is my favorite, and finally Village Revitalization, all of which connects with roads, sidewalks, trails, waterways, you name it.</p>	
35	Connor Web	<p>Yeah, I just wanted to learn more about some of the increased arrow frequencies. And I know from reading the studies, it seems like some of the attempts to use the multiple units on the San Bernardino line, you know, potentially all the way to downtown LA, seems really limited by that. Single track section in the in the median of the 10 towards Union Station. And I was wondering if anything's ever been explored with using the Alhambra line, the freight line that kind of runs parallel to the San Bernardino line to increase capacity and make that possible to have a more frequent service there. When bright line eventually comes, that connection will be extremely in demand.</p>	Verbal Comments



36	Bruce Daniels	<p>I sense that the SBCTA is operating on a parallel with the greater LA metropolitan area, Ontario and everything, my concern is headed the other direction and overlapping certain boundaries such as Riverside County and more maybe more importantly our Indian reservations and their casinos. San Manuel, for example, has not only local but state and federal authorities responsibilities and they're obviously financially in a position to be extremely helpful. Do they have any plans? Are they incorporated with SBCTA and are they or have they been invited to become members?</p>	Verbal Comments
37	Bruce Daniels	<p>The tribe did a study for a non road access sky-tram to the mountains to Big Bear in particular and they purchased land up in the mountains and down below the mountains, Arrowhead Springs hotel for example. And so they're very much involved in transportation and water and I suspect other areas as well. I'm curious to know if they have any kind of a plan. Be a general, Be a specific, that is incorporated into your work. They also own property at the airport.</p>	Verbal Comments



SBCTA Long-Range Multimodal Transportation Plan for San Bernardino County



Public Meeting
September 27, 2023



Interpretation / Interpretación

- > En los controles de la reunión, haga clic en el icono de interpretación.
- > Seleccione **Spanish/Español** para escuchar el audio en español.
- Por telefono solamente: +1 (408) 650-3123
- Código de acceso: 693-441-893

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 Existing Conditions
- 3 Key Takeaways and Next Steps
- 4 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

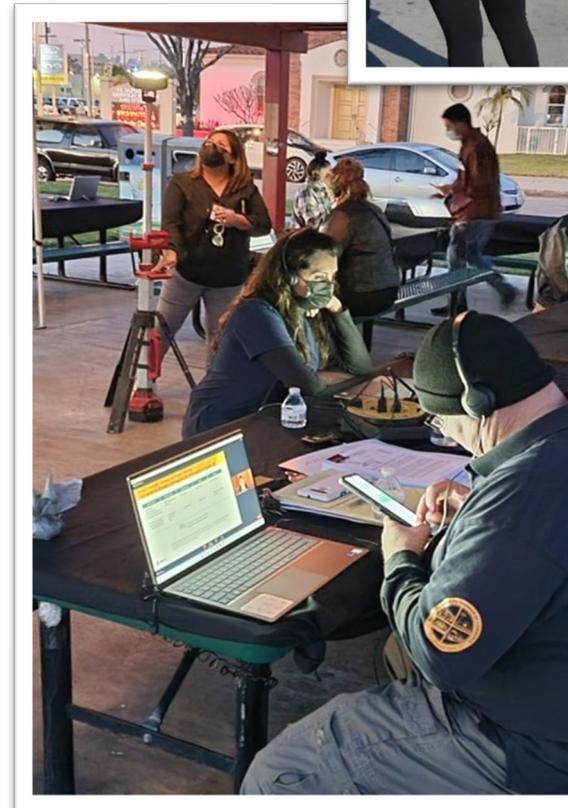


LRMTP Project Process



Get Involved

- Project website gosbcta.com/lrmtpl
 - Online survey
 - Existing Conditions story map
 - Updates on project progress and events



sb cta
San Bernardino County
Transportation Authority

**LONG RANGE MULTIMODAL
TRANSPORTATION PLAN**

Overview

The San Bernardino County Transportation Authority (SBCTA) needs your input for the Long Range Multimodal Transportation Plan (LRMTP). The LRMTP 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 LRMTP 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 LRMTP will be integrated with local land use planning to address community and regional goals as well as state and federal goals. In addition, the LRMTP will assist 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 LRMTP

Key Elements of the LRMTP

- 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, opportunities and gaps
- Identifying funding sources for projects and programs

Plan. Build. Move.

LRMTP Subregions

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

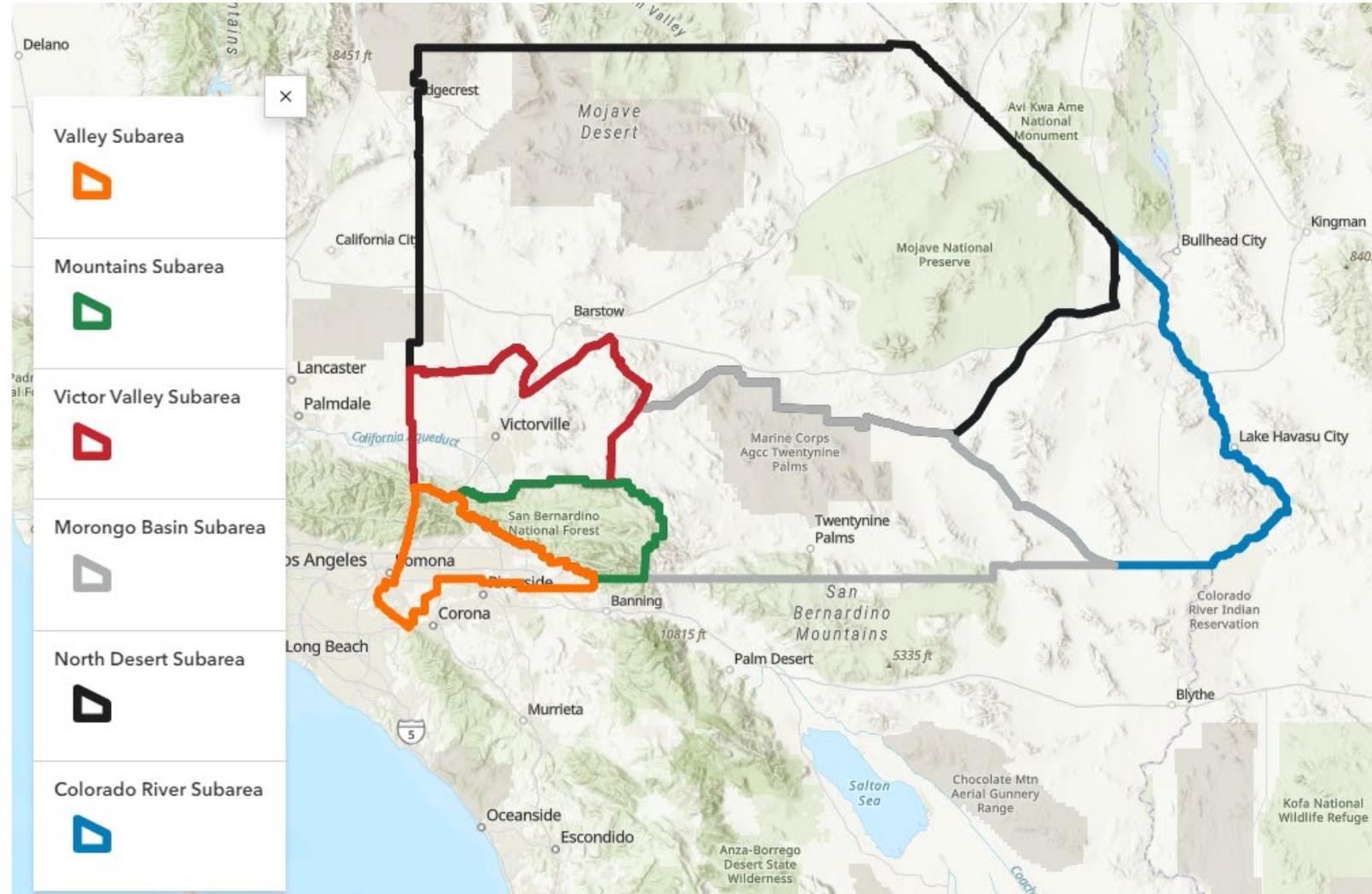


Existing Conditions

Regional Growth

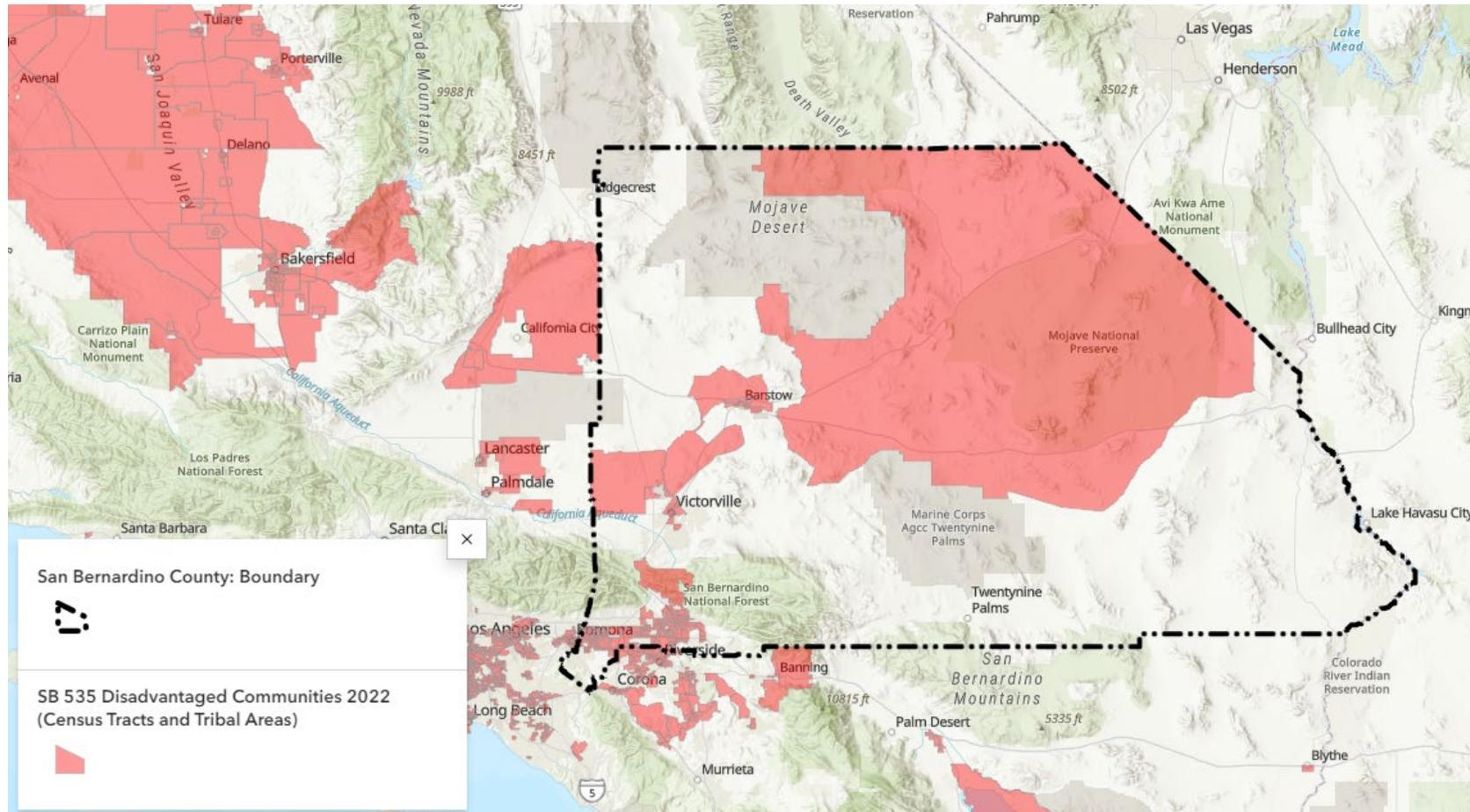
Population and employment projected to grow significantly between now and 2050

	Households	Jobs
Valley	+148,000	+152,000
Mountains	+40	+1,100
Victor Valley	+75,000	+47,000
Morongo Basin	+11,000	+6,400
North Desert	+7,000	+5,400
Colorado River	+500	+300



Disadvantaged Communities

The county is home to many communities considered disadvantaged based on demographic and environmental criteria. These communities may have mobility or public health challenges.

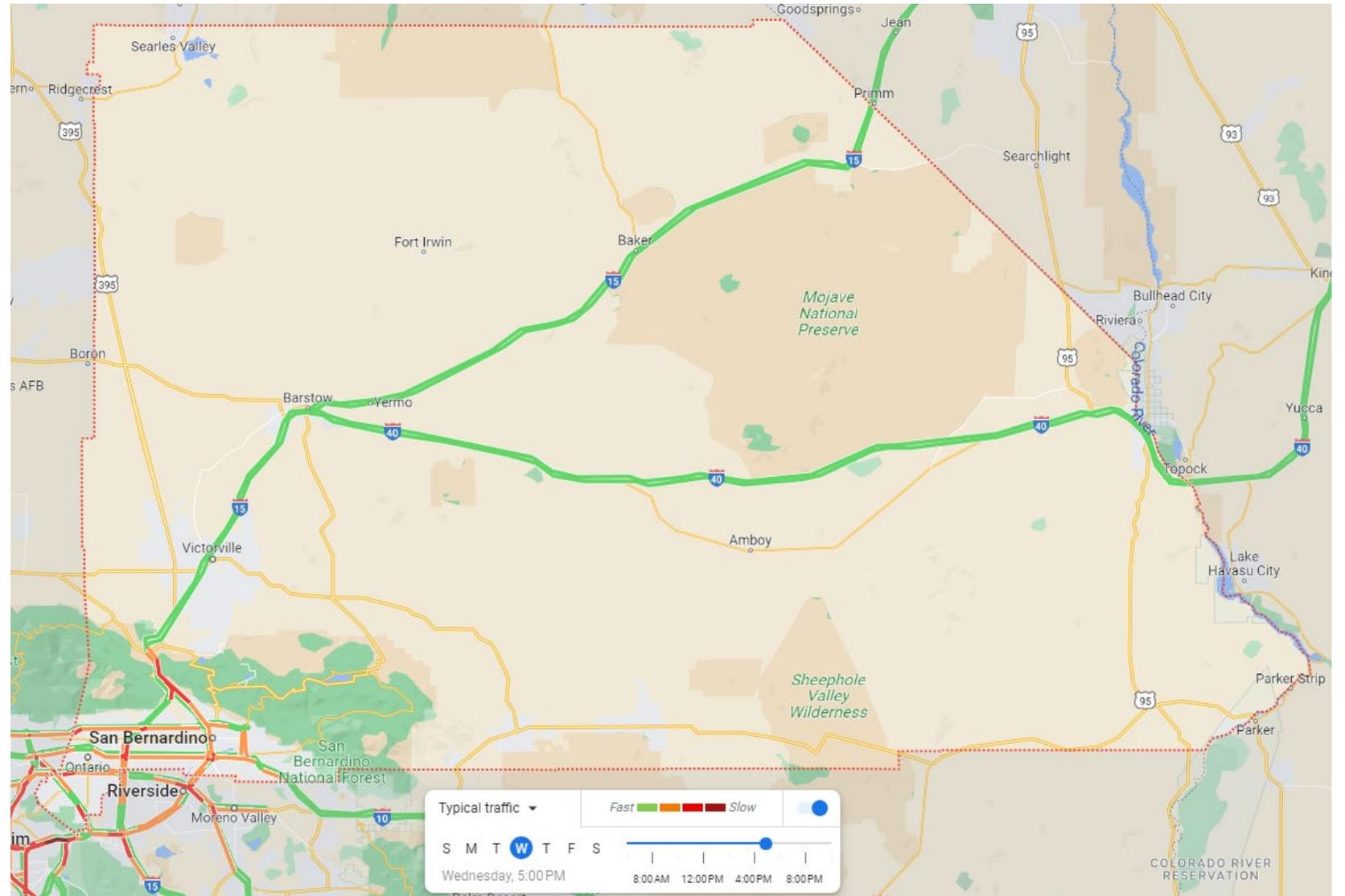


Poll

1. What are the biggest transportation challenges you face in your community?
(select up to three)
 - a. Long travel distances
 - b. Traffic congestion
 - c. Lack of pedestrian and cycling infrastructure
 - d. Safety concerns
 - e. Limited public transit service
 - f. Inadequate connectivity between modes
 - g. Limited access to transportation for underserved communities
 - h. Other

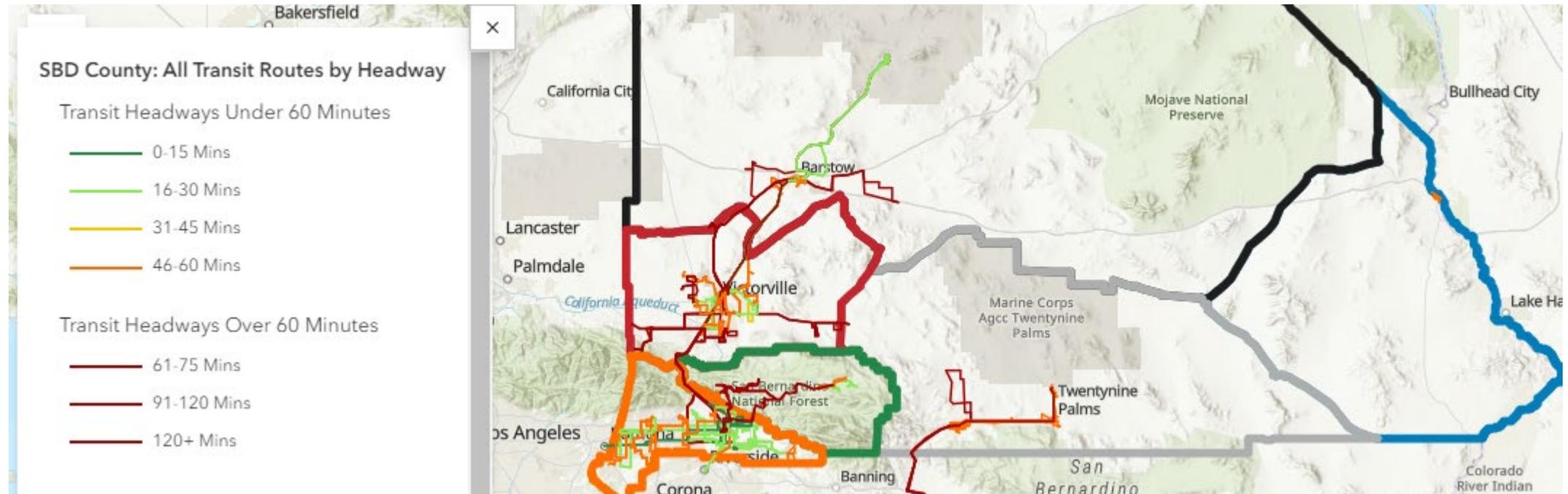
Roadways

- Roads and highways in the Valley subregion and Cajon Pass experience recurring congestion
- I-10 and I-15 Express Lanes in development



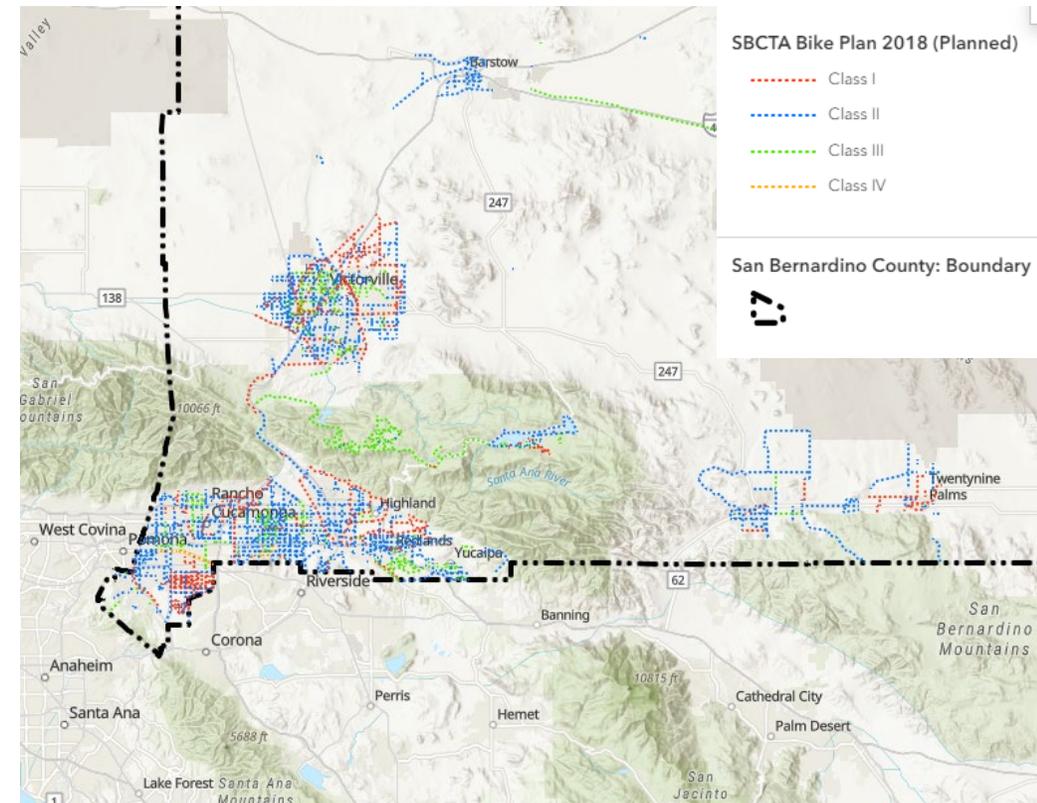
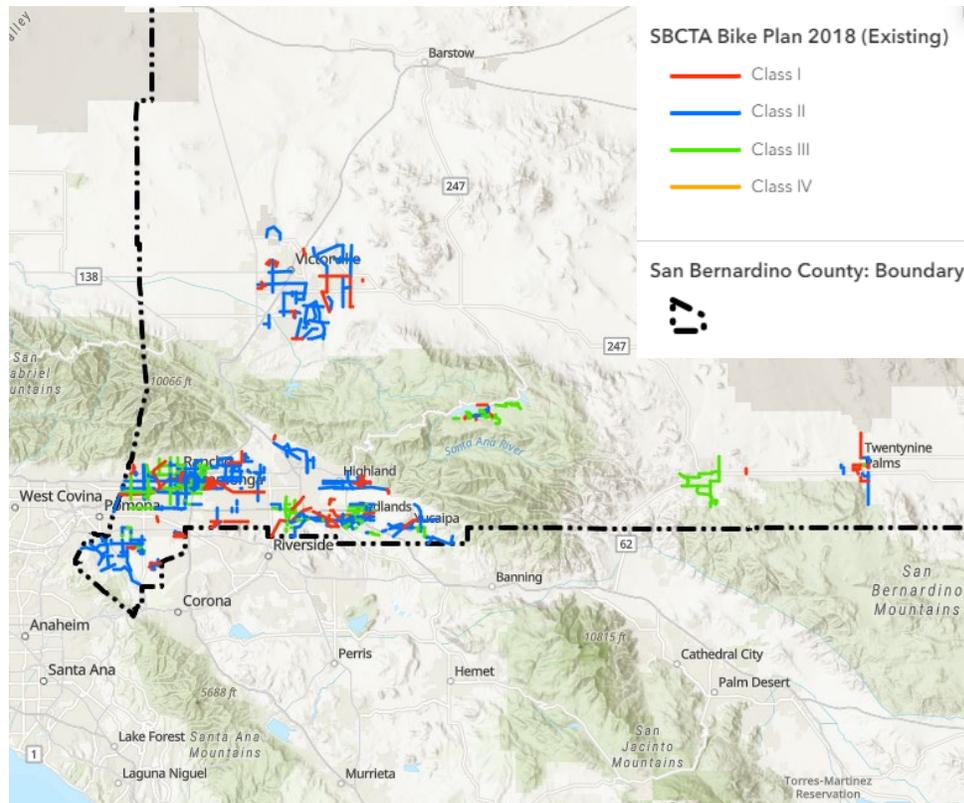
Transit

- Transit ridership dropped drastically as a result of COVID, but ridership is steadily returning
- With such a large county, much of which is rural or suburban, operators face tradeoffs between service coverage and frequency



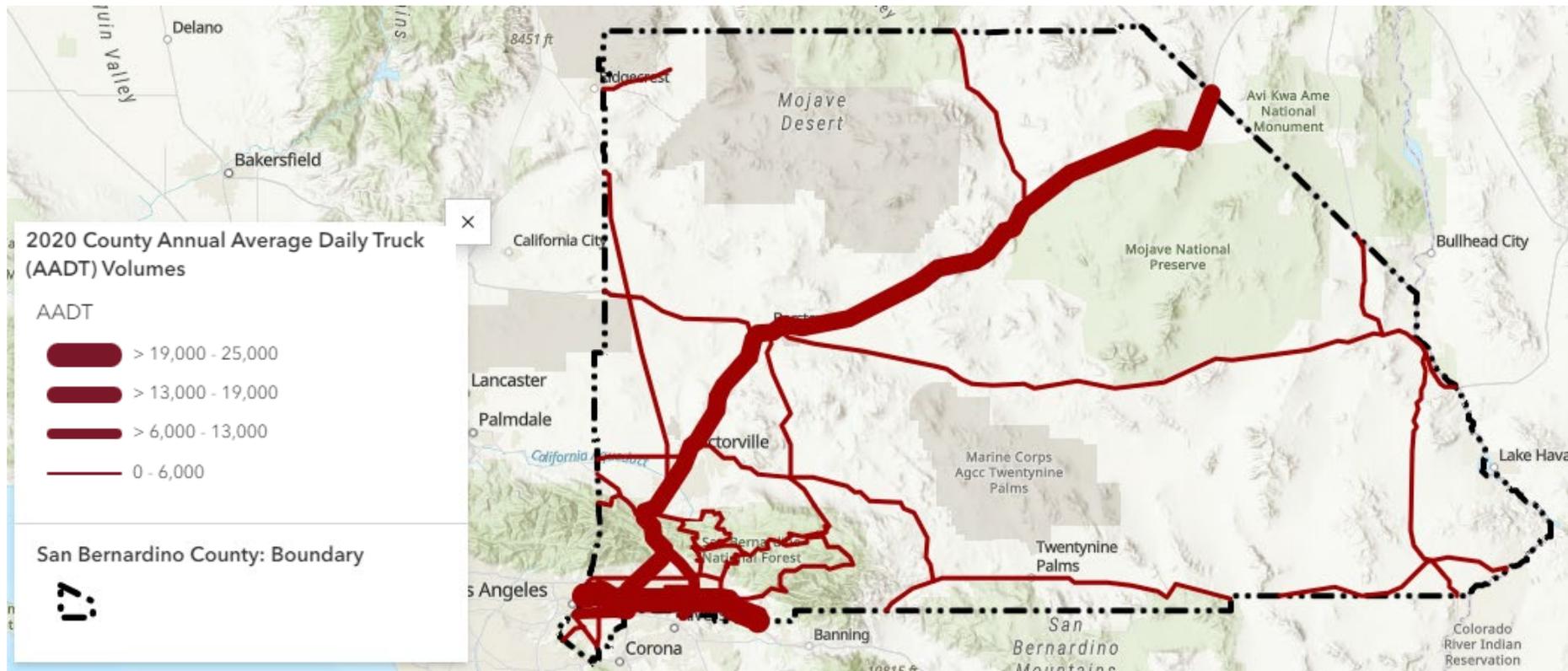
Active Transportation

The county has a growing network of sidewalks and bike lanes and several plans focused on making active transportation safer and more accessible



Freight

Freight movement by truck and rail is a key part of the local economy. Portions of the Valley subregion serve as major warehousing and logistics hubs.



Poll

1. If you could change anything about the transportation system, what would it be? (select up to three)
 - a. Improve public transportation options and frequency
 - b. Expand bike and pedestrian network
 - c. Reduce traffic congestion
 - d. Improve transportation for seniors, students, and people with disabilities
 - e. Concentrate housing and jobs along main corridors
 - f. Improve safety
 - g. Fix and maintain the current system (e.g. fix potholes)
 - h. Other

Transportation Policy and Funding

- Federal programs provided increased funds for transportation
- Funding programs (both state and federal) emphasize:
 - Alternatives to private car travel to help with climate change and air quality
 - Directing improvements towards disadvantaged communities
- California legislation (CAPTI, SB 743) limits highway expansion but supports housing production near transit to accommodate population growth



Key Takeaways and Next Steps

Key Takeaways

- San Bernardino County is large and diverse, creating differing needs by subregion
- The county is growing in population and employment, but state policy makes accommodating demand with highway expansion difficult
- The large, spread-out county presents a challenge for transit operators to balance frequency with service coverage
- Freight and logistics are vital to the economy but increased truck traffic creates challenges on local roads and highways



Poll

- Which trends will have the biggest impact on transportation in San Bernardino County over the next 25 years? (select top two)
 - a. Working from home
 - b. Zero-emission vehicles
 - c. Other transportation technologies, such as self-driving vehicles
 - d. Climate change
 - e. E-commerce
 - f. Other

Next Steps

- Continue collecting community input
- Consider alternate future scenarios
- Develop draft recommendations to share with community members



Stay Involved!

- Project website gosbcta.com/lrmtip
 - Take the online survey!
 - Review the Existing Conditions story map
 - Learn about upcoming events
- Community events
 - 10/1 North Fontana Farmers Market
10am-3pm
15556 Summit Ave, Fontana CA, 92236
 - 10/4 Rialto Farmers Market
10am-2pm
290 W Rialto Ave, Rialto, CA 92376



Project Contact Information

gosbcta.com/lrmtip

lrmtip@gosbcta.com

Scan to take the survey!



Q&A

Thank you!





Virtual Public Meeting Materials 2024



SBCTA Long Range Multimodal Transportation Plan (LRMTP)

Fall 2024 Virtual Public Meetings Summary

I. Introduction

The San Bernardino County Transportation Authority (SBCTA) is in the process of developing a Long Range Multimodal Transportation Plan (LRMTP) for San Bernardino County through 2045/2050. The plan will incorporate strategies for improving access, safety, connectivity, and sustainability for bus and rail riders, auto and truck drivers, bicyclists, and pedestrians. As part of this process, SBCTA conducted two virtual public meetings on September 17 and 19. The purpose of these meetings was to share the input received to date and to discuss strategic priorities and concept scenarios.

II. Notification

A bilingual digital notification campaign, in both English and Spanish, was implemented to raise awareness of the project, promote the virtual public meetings, distribute the online survey, and inform stakeholders about participation methods.

Electronic Notification

Electronic notification included the following methods:

- Organic social media posts via SBCTA social media sites including Facebook, Instagram, and X
- Eblasts sent to 700+ contacts from the project master stakeholder database



Table 1: Electronic Notification Breakdown

Type	Platform	Distribution Date	Message	Language
Social Media Posts	Facebook, Instagram, X	08/30/24	Virtual Public Meetings and Survey Announcement	English and Spanish
Eblast	Constant Contact	09/05/24	Save the Date for Virtual Public Meetings and Survey Announcement	English and Spanish
Eblast	Constant Contact	09/10/24	Virtual Public Meetings and Survey Reminder	English and Spanish
Social Media Posts	Facebook, Instagram, X	09/10/24	Virtual Public Meetings and Survey Reminder	English and Spanish
Eblast	Constant Contact	09/16/24	Virtual Public Meetings and Survey Reminder	English and Spanish



Type	Platform	Distribution Date	Message	Language
Social Media Posts	Facebook, Instagram, X	09/16/24	Virtual Public Meetings and Survey Reminder	English and Spanish
Eblast	Constant Contact	09/20/24	Virtual Public Meeting Thank You and Survey Reminder	English and Spanish
Eblast	Constant Contact	10/08/24	Survey Weekly Reminder	English and Spanish
Eblast	Constant Contact	10/14/24	Survey Weekly Reminder	English and Spanish
Social Media Posts	Facebook and Instagram	10/15/24	Survey Reminder	English and Spanish
Social Media Posts	X	10/15/24	Survey Reminder	English and Spanish
Eblast	Constant Contact	10/21/24	Survey Weekly Reminder	English and Spanish
Social Media Posts	Facebook and Instagram	10/23/24	Survey Reminder	English and Spanish
Eblast	Constant Contact	10/28/24	Survey Weekly Reminder	English and Spanish
Social Media Posts	X	10/28/24	Survey Reminder	English and Spanish
Eblast	Constant Contact	10/31/24	Survey Final Reminder	English and Spanish

Extended Outreach

Approximately 53 working group members received email invitations to disseminate the survey and virtual public meeting details within their communities. They were each equipped with an extended outreach toolkit containing ready-to-use text and graphics, suitable for eblasts and posting on various social media platforms.

Community Events

The outreach team provided information about the project and virtual public meetings at the High Desert Farmers Market on September 05, 2024, and the San Bernardino Transit Center on September 09, 2024. The team engaged with approximately 90 stakeholders and collected feedback through the project survey.





III. Virtual Public Meetings

SBCTA conducted two virtual public meetings to discuss the LRMTTP, covering its background, current conditions, key insights, and future directions. These meetings were held virtually via Zoom on Tuesday, September 17, 2024, and Thursday, September 19, 2024. The meetings consisted of a presentation with interactive Zoom polls and an open question-and-answer session. Stakeholder feedback was collected through Q&A logs and responses to the polling questions.

The breakdown of the number of attendees and submitted comments at the public meetings are found in the table below.

Table 2: Total Attendance and Comments

Meeting	Number of Attendees	Number of Comments Received
Virtual Public Meeting #1	22	<ul style="list-style-type: none"> • 38 Poll Responses • 0 Live Questions/Comments • 20 Q&A Questions/Comments
Virtual Public Meeting #2	13	<ul style="list-style-type: none"> • 23 Poll Responses • 7 Live Questions/Comments • 5 Q&A Questions/Comments

IV. Poll Results

Polls conducted during the Zoom meetings provided valuable feedback.

Notable insights from Virtual Public Meeting #1 include:

- 75% of participants live in, work in, or most frequently visit the Valley sub-region
- Top three concerns for topics to include in the LRMTTP:
 - Active transportation (bike/ped) improvements (77%)
 - Transit improvements (69%)
 - Climate change (54%)
- Top three priorities for funding over the next 20 years:
 - Active transportation (bike/ped) and Transit (bus/rail) improvements (77%)
 - Zero-emissions car/truck transition (38%)
 - Roadway state of good repair (31%)

Notable insights from Virtual Public Meeting #2 include:

- 71% of respondents are from the Valley sub-region
- Top three concerns for topics to include in the LRMTTP:
 - Active transportation (bike/ped) improvements (88%)



- Transit improvements (75%)
- Climate change (63%)
- Top three priorities for funding over the next 20 years:
 - Transit (bus/rail) improvements (88%)
 - Active transportation (bike/ped) improvements (75%)
 - Roadway state of good repair and Zero-emissions car/truck transition (50%)

Complete Zoom poll questions and responses are found in Appendix A.

V. Questions and Comments

Meeting participants were encouraged to provide comments and questions through the Q&A function and the Zoom raised hand function. Below is a list of key comment themes that emerged from both virtual public meetings.

Main Comment Themes:

- Interest in improving and diversifying transportation infrastructure San Bernardino County, focusing on sustainability, connectivity, and efficiency
- Desire for a shift away from car-dominated infrastructure toward a more balanced multimodal network that includes electrified and frequent rail services, improved bike networks, and sustainable bus systems
- Need for fare-free or discounted options for broader groups such as adult education students and county employees to promote public transit usage and reduce traffic congestion
- Interest in collaboration with local and regional agencies to align projects with statewide initiatives
- Need for infrastructure improvements such as pothole repairs and double-tracking Metrolink lines

To view responses to questions and comments, please refer to the recordings posted on gosebcta.com/lrmtp.

For a complete list of questions and comments received during the public meetings, please refer to Appendix B.



APPENDIX A

Zoom Poll Questions & Answers

Question	Responses
Virtual Public Meeting #1	
Which sub-region do you live in, work in, or most frequently visit?	<ul style="list-style-type: none"> • Colorado River (0%) • Morongo Basin (0%) • Mountains (8%) • North Desert (0%) • Valley (75%) • Victor Valley (0%) • I live and work outside of San Bernardino County (17%)
What are the most important topics you would want to see covered in the LRMTTP? Select up to three concerns.	<ul style="list-style-type: none"> • Active transportation (bike/ped) improvements (77%) • Climate change (54%) • Fixing freight bottlenecks and mitigating freight impacts (15%) • Roadway congestion (31%) • Roadway state of good repair (31%) • Transit improvements (69%)
What should be SBCTA's most important priorities for funding over the next 20 years? Select up to three priorities.	<ul style="list-style-type: none"> • Active transportation (bike/ped) improvements (77%) • Freight network improvements (23%) • Roadway state of good repair (31%) • Roadway congestion relief (23%) • Transit (bus/rail) improvements (77%) • Zero-emissions car/truck transition (38%)
Virtual Public Meeting #2	
Which sub-region do you live in, work in, or most frequently visit?	<ul style="list-style-type: none"> • Colorado River (14%) • Morongo Basin (0%) • Mountains (0%) • North Desert (0%) • Valley (71%) • Victor Valley (0%) • I live and work outside of San Bernardino County (14%)
What are the most important topics you would want to see covered in the LRMTTP? Select up to three concerns.	<ul style="list-style-type: none"> • Active transportation (bike/ped) improvements (88%) • Climate change (63%) • Fixing freight bottlenecks and mitigating freight impacts (25%) • Roadway congestion (38%) • Roadway state of good repair (25%) • Transit improvements (75%)
What should be SBCTA's most important priorities for funding over the next 20 years? Select up to three priorities.	<ul style="list-style-type: none"> • Active transportation (bike/ped) improvements (75%) • Freight network improvements (25%) • Roadway state of good repair (50%) • Roadway congestion relief (25%) • Transit (bus/rail) improvements (88%) • Zero-emissions car/truck transition (50%)



APPENDIX B

Questions and Comments

No.	Stakeholder Name	Question/Comment	Type
Virtual Public Meeting #1			
1	Brent Merideth	Did you take into account the current over-normalization of the car-based layout in San Bernardino in constructing the models? That is, would the results have been different if respondents were used to an active (e.g. Netherlands) or train-based (Japan) transportation network?	Q&A Function
2	Justin Muro	Are there any plans for extending the Arrow line throughout the rest of the region?	Q&A Function
3	Pat Enyart	When are the pot holes going to be fixed in Big Bear. Not slurry coated, actually repaired to accommodate the millions of annual visitors who support our economy.	Q&A Function
4	Xavina Walbert	How is SBCTA engaging with local government to incentivize walkable, greener communities?	Q&A Function
5	Terry Chiever	What is measure I costing individual tax payers?	Q&A Function
6	Bart Reed	what about Electrification of Metrolink? Brightline is coming and San Bernardino Metrolink needs to be double tracked and electrified.	Q&A Function
7	James Albert	I would like to push back on the development of hydrogen hubs in our region and would prefer we take a look at the Bay Area's electrification of Caltrain as a model to replicate.	Q&A Function
8	Brent Merideth	San Bernardino County has built primarily for cars for at least 50 years. Measure I continues that approach for another 20 years or so. Is SBCTA considering approaches that might dedicate more resources to other transportation methods?	Q&A Function
9	Salvador Torres	Why are future (west valley connector) and past (SBX) BRT projects not fully separated throughout the routes?	Q&A Function



No.	Stakeholder Name	Question/Comment	Type
10	Justin Muro	Are there any talks, even if not definite to explore Overhead Catenary methods of propulsion for busses or rail?	Q&A Function
11	James Albert	Can we expand fare-free transit to students who are attending our adult schools, not just K-12 & higher ed institutions.	Q&A Function
12	Bart Reed	what about transit span of service. SB is the 12th largest region and needs transit services every day including holidays and service needs to run to midnight for job shifts.	Q&A Function
13	Pat Enyart	"It would be beneficial for Mountain Transit Authority to re-start the transportation to/ from Lucerne Valley as many people from the valley come up to work and vice versa. The route stopped during Covid."	Q&A Function
14	Salvador Torres	What is the progress of the past projects like ONT people mover and the Rialto metrolink station? Why are they taking so long?	Q&A Function
15	Xavina Walbert	How does vanpooling work?	Q&A Function
16	James Albert	What's the plan to expand awareness and encourage commuters to rideshare/vanpool and take advantage of the free access to the toll lane/s on the 10 freeway?	Q&A Function
17	Bart Reed	San Bernardino connects LA Metro bus service. SB should make TAP interchangeable with LA County.	Q&A Function
18	Brent Merideth	How can Metrolink provide more frequency while sharing track with freight? As a rider, it seems delays are more the rule than the exception. How can Metrolink grow with such congestion on the existing tracks?	Q&A Function
19	Brent Merideth	Aerial tram from San Bernardino to Lake Arrowhead and Big Bear? They've been successful in New York, Columbia, Palm Springs, Albuquerque, and many other places.	Q&A Function
20	James Albert	What's going on with the expansion of the once-upon-a-time Gold Line from Azusa Pacific into Pomona & eventually into our county?	Q&A Function



No.	Stakeholder Name	Question/Comment	Type
Virtual Public Meeting #2			
1	Danilo Braga	Are there any news with the Metrolink projects? Regarding both SCORE and the Lilac to Rancho double track project.	Q&A Function
2	Danilo Braga	Will we be able to use funding from the I-10 express lanes towards other methods of transit to help alleviate traffic? Also, that sounds very promising Steve. Thanks!	Q&A Function
3	Brianna Egan	Can you tell us the percentage breakdown of how Express Lanes revenue will be used? Transit improvements (capital projects and operations) on parallel routes should account for a major share.	Q&A Function
4	Marven Norman	What is being done to align this work with CAPTI?	Q&A Function
5	Brianna Egan	I noticed that the ONT Connector Project is included in the survey under the West Valley projects. Is there any ability to explore alternatives or drop this project altogether? The model of individual vehicles running in a tunnel is inherently low-capacity and not what this region deserves. The connection between ONT and Rancho Cucamonga/BLW station and its projected number of riders would be best served by bus or rail which can be done aboveground.	Q&A Function
6	Marven Norman	Regarding the shuttle, apparently the drivers don't accept Metrolink tickets as fare from the airport end.	Q&A Function
7	Brianna Egan	Thank you for your answers today and for hearing our comments. Advocates look forward to continuing to engage with SBCTA staff and board members to advance a vision for equitable and sustainable transit and mobility.	Q&A Function
8	Brianna Egan	<ul style="list-style-type: none"> Expressed gratitude for the presentation and believed that the information presented was informative. Expressed appreciation for the surveys and stakeholder engagements. 	Verbal Comment



No.	Stakeholder Name	Question/Comment	Type
		<ul style="list-style-type: none"> • Shared that the Plan goals are a good step in the right direction for the future for the county. • Suggested Metrolink improvements by prioritizing double tracking and SCORE projects. • Encouraged electrification of the SB Line for service improvements and connecting with Brightline West. • Suggested connecting bus systems with Metrolink stations for direct access to rail stations. • Suggested connecting bike networks across different cities and making more protected bike lanes to shift from cars to bikes. • Suggested invested in bus rapid transit and technology like electric trolley buses. 	
9	Marven Norman	<ul style="list-style-type: none"> • Comments that the ped/bike situation is subpar compared to car infrastructure. • Shared that other modes of transportation need to be invested in to be up to comparable to driving. • Shared that there is desperate need to invest in other options, those investments have to be greater than car investment. • Commented that hydrogen is not a viable source for trains, compared to the SF to San Jose electric trains. 	Verbal Comment
10	James Albert	<ul style="list-style-type: none"> • Shared that the incentives for cycling to work have not kept up with the cost of living for county employees. • Expressed that there is no cost reduction for county employees and suggested that Metrolink work with employers to incentivize employees to use public transit to help reduce traffic numbers. 	Verbal Comment
11	Marven Norman	<ul style="list-style-type: none"> • Inquiry about if SBCTA is working with CalTrans and HSR to get more revenue out of the deal with BNSF staging tracks. 	Verbal Comment



SBCTA Long-Range Multimodal Transportation Plan for San Bernardino County



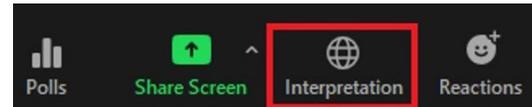
Public Meeting
September 17, 2024



Interpretation / Interpretación

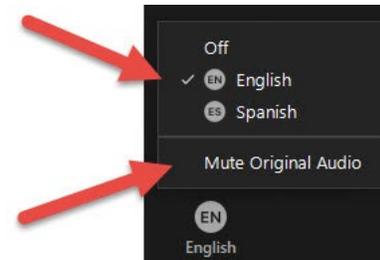
Via Zoom

- 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



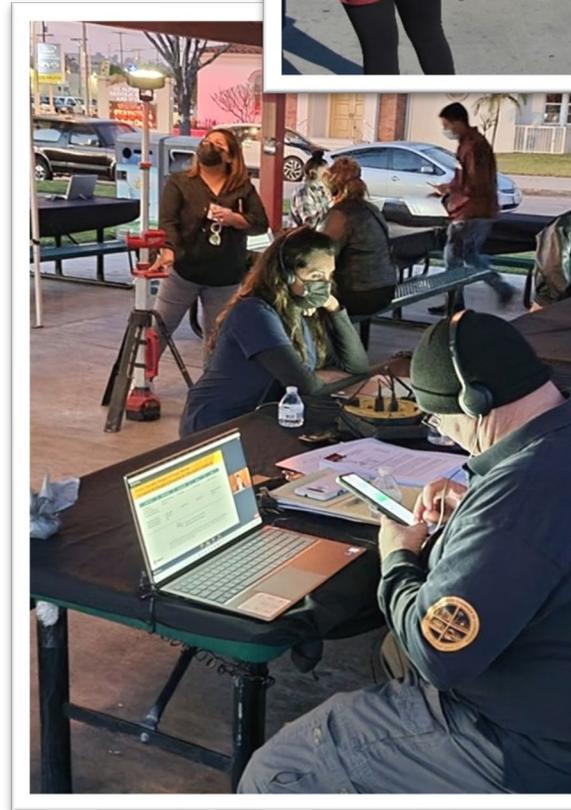
Poll

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 and [Story map](#)
 - Public survey August-October 2023
 - **2nd online survey open now!**
- Engagement events to date
 - Two virtual open houses
 - Four pop-up meetings
 - Eight stakeholder working group meetings



sb cta
San Bernardino County
Transportation Authority

**LONG RANGE MULTIMODAL
TRANSPORTATION PLAN**

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

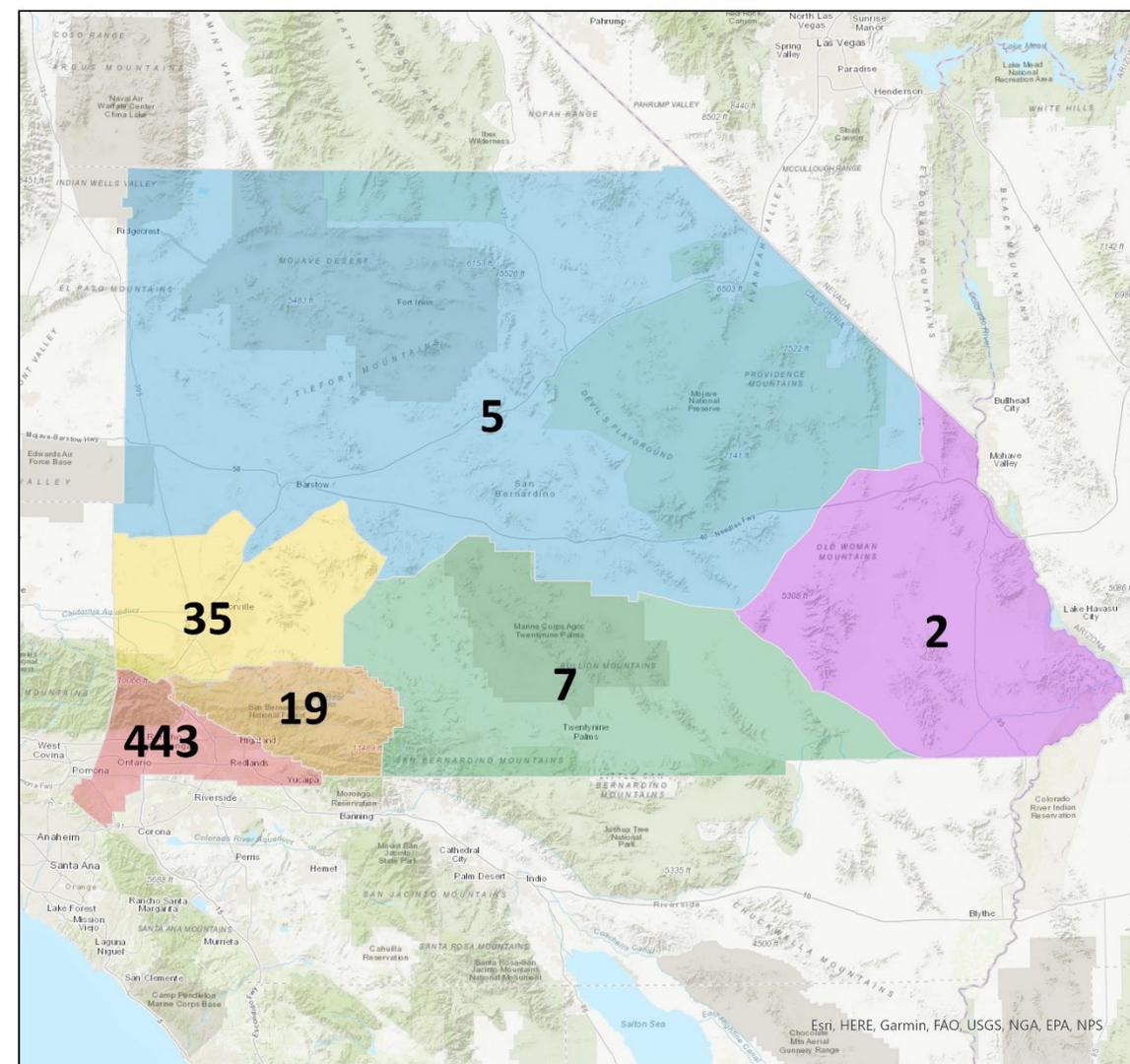
- Bringing together multiple planning efforts across the County into a cohesive whole
- Engaging stakeholders across the County, with particular emphasis on historically underserved and disadvantaged communities
- Understanding transportation network challenges
- Identifying funding sources for projects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

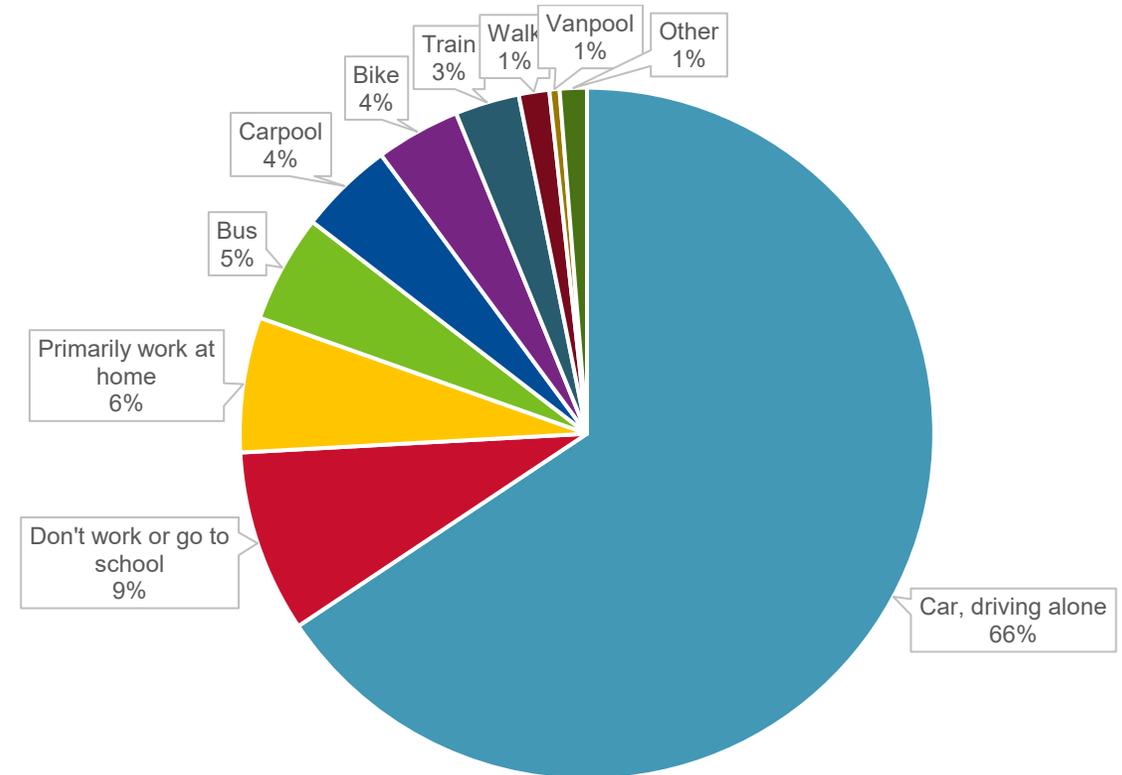
- Colorado River
- Morongo Basin
- Mountains
- North Desert
- Valley
- Victor Valley



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%)

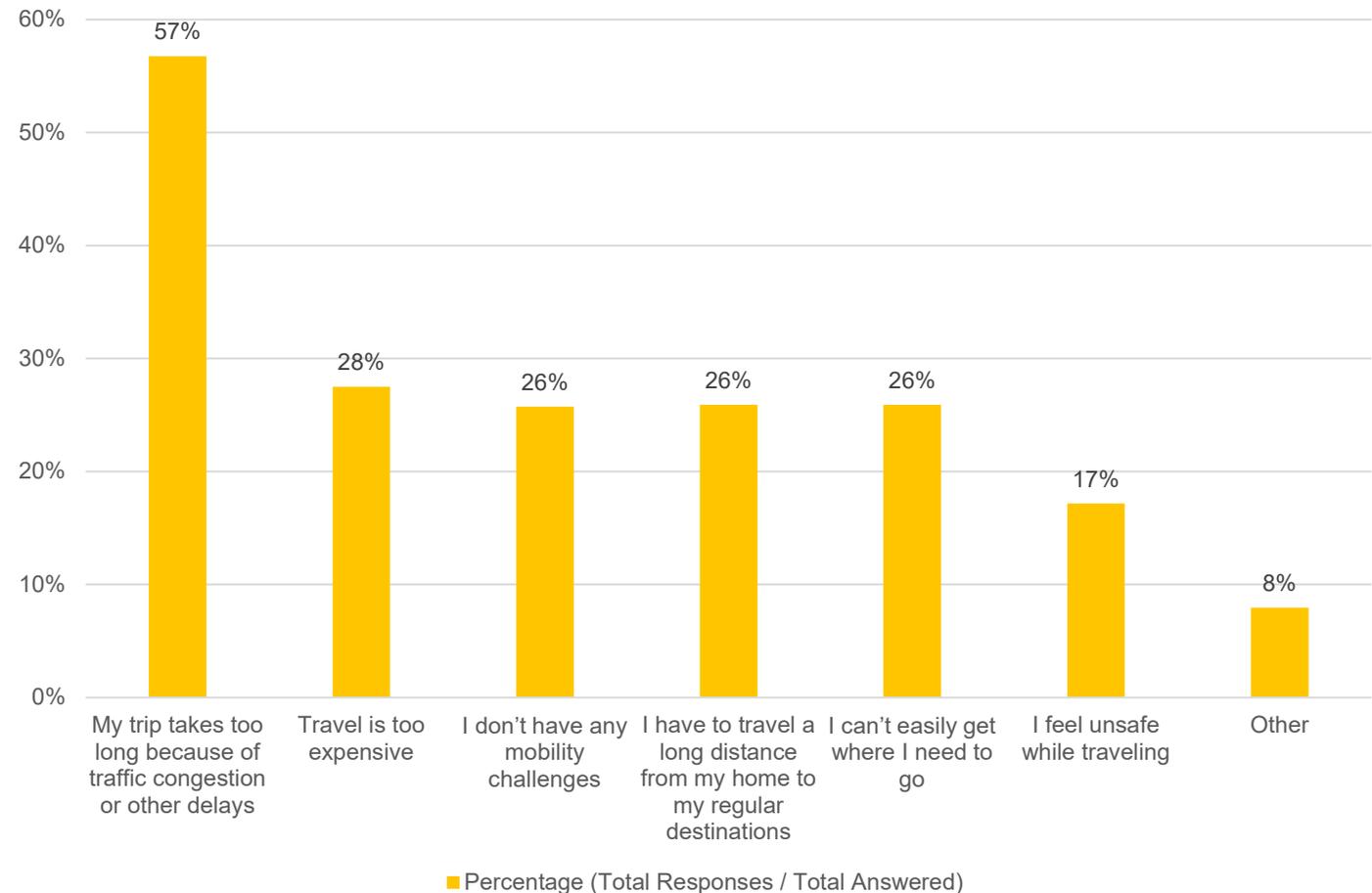
What kind of transportation do you primarily use to get to work or school?



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

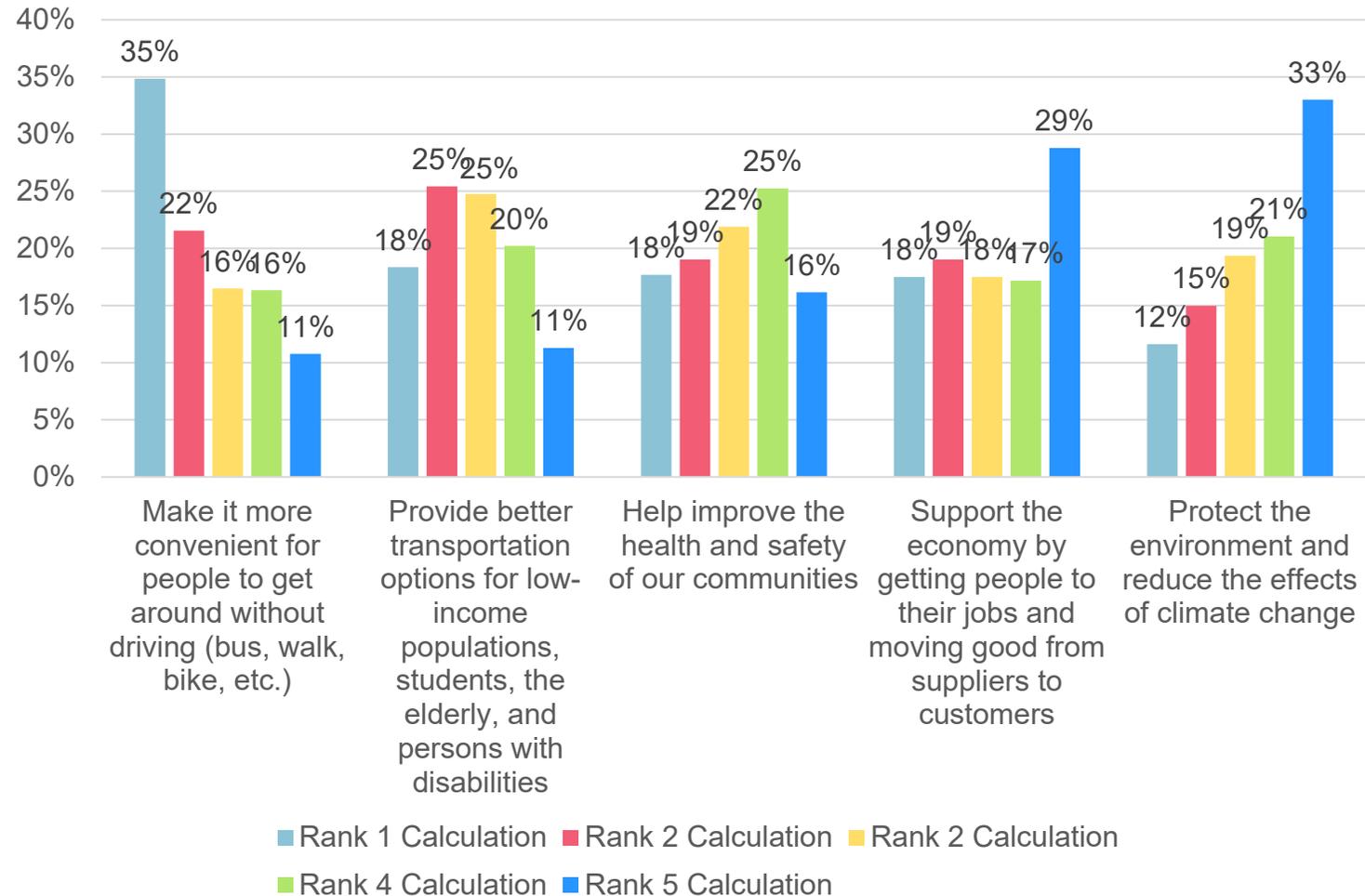
What are the top mobility challenges you face?



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.



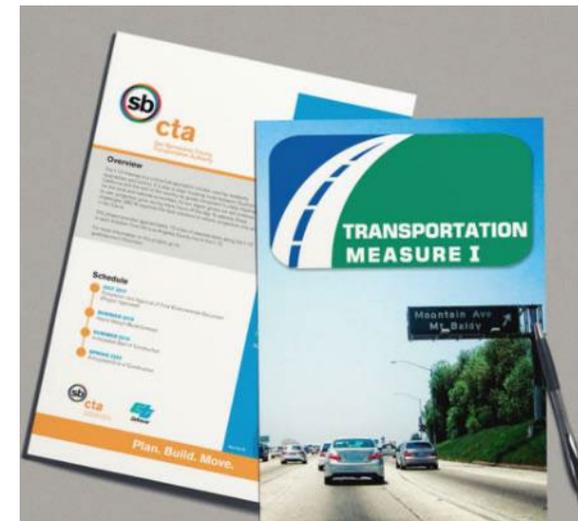
LRMTP Goals and Objectives

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

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

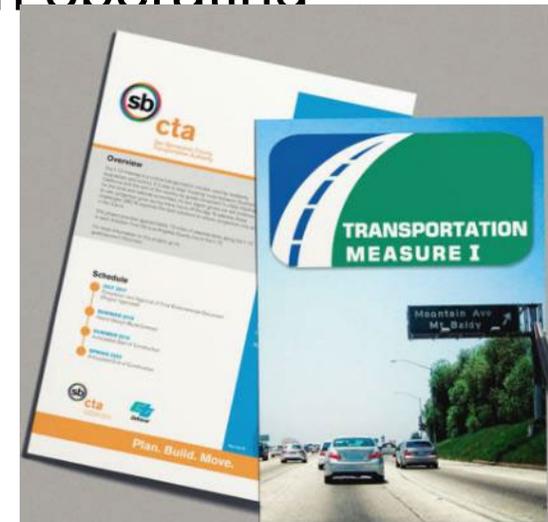


Scenario Summary

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



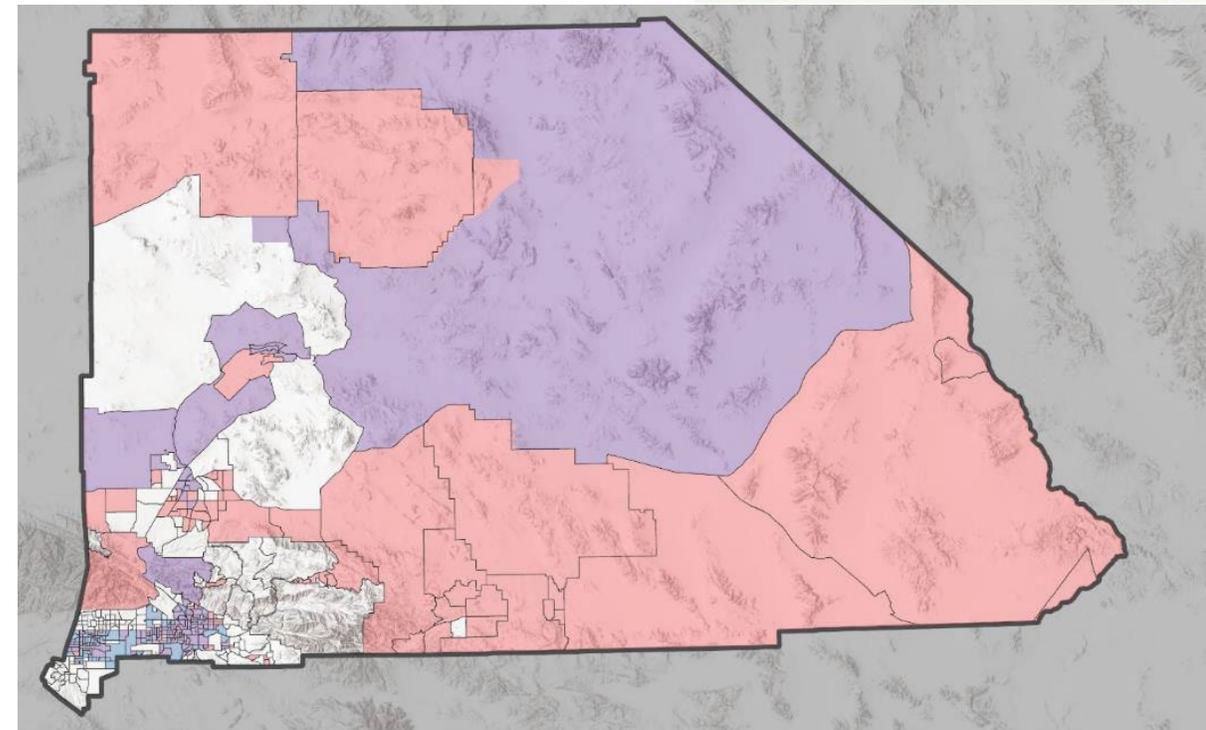
Strategic Priorities for Equity

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



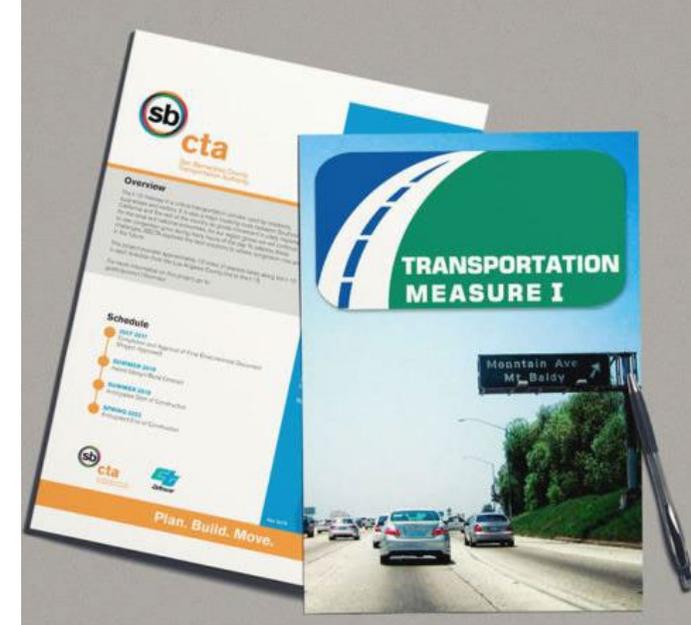
Strategic Priorities for Funding

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

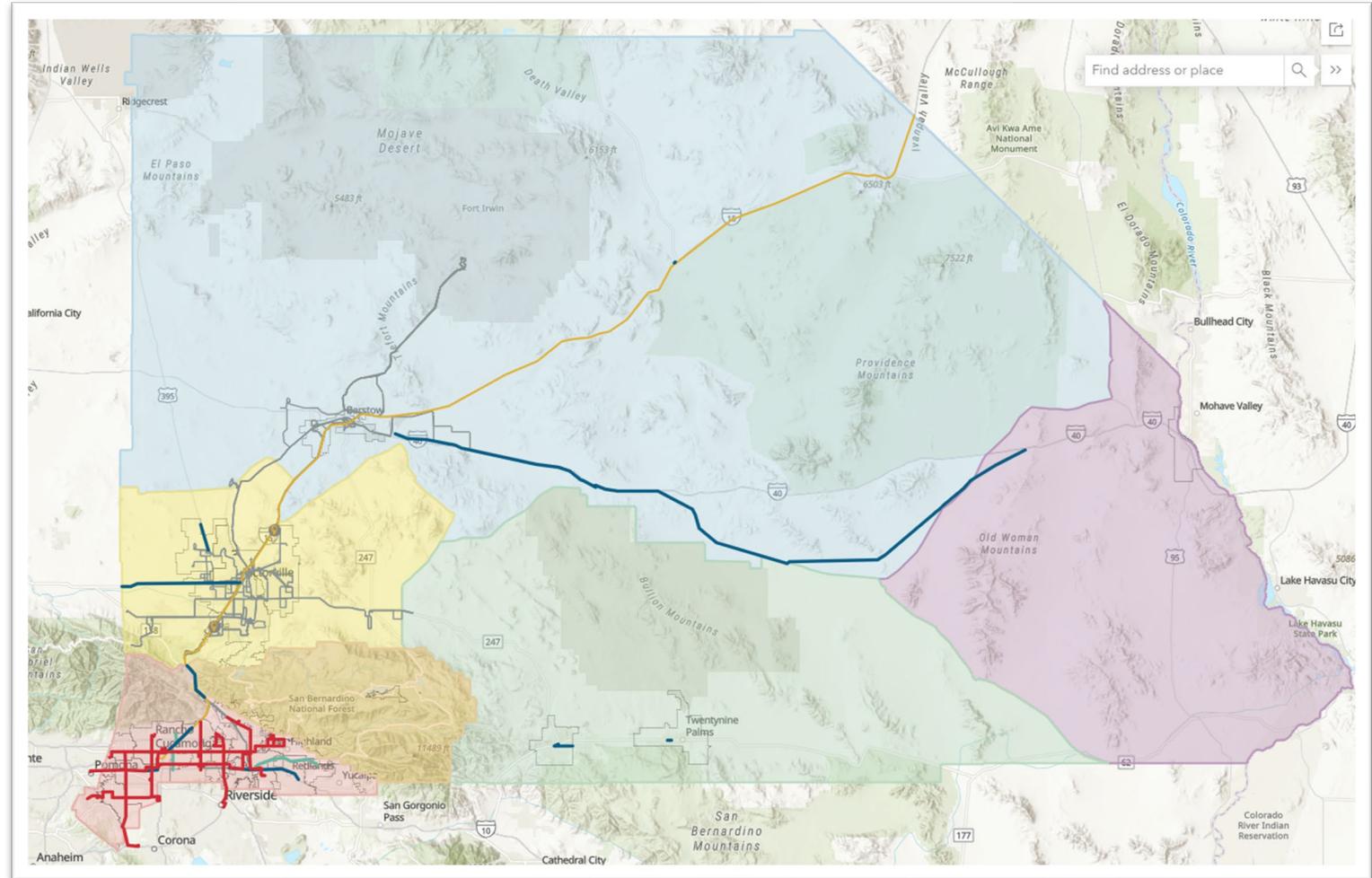
Poll:

- 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

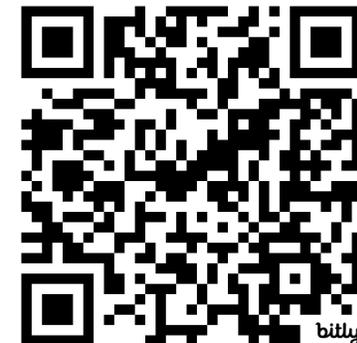
- Continue collecting community input
- Develop action plan and subarea plans based on strategic priorities
- Develop Draft LRMTTP

Project Contact Information

gosbcta.com/lrmtpp

lrmtpp@gosbcta.com

Scan to take the survey!



Q&A

Thank you!





Pop Up Materials 2023



Event Summary Form

North Fontana Farmers Market

Location:	North Fontana Farmers Market 15556 Summit Avenue. Fontana, CA 92336		
Day/time:	October 1, 2023 - Sunday 10:00am – 3:00pm		
Presentation materials & provided collateral/ branded giveaways:	<ul style="list-style-type: none"> • SBCTA Spanish and English Project overview fact sheets • Physical Survey • QR code for survey • QR Code for webinar registration • Sign-up sheet for more project information • Bubbles • Candy 		
Participating staff:	<ul style="list-style-type: none"> • Keven Michel (EN/SP AA) • Rachael Potts (EN AA) 		
Number of booth attendees:	50		
	English	Spanish	Total
Number booth participants:	40	10	50
Surveys completed:	4	0	4
Summary (Questions, comments, and concerns):			
<ul style="list-style-type: none"> • Booth visitors were offered sign-up sheets as well as fact sheets in both English and Spanish. • People who registered for the webinar or completed a survey were given the option to spin the wheel for a prize. • Booth visitors were interested in learning more about the project and shared current issues they face when riding public transit in the county. • One person mentioned they would ride the bus if there were more frequent buses in the area. • Another person mentioned they would ride the bus if it were cleaner. 			
Other Notes (community interest level, staffing, booth times, recommendations, etc.):			
<ul style="list-style-type: none"> • Some people just wanted to learn more about the event and took a fact sheet with them. • Many people were not interested in taking the survey because they felt it took too long. • Light foot-traffic. Not many attendees at Farmers Market. 			







Event Summary Form

Rialto Certified Farmers Market

Location:	Rialto Certified Farmers Market 290 W Rialto Ave, Rialto, CA 92376		
Day/time:	October 4, 2023 – Wednesday 10:00am – 2:00pm		
Presentation materials & provided collateral/ branded giveaways:	<ul style="list-style-type: none"> • SBCTA Spanish and English Project overview fact sheets • Physical Survey • QR code for survey • Sign-up sheet for more project information • Branded SBCTA phone card holders • Branded SBCTA laptop light • Bubbles • Candy 		
Participating staff:	<ul style="list-style-type: none"> • Keven Michel (EN/SP AA) • Rachael Potts (EN AA) 		
Number of booth attendees:	40		
	English	Spanish	Total
Number booth participants:	30	10	40
Surveys completed:	5	5	10
Summary (Questions, comments, and concerns):			
<ul style="list-style-type: none"> • Booth visitors were offered sign-up sheets as well as fact sheets in both English and Spanish. • People who completed a survey were given the option to spin the wheel for a prize. • Visitors were interested in learning about the project and provided suggestions on their vision for the future of transit. • One person mentioned they would ride the bus more often if it stopped in major locations, such as grocery stores and department stores. • Stakeholders shared that they would use the train and buses in the area more often if they ran with more frequency. • Others mentioned they would ride the bus if there were more shaded areas for bus stops. 			
Other Notes (community interest level, staffing, booth times, recommendations, etc.):			
<ul style="list-style-type: none"> • A lot more Spanish speakers in this location compared to the North Fontana Farmers Market. • Some people just wanted to learn more about the event and took a fact sheet with them. • Many people were not interested in taking the survey because they felt it took too long. • Light foot-traffic. The City Clerk mentioned that the first week is usually slower. The second week of the month gets more foot traffic due to free bus passes. 			







Pop Up Materials 2024



Event Summary Form

Victor Valley - High Desert Farmers Market

Location:	18422 Bear Valley Rd, Victorville, CA 92395		
Day/time:	6:45 AM - 12:00 PM		
Presentation materials & provided collateral/ branded giveaways:	<ul style="list-style-type: none"> • Project Fact Sheet English • Project Fact Sheet Spanish • QR Code - Public Meeting #1 and #2 registration • QR Code - Survey ENG/ESP • ENG/ESP Spanish paper survey • Goody Bags: Bubbles, candy, SBCTA laptop light, SBCTA Branded phone card holders • Sign in sheet for more project information • Gatorade • Granola bars 		
Participating staff:	Keven Michel Reanna Jimenez		
Number of booth attendees:	30		
	English	Spanish	Total
Number booth participants:	30	0	30
Surveys completed:	24	0	24
Summary (Questions, comments, and concerns):			
<ul style="list-style-type: none"> - Multiple concerns with traffic going south of the I-15 freeway - Multiple concerns with the lack of road safety and number of hazards on the 395 highway - Expressed excitement for Brightline train service to Rancho Cucamonga - Suggestions on adding extra lanes to I-15 Southbound freeway and adding a truck only lane as well - Suggestions on adding more lights to sidewalks - Concerns with multiple accidents on Bear Valley - Concerns with too many people traveling southbound on I-15 freeway - Suggestions on fixing potholes on streets 			
Other Notes (community interest level, staffing, booth times, recommendations, etc.):			
<ul style="list-style-type: none"> - Community was very interested in learning how the I-15 can be better developed to handle southbound traffic - A lot of common interest on how the 395 highway can get safer improvements - Farmers market had great traffic and even though some people did not take the survey, they took collateral materials like the fact sheet - Booth attendees enjoyed the goodie bags and the gatorades being handed out 			



- Overall good event and would recommend this location again for future pop-up events

Photos:





Event Summary Form

East Valley - San Bernardino Transit Center

Location:	San Bernardino Transit Center, San Bernardino, CA 92401		
Day/time:	5:00 AM - 10:00 AM		
Presentation materials & provided collateral/ branded giveaways:	<ul style="list-style-type: none"> Project Fact Sheet English Project Fact Sheet Spanish QR Code - Public Meeting #1 and #2 registration QR Code - Survey ENG/ESP ENG/ESP Spanish paper survey Goody Bags: Bubbles, candy, SBCTA laptop light, SBCTA branded phone card holders Sign in sheet for more project information Granola bars Coffee 		
Participating staff:	Keven Michel Fernanda Lopez		
Number of booth attendees:	50		
	English	Spanish	Total
Number booth participants:	40	10	50
Surveys completed:	30	0	30
Summary (Questions, comments, and concerns):			
<ul style="list-style-type: none"> Stakeholders expressed interest in improvements along their specific routes, inquiring about potential bike and pedestrian enhancements for the I-10/Riverside Ave. Interchange, Phase 2. They emphasized the importance of these improvements, noting that walking in the area is currently challenging. Most of the stakeholders' geographic interest centered around the West San Bernardino Valley, from Rialto to Yucaipa. Some stakeholders raised concerns about maintaining cleanliness in the station's restrooms. Security at this transit station was a prominent concern from multiple perspectives of the station. Safety was a key issue, with stakeholders highlighting ongoing crime in the area. 			
Other Notes (community interest level, staffing, booth times, recommendations, etc.):			
<ul style="list-style-type: none"> We saw strong community engagement, with a lot of early commuters reaching out. Participants ranged in age from 15 to 60. The booth's timing worked out great, with trains and buses arriving every 15 minutes. The transit station got a lot of positive feedback, and many people were interested in taking the survey and learning more. 			



- Overall, it was a successful event, but it's recommended to only host this pop-up if consistent security is available, like it was today.

Photos:





Online Survey 2023



Long Range Multimodal Transportation Plan (LRMTP) Survey

[Haga clic aquí para español](#)

San Bernardino County Transportation Authority (SBCTA) invites you to participate in the Long Range Multimodal Transportation Plan (LRMTP). Share your insights to help us develop a comprehensive transportation vision for the County.

Complete the survey for a chance to win a \$100 gift card!

2 → Transportation Mode Questions

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

(select one)

A Car, driving alone

B Bike

C Don't work or go to school

D Walk

E Carpool

F Primarily work at home

G Train



4 → The next two questions have to do with your views on mobility challenges ...

b. **Aside from basic mobility, it is most important for the County's transportation system to:**

(Rank the following choices from 1 to 5; 1 being the most important and 5 being the least important. Assign a number to each choice or drag and drop in the order that you wish to rank them.)

Drag and drop to rank options

<input type="text" value="-"/> <input type="text" value="v"/>	Make it more convenient for people to get around without driving (bus, walk, bike, etc.)	<input type="text" value="⋮"/>
<input type="text" value="-"/> <input type="text" value="v"/>	Support the economy by getting people to their jobs and moving good from suppliers to customers	<input type="text" value="⋮"/>
<input type="text" value="-"/> <input type="text" value="v"/>	Help improve the health and safety of our communities	<input type="text" value="⋮"/>
<input type="text" value="-"/> <input type="text" value="v"/>	Protect the environment and reduce the effects of climate change	<input type="text" value="⋮"/>
<input type="text" value="-"/> <input type="text" value="v"/>		<input type="text" value="⋮"/>



3 → Transportation Issues & Values Questions

a. **Rank how much you agree with the following statements:**

(strongly agree, agree, neutral, disagree, strongly disagree)

Strongly
Agree

Agree

Neutral

Disagree

Strongly
Disagree

I can easily get where I need to go using San Bernadino County's transportation system.

My regular trips are usually free from delays (for example, I don't usually experience traffic congestion, or my bus generally comes on time).



- c. **Please list the top three concerns you have about transportation in San Bernardino County:**

Type your answer here...

Shift ↑ + Enter ↵ to make a line break

OK





SBCTA

Long-Range Multimodal Transportation Plan

Fall 2023 Survey Results

Survey Overview

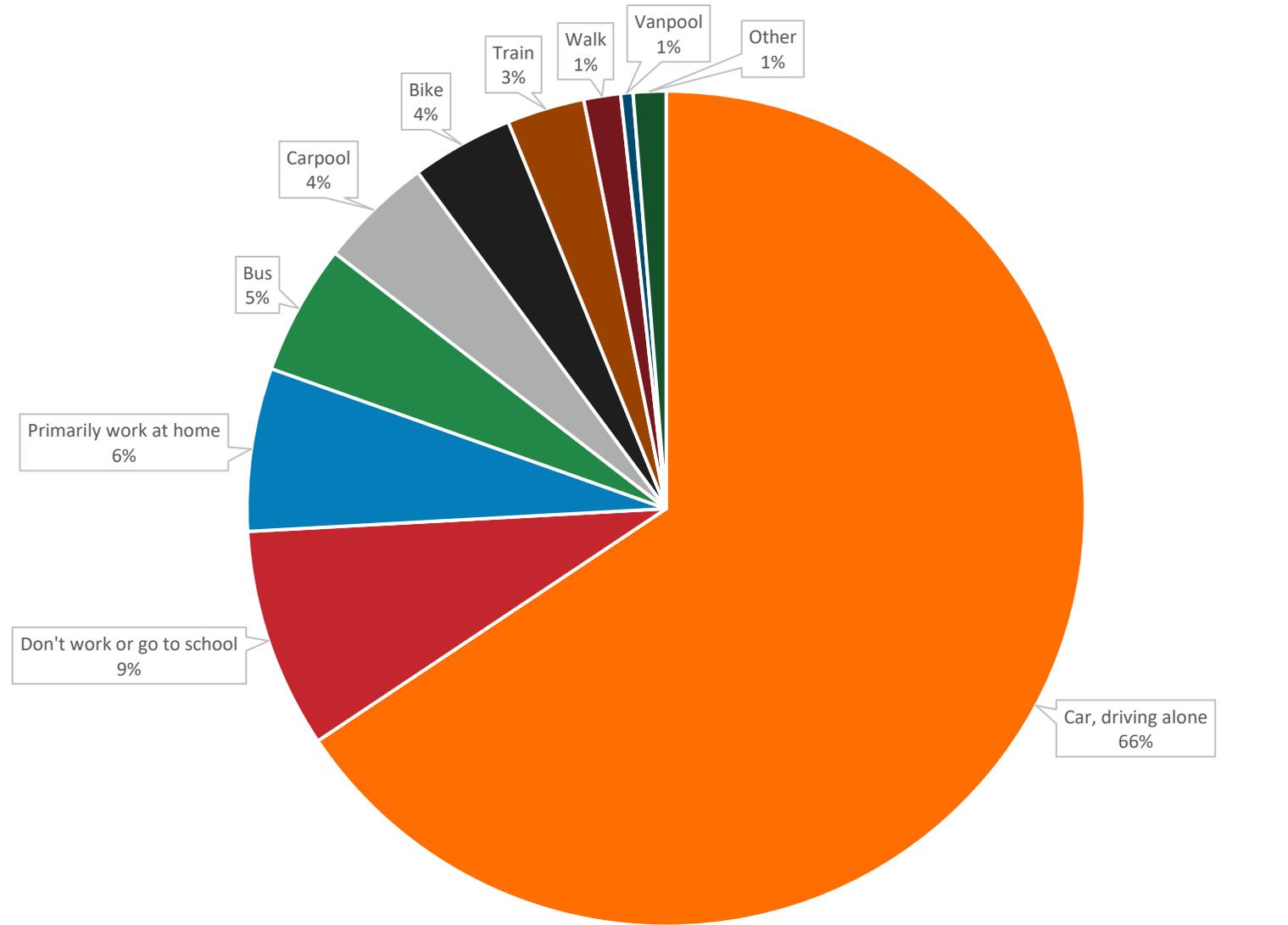
The San Bernardino County Transportation Authority (SBCTA) is in the process of developing a Long Range Multimodal Transportation Plan (LRMTP) for San Bernardino County through 2045/2050. The plan will incorporate strategies for improving access, safety, connectivity, and sustainability for bus and rail riders, auto and truck drivers, bicyclists, and pedestrians. As part of this process, SBCTA conducted a bilingual survey in English and Spanish to gather public feedback regarding modes of transportation, mobility challenges, transit needs, and demographic data.

The final results below include data collected between August 22, 2023 to November 3, 2023. A total of 635 responses were received. The survey was promoted during two virtual public meetings and two community farmers markets. It was also distributed through e-blasts and social media posts.



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

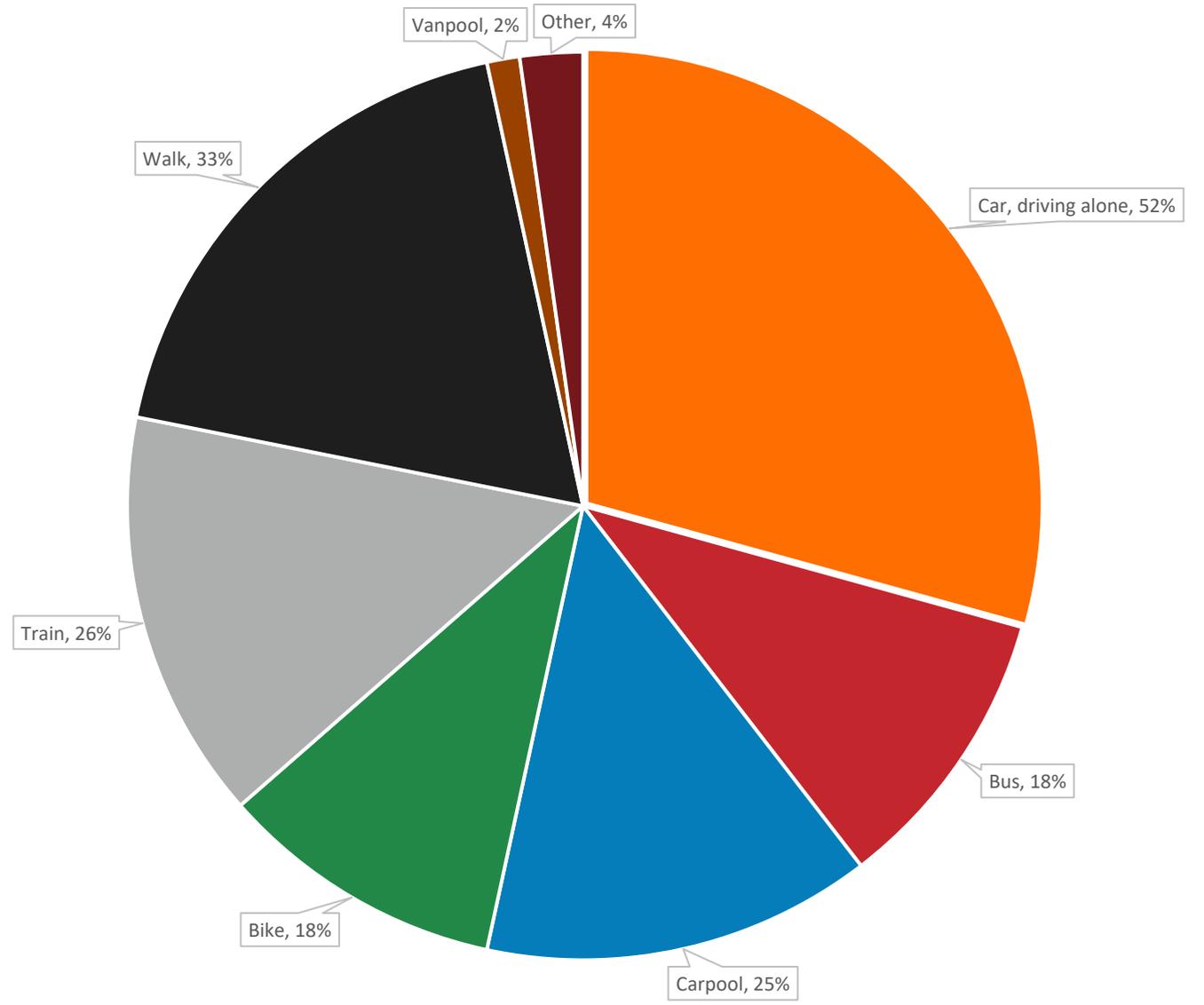
66% of respondents primarily drive a car alone to get to work or school



■ Car, driving alone ■ Don't work or go to school ■ Primarily work at home ■ Bus ■ Carpool ■ Bike ■ Train ■ Walk ■ Vanpool ■ Other

What other kinds of transportation (if any) do you use?

Other modes of transportation used by respondents include walking (33%), taking the train (26%), and carpooling (25%)

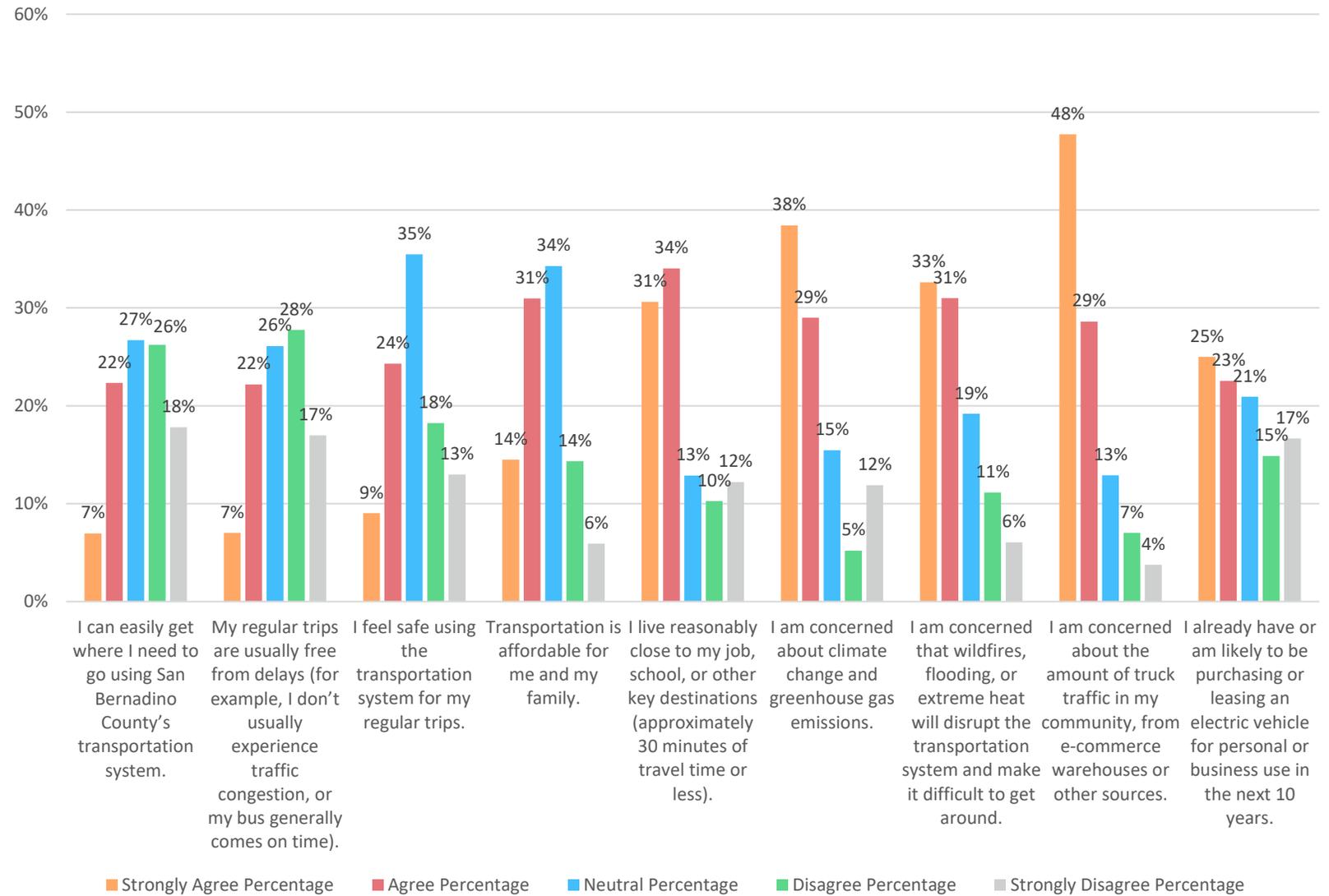


■ Car, driving alone ■ Bus ■ Carpool ■ Bike ■ Train ■ Walk ■ Vanpool ■ Other



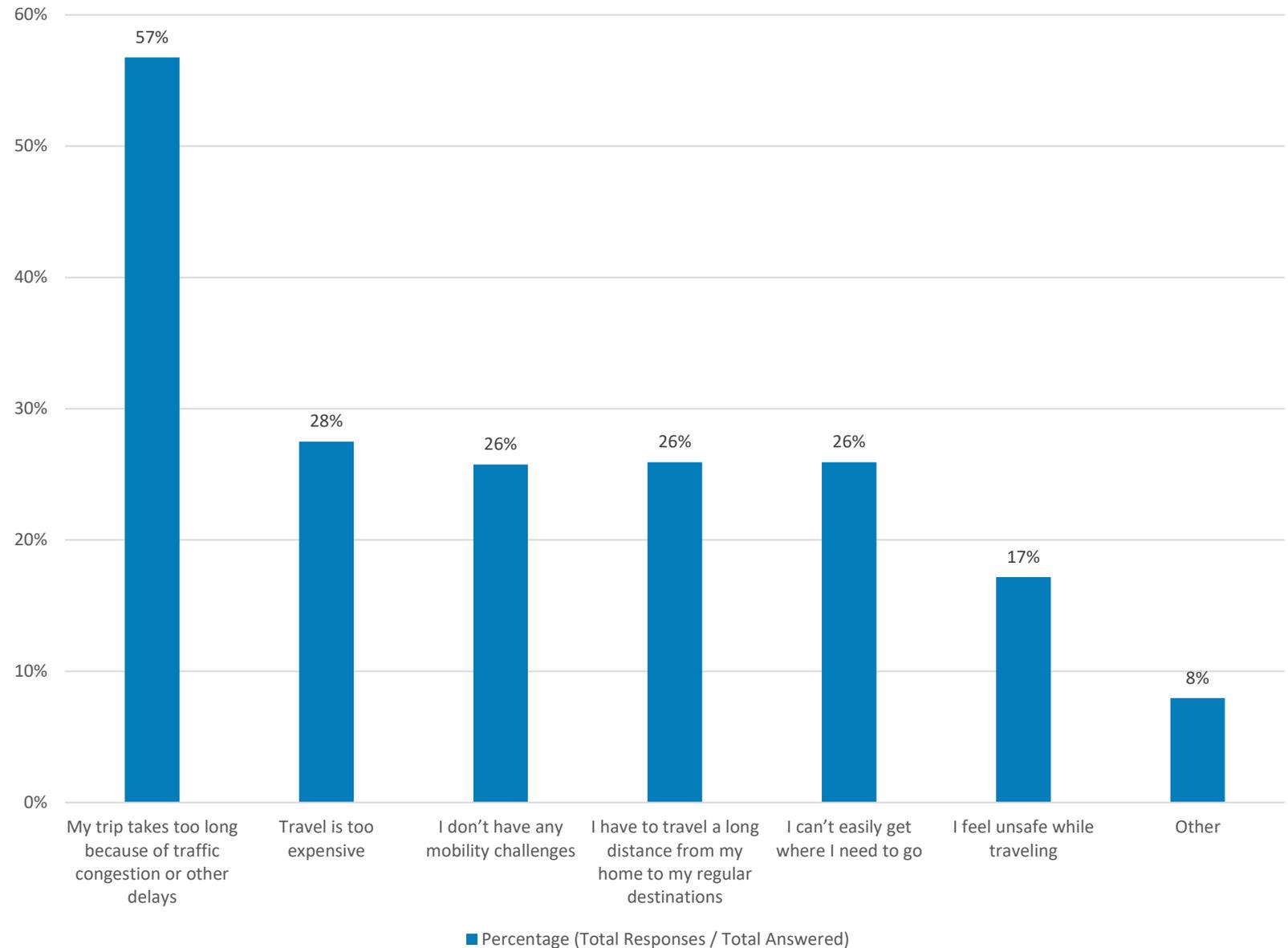
Rank how much you agree with the following statements:

Close to half of survey respondents (48%) strongly agree that they are concerned with the amount of truck traffic



What are the top mobility challenges you face?

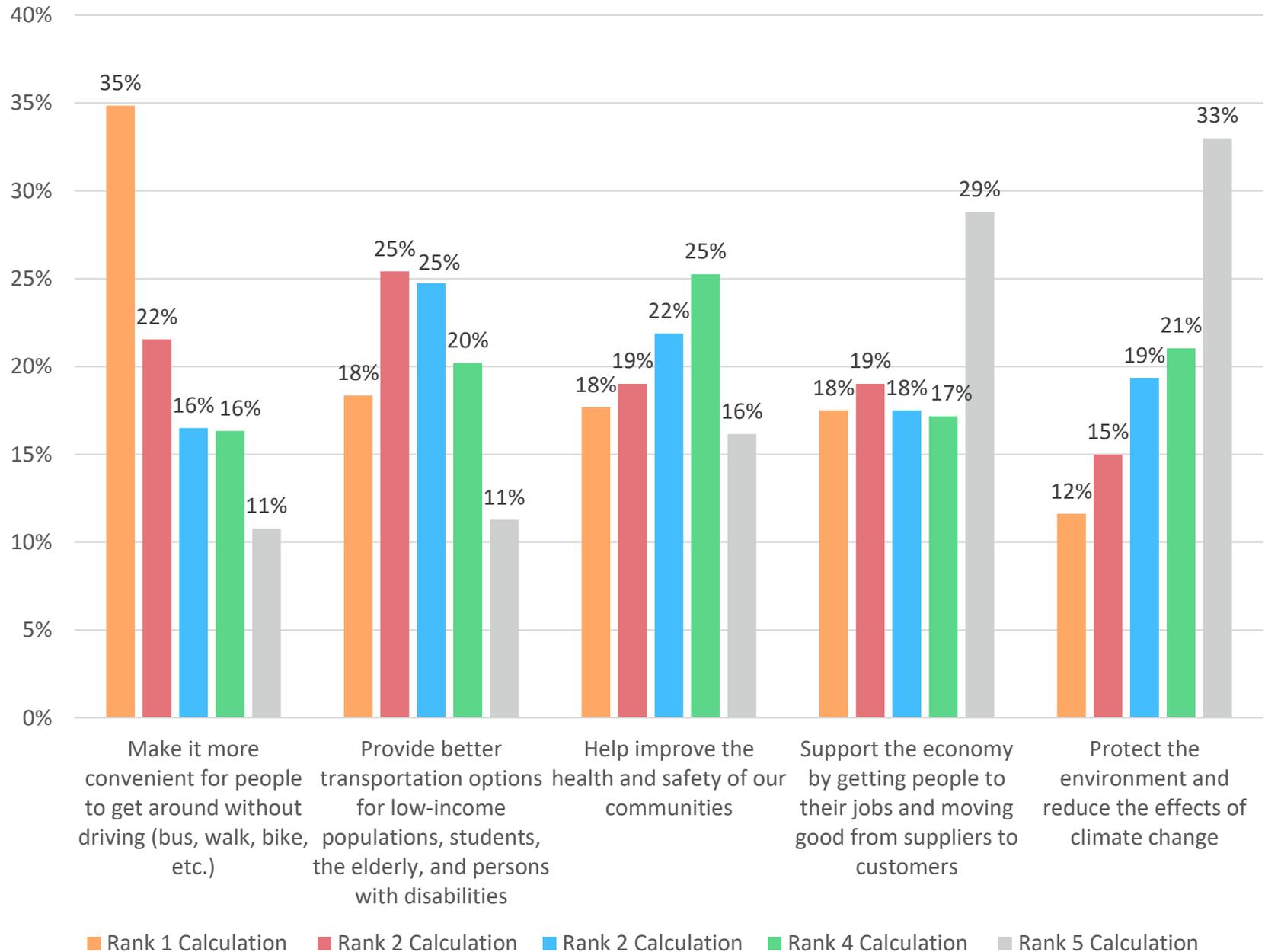
More than half (57%) of survey respondents face challenges in their mobility due to traffic congestion or other delays.



LONG RANGE MULTIMODAL
TRANSPORTATION PLAN

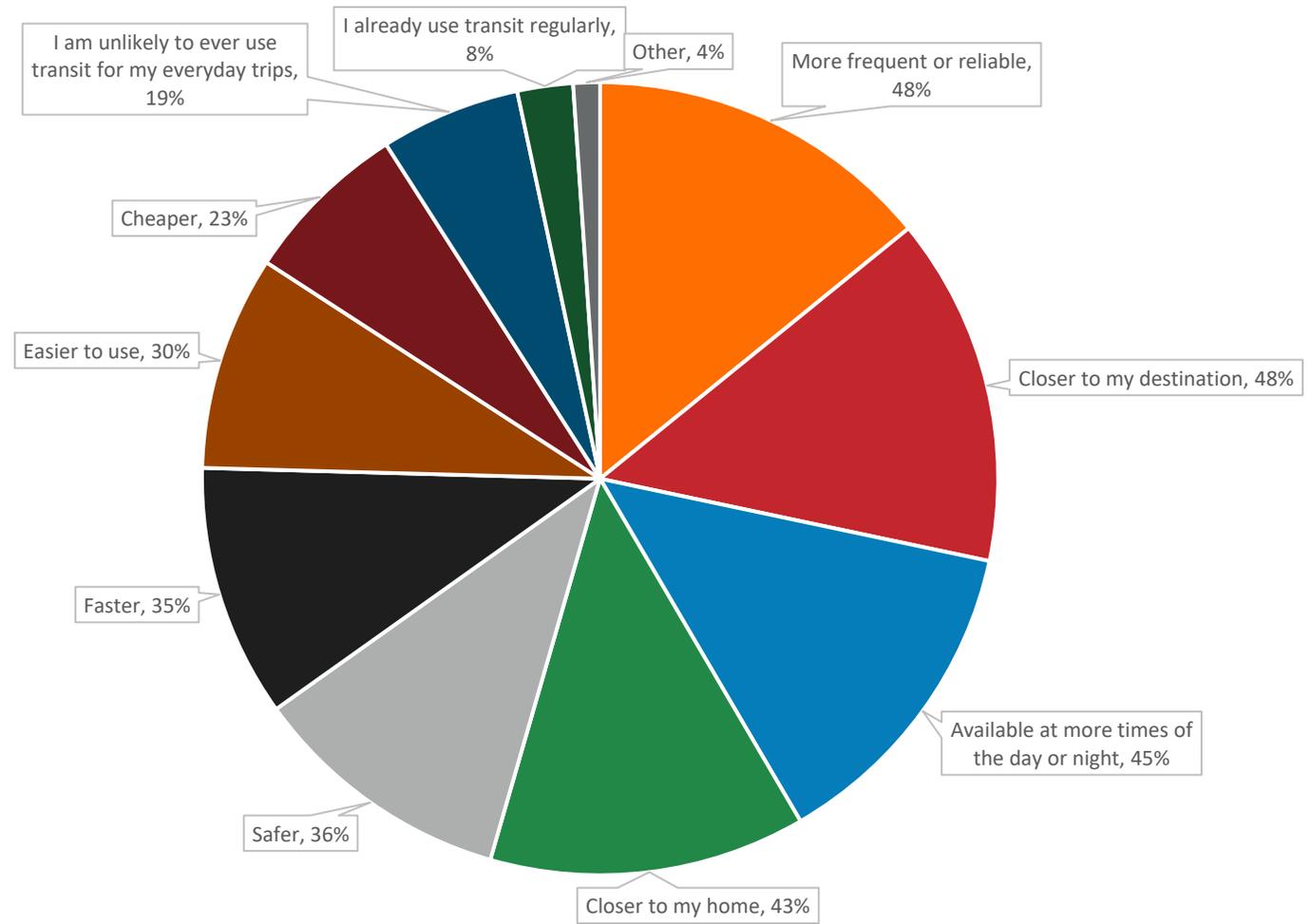
Aside from basic mobility, it is most important for the County's transportation system to:

35% of users believe the county transportation system should make it more convenient to get around without needing to drive



Would you use transit (bus or rail) for more of your trips if transit was...

48% of responses reported that they would use transit for more trips if it were more frequent, reliable, and closer to their destination.

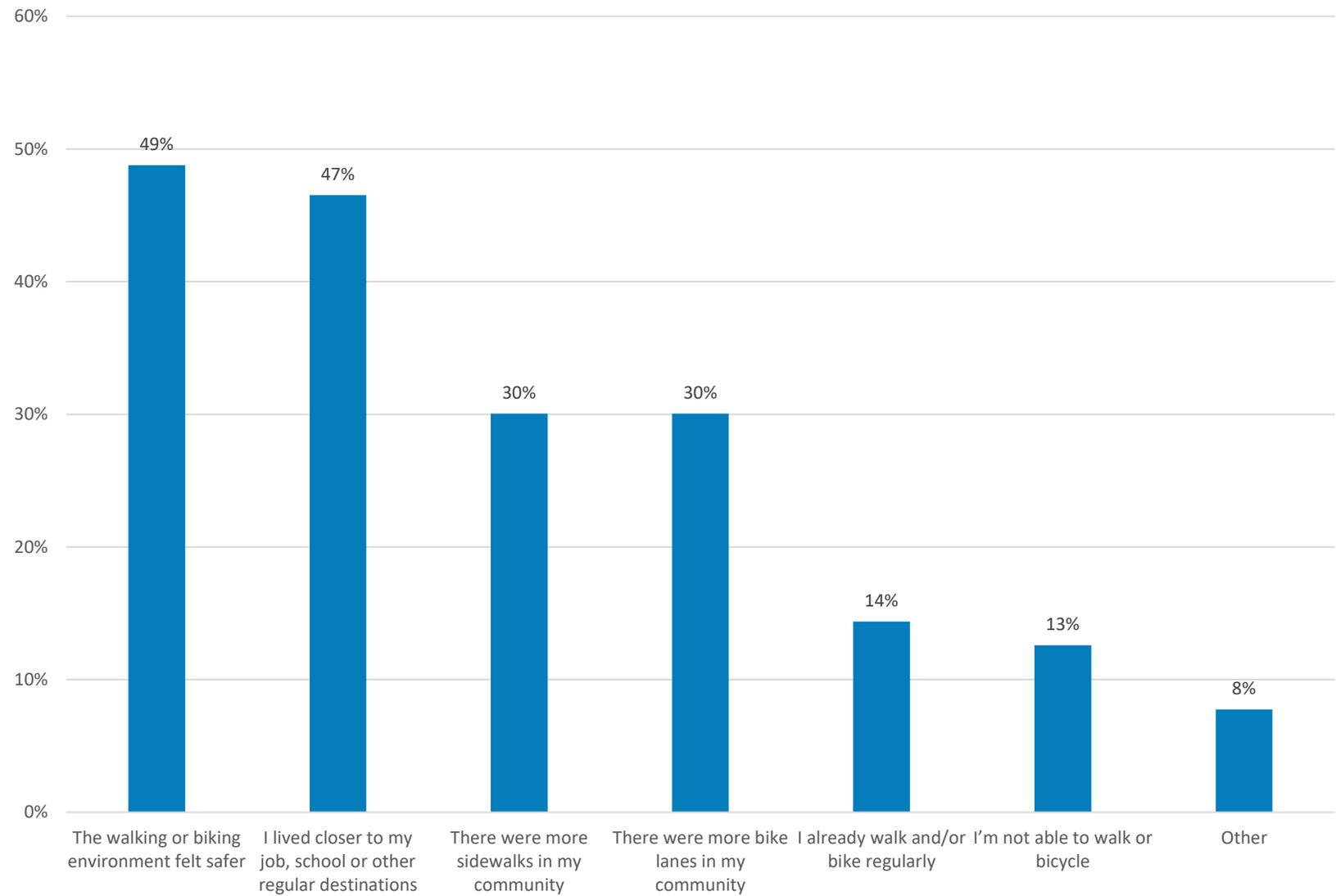


- More frequent or reliable
- Closer to my destination
- Available at more times of the day or night
- Closer to my home
- Safer
- Faster
- Easier to use
- Cheaper
- I am unlikely to ever use transit for my everyday trips
- I already use transit regularly
- Other



Would you walk or bicycle for more of your trips to work/school/shopping etc. if...

49% of respondents would walk or bike if the environment around them was safer while 47% would walk or bike if they lived closer to their job or frequent destinations

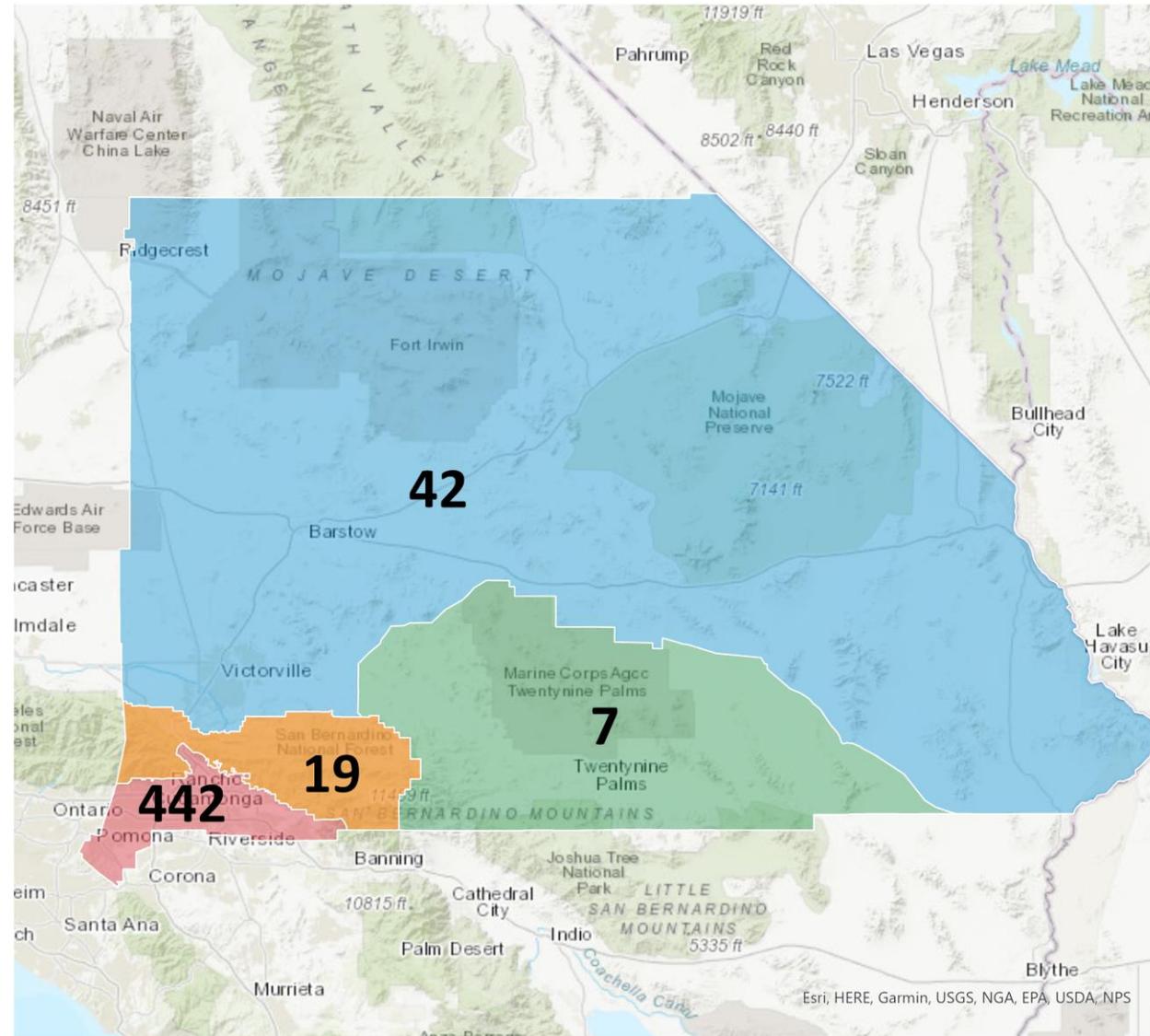


■ Percentage (Total Responses / Total Answered)



Zip code where you live:

442 survey respondents reported that they lived within the Valley Region.



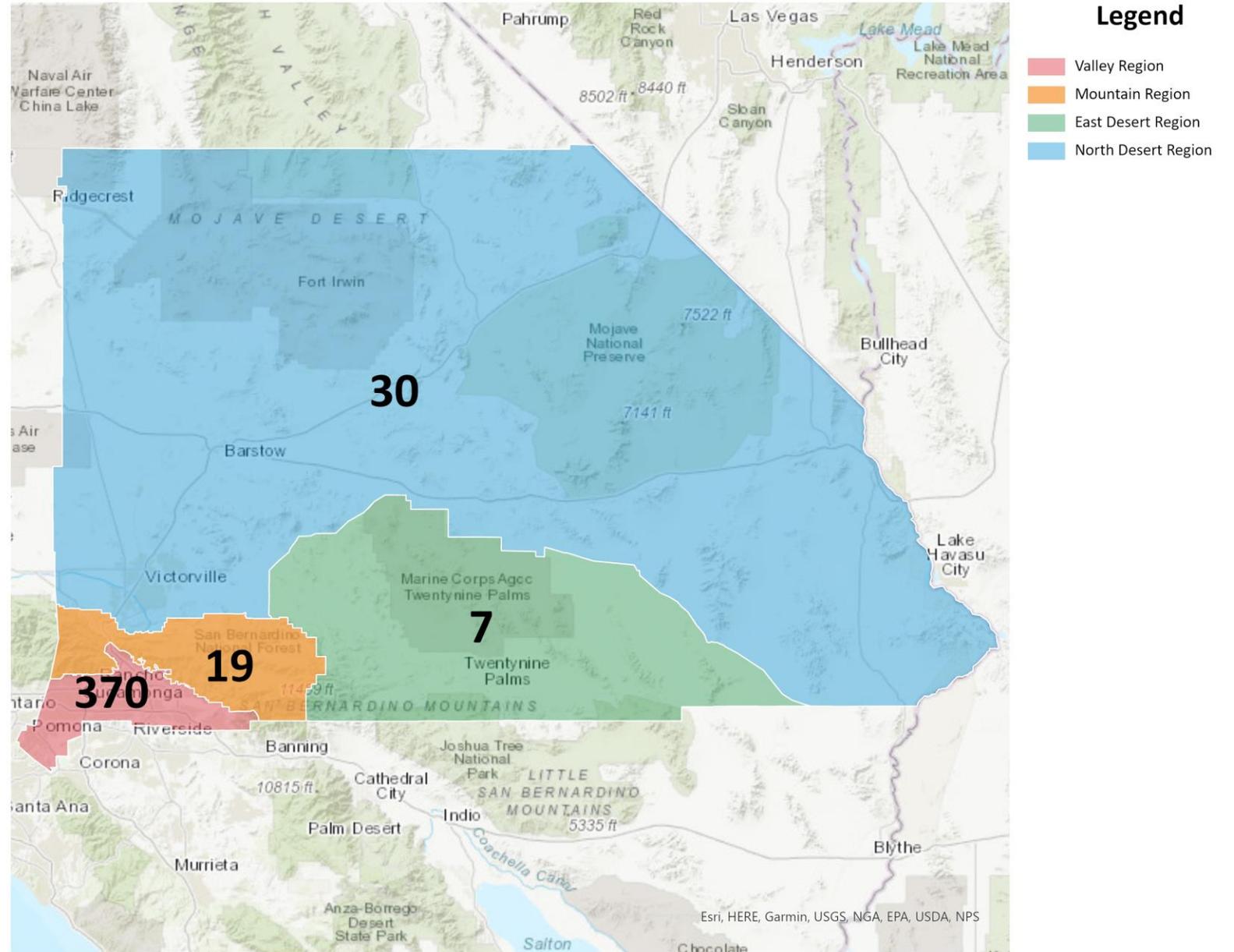
Legend

- Valley Region
- Mountain Region
- East Desert Region
- North Desert Region



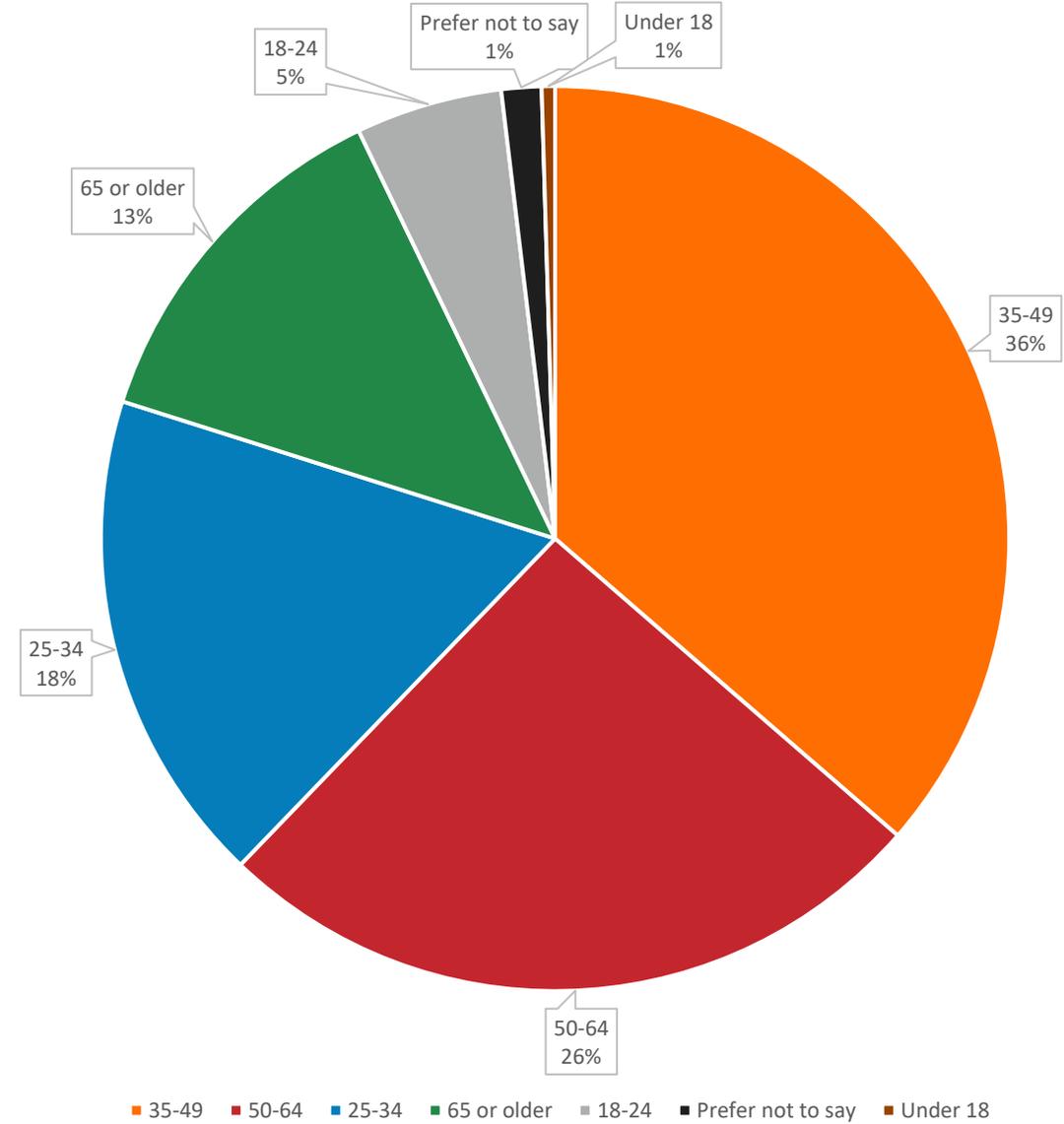
Zip code of your most frequent destination (e.g. work, school, etc.):

370 survey respondents reported that they frequently visited the Valley region.



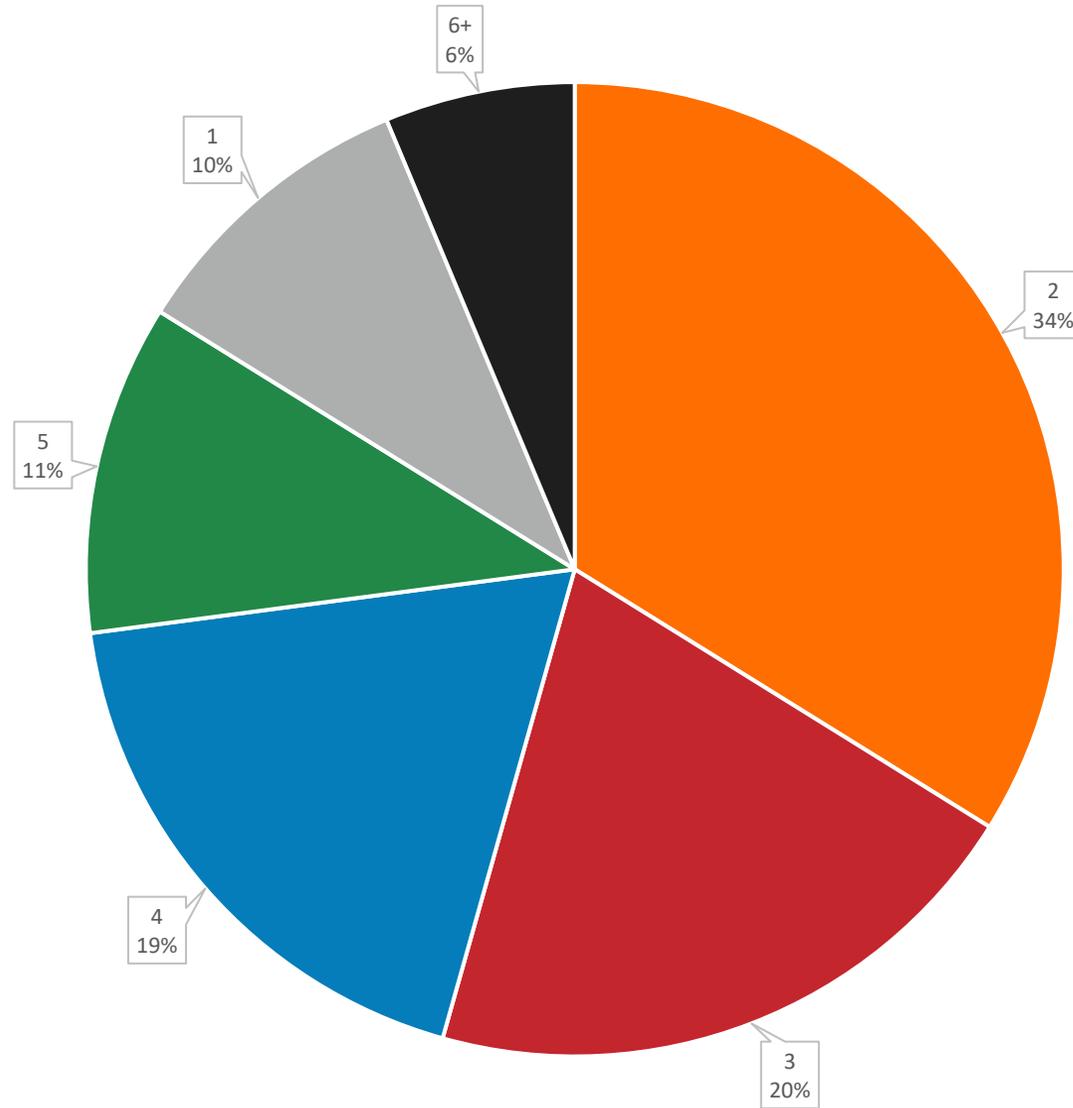
How old are you?

36% of respondents are between 35-49 years old



Number of people living in your household including yourself:

More than half (54%) of respondents mentioned that 2-3 people live in their household



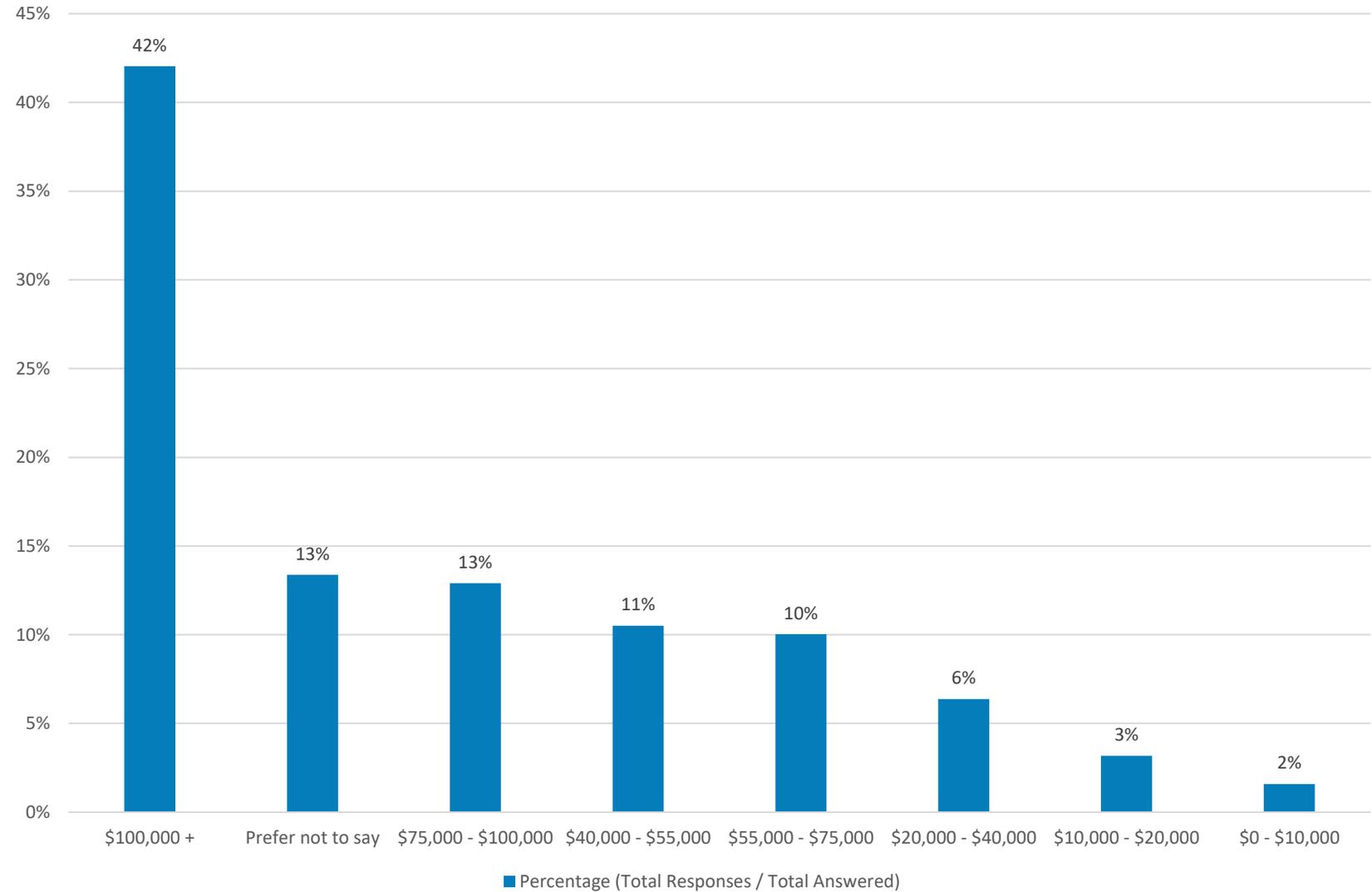
■ 2 ■ 3 ■ 4 ■ 5 ■ 1 ■ 6+



LONG RANGE MULTIMODAL
TRANSPORTATION PLAN

What is your annual household income?

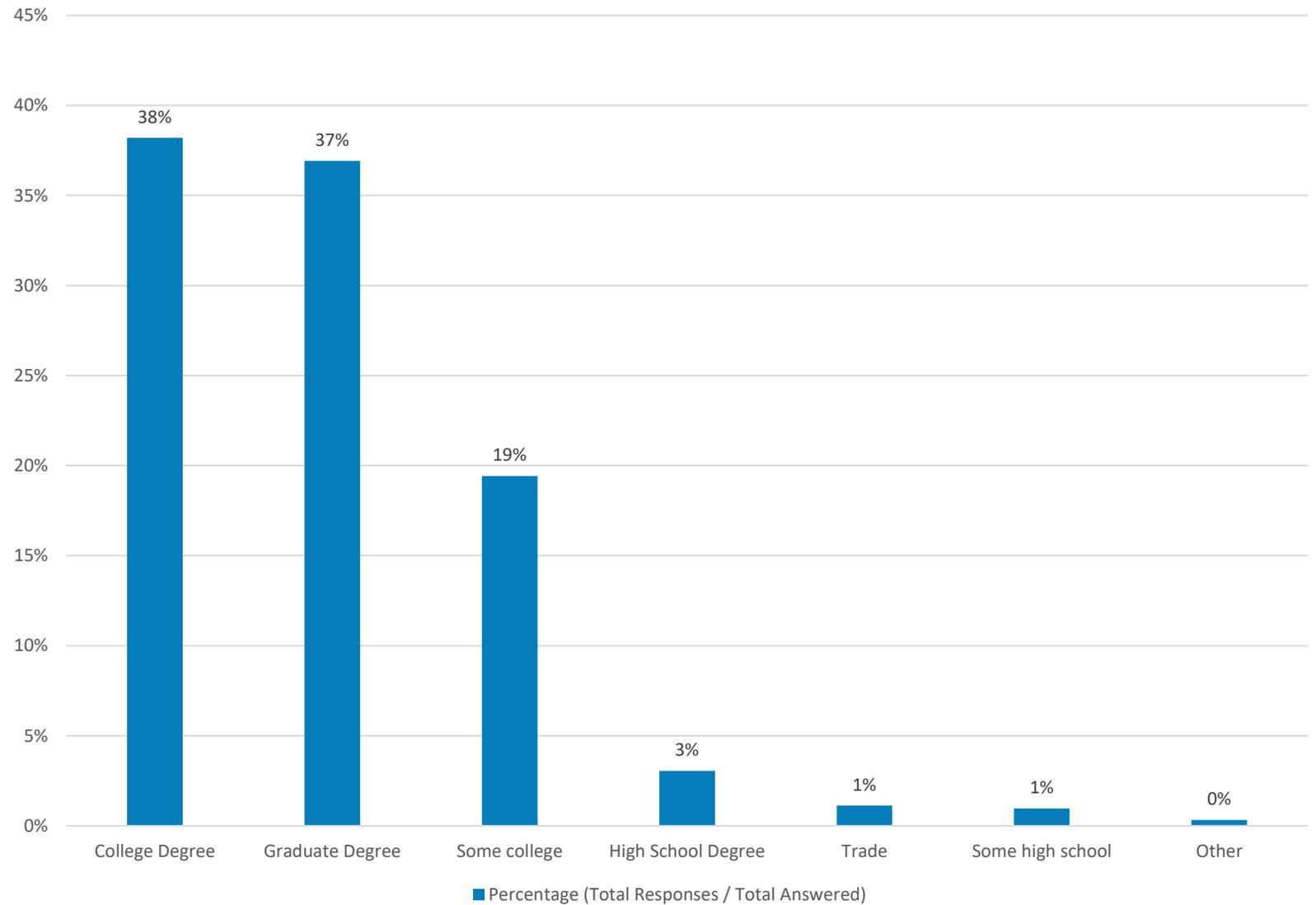
42% of survey respondents mention that their annual income is above \$100,000+



LONG RANGE MULTIMODAL
TRANSPORTATION PLAN

Highest level of education in household:

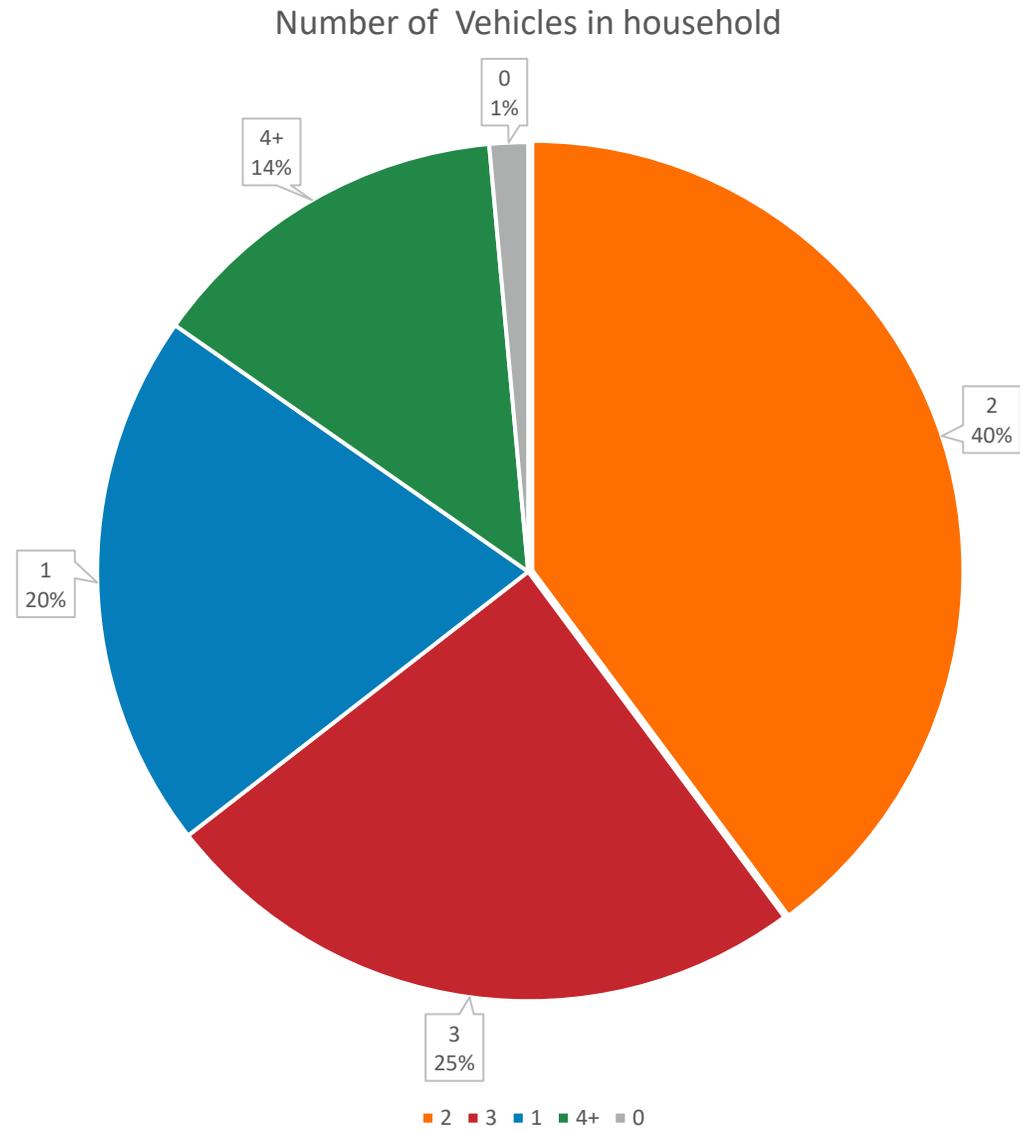
75% of respondents have a college or graduate degree



LONG RANGE MULTIMODAL
TRANSPORTATION PLAN

Number of vehicles in household:

40% of respondents have 2 vehicles



Please see appendix A and B to view the responses for the open-ended questions.

Appendix A

Please list the top three concerns you have about transportation in San Bernardino County:
There is no public security There are a lot of drug addicts on the street. There is a lot of prostitution on the streets and the San Bernardino Police Department has poor service.
Heavy transport is a big problem because its huge, there are a lot of trucks. The Mt. Vernon bridge was demolished and I have to make longer trips to get from one side to the other because there is no bridge. The streets are in poor state because they are full of potholes and that is dangerous and expensive because it will damage our vehicles.
Price, security and time
[For it] to be safe
Its late due to traffic
I do not utilize public transportation
It doesn't go to late enough on weekends, there isn't local Redlands transport around town, it can take double the time driving and isn't reliable.
Accessibility, schedules and if it's reliable
Reasonable time schedules for trains,
Safety, clean buses, affordable
It sucks
Cheap transportation, the use of public transit, infiltration of big corporations like Amazon destroying our ability to create better public transit
Delays caused by weather, traffic jams,an increase in expenses
I haven't been educated yet
Safety, convenience and economy
I am most concerned about traffic congestion, traffic safety, sustainable transportation development
1.Pedestrian safety issues. 2.guarantee the traffic flow and safety. 3.Convenient travel.
First, traffic congestion, second, frequent traffic accidents, third, public transport.
Traffic congestion, public transport is not convenient, road safety
public transport is not convenient, road safety, Traffic congestion
Static traffic management consciousness is not strong, traffic facilities construction investment is insufficient
Traffic safety problem and Giti congestion problem
no
Sidewalk route
N
dilapidated road facilities, traffic safety, environmental issues
Lack of public transportation options: Public transportation options in San Bernardino County may not be as extensive or convenient as in some other areas. This can make it challenging for residents without access to private vehicles to commute or travel within the county.

Traffic congestion: SAN Bernardino County experiences significant traffic congestion, especially during rush hour. A growing population and limited infrastructure can lead to severe delays and frustration for commuters.
Traffic congestion, public transport development, traffic safety
N/A
Change in lifestyle as we live in a car centric society, ease in getting to destinations quickly and time/planning required to use
We lack experts who have seen how a true rail system for the people should look like and function. Not trying to be mean, just simply being truthful.
State laws impact on future expansion. Availability of facilities for alternative modes like walking and biking. Cost burdened by all tax payers.
Safety, Convenience, Punctuality, Easiness
Not Enough destinations
Way too many truck Freeways just keep getting wider and wider with no real improvement in traffic What transit you have is poor in most areas
Not enough bike lanes or safer routes for shopping and dinning destatons.
lay over times, signage safety
price - times on Sundays - natural gas
Truck traffic impact on health, transitioning mainstream population to mass transit, impact of transportation on environment globally
San Bernardino is not pedestrian-friendly. A mix of walking, biking and public transportation is ideal but I would be concerned for my safety because drivers are not necessarily respectful of pedestrians or cyclists.
Safety, cleanliness, and frequency
Not enough trains going East, and time of train does not work well with schedule.
Less waiting time between buses
Safety, flexibility, availability
Distance to quality necessities, Cajon Congestion, I-15 Congestion
Traffic congestion.
Roadway conditions, more EV charging availability, less traffic.
Not enough service funding, not enough investment into public transportation infrastructure, and therefore not enough public transit usage by the public.
Semi truck traffic. These truck are clogging out interstates, as they are important for our economy, we need more truck only allocated lanes that keeps them away from general traffic.
More available times
Infrequent bus routes, a large time gap between Arrow schedule and the Orange County Metrolink, San Bernardino Transit Center is not an inviting destination
There doesn't seem to be a good, quick way to travel south from San Bernardino to the Orange County area and below. I don't have the time to take a train all the way to Los Angeles to switch over to a southbound train.
The network is very sparse in Yucaipa and Redlands, and the bus stops are not covered. They are brutal, inhumane, and do not protect from the sun. Redlands has no transit south side. There is no way for residents to get downtown other than take a car- the uphill bike ride is only possible if you are in incredible shape. Safety is a concern on buses.
Safety, expansion, and costs

underused options (Arrow ridership looks low), overall safety in all stops, congested freeways don't coincide with all the residential and commercial development
The lack of frequency of mass transit options, the limitation of routes, and climate change make it more challenging to reduce reliance on cars.
Inconvenience, expensive
not enough security at train stations. too many mentally ill on public transportation.
The Cajon Pass needs to be addressed, keeping up with new construction, bringing the bullet train between Rancho and Vegas to fruition.
congestion, safety, and multimodal options
Availability, hours of operation, and inconvenient locations.
infrequent, and takes too long to get anywhere
The commuter rail LA-SB needs to be double track and faster. Funding only highways but not rail is silly.
The lack of infrastructure
Safety for health and life, routes close to me, and route times.
The train system is too slow and infrequent and too expensive compared to driving. I would like to use it if it was a more convenient option.
Relieve traffic congestion due to the increase of warehouses and housing being built
Traffic congestion, heavy truck traffic, lack of law enforcement
weekend and evening service is minimal it's costly I don't feel safe traveling alone
Price frequency of pick ups at a stop and reliability
Climate change
Transit frequency, transit density, pedestrian connectivity
safety, control homeless
Traffic Congestion, Cost of Gas
total distance between origin/destination
Accessibility as in locations, safety and time of day for services
Cost of living, cost of gas, cost of transit
Reliability, frequency, safety
traffic congestion, air quality and no connectivity
Congestion, delays, and safety
Access to transportation (I've never seen a bus in Chino Hills) Affordability of Metrolink Frequency of Metrolink trains along SB line
Safety, Longevity, Accessibility from Origin & Destination
Frequency, service areas, modes of transportation
Quality pedestrian experiences in small towns and villages. Accessible bus/shuttle/train options for rural areas to/between near and further-reaching destinations. Economic/affordability challenges for low-income populations.
Hwy 395 from I15 to Palmdale Rd. This highway should have been 4 lanes years ago and working on making it 6, like it was stated for decades. Hwy 18 (Palmdale Rd) west of Hwy 395 needs to be graded flat and widened to 4 lanes like Victorville got from Cobalt to Hwy 395. Lastly, current road conditions in cities and county roads. Most of the streets I drive on haven't seen a lick of repair since they were originally rolled. We need county/state/federal funds, help and equipment to repair or repave residential streets.

Lack of train service; currently Metrolink is really only designed for travel to LA or OC during morning commutes. Need more midday service and weekend service. Also, busses do not come frequently.
Unsafe Homeless Time
Safety, traffic, accessibility
cleanliness making it safer cheaper
None
Safety, availability and efficiency
Transportation
Accessibility, community, and sustainability
Reliability Frequency Interregional travel connections
Freeway Traffic/Construction/Condition of Streets
to dirty and unsafe
climate change/ global warming
Not enough metrolink stations, no easy connections between home and train, metrolink stations are not retail hubs
Their a lot of elderly use the bus or disabled..Just to wait for the bus alone.. with no protection from the sun can't sit down.. unbelievable crazy amount of divers .. and out pavement are not well taken care off.
There is not enough, need more safety night route
No concerns
30 minute Intervals
weather shelters, emergency contact ability, rest rooms
It is all around unsafe to walk/bike in Barstow
Too much traffic
Safety, cost, reliability
Safety
Distance of everything, Transportation needs more support, there needs to be more incentives
There aren't enough sidewalks to be able to safely move around within neighborhoods, cars are constantly flying by, the roads are often damaged and have a lot of potholes, especially the low income neighborhoods
Pot holes in Roads; better and brighter road lines; more police to help with road safety
traffic, job centers too far, remote work not available.
1. In the high desert community of the Victor Valley, in particular Adelanto, we lack roads or sidewalks, and the ones we have are badly maintained. 2. Congestion in the freeways 3. Accidents and fatalities, lack of pedestrian walk ways or bike lanes
The way the county is set up is not conducive to public transportation. We are spread out too much for transit to be a feasible option.
Safety. A vailability. Prices are low
Need more of it and consistency

SBC Short Term Rental policy ignores tourism Vehicle Miles Travelled. STRs are spread out everywhere instead of concentrating adjacent to areas with tourist services. The Morongo Grade, Highway 62, 247 have high rates of accident deaths and are frequently closed due to accidents.
Traffic in the Cajon Pass
Need more mixed use development that is affordable to the community near public transit stops / transit centers
More frequent & reliable routes
Transition to 100% electric-fuel mass transit and use savings to pay workers better & reduce/eliminate fares
SBC is one of the most dangerous counties to walk or ride yet the county devotes so few resources to those projects. Freeways are always being expanded, but the traffic doesn't get better. Despite this, 80% of Measure I goes to primary car projects and less than 1% goes to walk/bike projects. No walk/bike projects covering multiple jurisdictions have been completed in 10 years. All of these car lane additions are making it more dangerous for non-drivers.
1. intermountain trail connecting villages and the Pacific Crest Trail; 2. non-road access (suspended light rail); 3. clean energy vehicles
Safety
Removal of carpool lane on 10 fwy. Waste of FasTrak lanes on 10 fwy. Streets are not maintained (potholes, uneven, etc.)
1) Zoning problems - Housing and employment area are too far apart; 2) Too much emphasis on freeways; 3) Omnitrans and Metrolink are not customer friendly
Traffic congestion, pollution, ZE infrastructure.
Cycling safety, current infrastructure, traffic congestion
Passenger trains do not go far enough south in the county. Traffic congestion, need for more bike lanes
1. more pick-up/drop-off stops for public transport routes. Currently, I would have to drive to a public transport stop making the use of public transport redundant
2. more biking lanes with better markings and spacing from car traffic
3. clean, timely buses
Not enough public transportation in rural areas, too much pollution from truck traffic, traffic congestion during peak tourist season
Traffic going up and down 330/18
Safety Traffic Congestion Fuel Cost
Transit frequency, connectivity to transit, reliability
Not adequately integrated with surrounding jurisdictions Not frequent enough Driving is increasingly dangerous due to reckless driving / increasing disrespect for basic traffic rules (e.g., running red lights, high speeds, etc.)
Need trains to go to airports - LAX, Ontario and San Bernadino
road congestion, public transportation inadequate, lack of sidewalks and biking lanes

I prefer metro transport but a line is too far from my home; biking is dangerous; my solo driving habits are harmful on the environment.
Construction work, stripes on concrete not visible, too many trucks
Availability, location, cost
Safety, Consistency, and Conveniency
No options in my area, safety, convenience
Transit is not close to where I live. A metro station closer would be nice Light rail between cities would be convenient.
Cost schedule safety
Truck traffic, congestion, truck traffic. And truck traffic. Also, truck traffic.
Traffic and inadequate roads
Safety.
Traffic congestion, truck traffic, poor road conditions (potholes)
Subsidized transportation; no new freeways or highways being built; electric vehicles
Not available where I am
1. No many transportation options. 2. Well need extend metro yo more areas. Traffic due to many trucks around.
Warehouse traffic and the damages to the roads
There should a bus or shuttle that comes to the Preserve.
Safety , Homeless people at depots, homeless on bus
Lack of transportation options in Chino 91708.
Too MUCH traffic, too many warehouses
Semi truck traffic, lack of infustructure before building more homes and warehouse, truck traffic through residential communities
#1 there are WAY too many warehouses in my immediate neighborhood. It used to be rural with dairies here and now it's Amazon, In N Out, etc with trucks taking up all the streets.
1. Semi-trucks clogged up all the roads 2. Streets are all cracked and not maintained 3. Inefficient design of streets and city planning for the amount of residents
Too many warehouses which causes a lot of truck congestion
Far too many trucks on freeways during commute hours; local roads also flooded with trucks
Availability, distance
Safety, locations, cleanliness
Too long, delays and congestion
There is no bus or train service that goes to my neighborhood
Our roads are always closed for construction and nothing is completed in time. Too many trucks in our roads with drivers driving very unsafely. It is not safe for our teen drivers to drive too school and the congestion makes them late.
The City of Chino has done a huge disservice to residents in the Preserve community. They failed to plan for adequate roads for the community. They have regularly shut down roads for extended periods of time, allowing the company that are building warehouses to delay construction without repercussions.
I would like Pine Ave to go through to the 71. This would help alleviate a lot of traffic in my community.
safety, distance
Traffic and trucks in my area, no easy access to 15 and 71
Safety

Traffic congestion. Too many big rigs. People speeding not enough roads too many cars
Safety, availability, cost
Not close to my home
Construction, Traffic and un-safe drivers
The 71 freeway needs to be improved on the north and south ends!!!
The roads in my community are old farm roads. 30,000 people have moved into the community along with many tilt up buildings and lots of trucks. The road improvement has not changed much at all. The 30,000 people plus the communities east of us cannot safely get to the local freeway.
Trucks in the area
Piss poor planning by cities in developing infrastructure and roadways. Excessive delays
Traffic on the 91 fwy
Non in the preserve community
Safety
Safety, convenience and availability
Lack of transportation to and from the Preserve in Chino Lots of big rigs due to industrial buildings popping up Need excess safety measures to get to the new Town Center in the Preserve due to increase traffic
None
Distracted/Reckless Drivers, Homeless, Road Conditions
Availability/Cost/Safety
Potholes, too much traffic congestion
The city of chino and SB county have sold out to the developers.
Traffic, bad roads, too many trucks.
Not convenient
Poor roads in my neighborhood and heavy semi- truck traffic.
Transients and homeless taking over large ares of open green fields. The safety concerns of transients and mentally ill people using public transportation and refusing to get off at the end of the bus route. Transients committing assaults on bus drivers and patrons.
Location accessible to where I live, opportunities to use close to where I live & want to go to
Safety, road conditions, travel time
Congestion, Safety, and Reliability
I 15 Hwy 385 Bear Valley Road
Truck traffic clogging the freeways, truck traffic using any lane they want. Sitting in traffic, burning fuel. Roadway conditions, potholes, debris, seeing lane stripes when driving.
Safety and fees
safety!
Safety, accessibility, and frequency.
Weekends are hard or not scheduled at all and bus routes and schedule in San Bernardino county California do not run twenty-four hours and need to be especially when temperature is over 100 degrees so folks can still get things done but when it's not heat of day.
Gridlock & the need for Incident Bypasses similar to Missouri
Transit service needs to be more frequent and more amenities at stops More green infrastructure like sidewalks and bike lanes Less monster roadways that are basically car sewers
Safety

safety, environmentally friendly, cheap, accessibility
Health and safety of residents due to transportation-related issues (e.g., asthma among youth due to increased air pollution), increased warehouse development that causes freeways to be jam-packed along with polluting semi-trucks, neighborhoods are not walkable in order to access goods and services.
1) Truck traffic and emissions/Air Quality. Riding a bike in poor air quality feels like a death sentence. 2) Safety for cyclists& pedestrians - SUVs/Trucks are bigger/taller/wider/heavier than ever, taking up lane space and making the fatality rate for non-motorists higher. Distracted drivers are everywhere. We need street design that protects non-motorists and reduces speed. 3) Travel times for public transit is dismally slow. We can't get people out of cars if sitting in traffic is still faster than public transit.
Public transportation not well connected, not frequent enough, and not enough bike paths & green striped lanes.
It's not available to replace vehicles and probably never will be. Lately, the homeless population has had a huge negative impact on public transit. Who wants to sit in filth or get robbed?
Frequency, safety, destinations
Safety, reliability, frequency
No available transportation from Riverside to San Bernardino on the regular. The transients riding. Getting to my final destination is not easy.
Lack of bus service on Holidays, Low bus frequencies, low train frequencies
car supremacy abysmal progress on bike infrastructure lack of vision for rail
Safety, proximity to destination, confusing
- Long Term Sustainability - Scheduling - Safety
Lack of protected bike lanes, transit is too infrequent, and transit has poor availability at night
Lack of leadership; vision; transit development
Metrolink is too slow, buses come infrequently, streets are very wide and dangerous for pedestrians and bikes
Difficult to connect communities to each other, EV transition is not happening fast or at scale, and transportation plans are occurring to the community and not with communities.
Cost
Traffic, Construction delays, People who run red lights and don't stop at signs.
safety concerns, closures of bus lines, cleanliness of bus
Accessibility and convenience of rail. Informing public about transit options. Affordability.
the inconsistency of payment method in the county. in SD county I can use the pronto system, LA the tap card to get on the different transit systems. lack of class one bike trails. the on time performance of metrolink
Safety within certain areas regarding violence and lack of a physically safe places to walk on. Lack of accessibility at stops and prices
Provide more service
Providing access for multiple modes including cars, transit, and others.
Reliance Speed Affordability

Poor multimodal public transit network and access, inadequate and sustainable affordable transit oriented development, traffic congestion
Limited or no public transportation, unsafe, times are not flexible
transit frequency transit connectivity sidewalk connectivity
*Making sure CalTrans makes safe, reasonable choices with their projects in San Bernardino County District 8; Making sure that projects that increase safety and help residents travel (e.g. Brightline) are funded in the Mojave River Valley; That tax dollars coming from Hesperia are used in Hesperia
Safe streets, well maintained streets and more rideshare locations
too many homeless on the bus makes people feel unsafe
The cost of public transportation to the community
Safety Efficient Affordable
Safety, cleanliness, and availability
frequency of service
More frequent service on omnitrans or at the very least more destinations served. Easier form of payment for omnitrans and metrolink(adoption of TAP cards would be a good step). Parking should really be free with a valid metrolink fare or ticket at all stations parking lots.
Distances that we need to travel because we are too spread out; Congestion; Transit Frequency/Travel Time
roadway safety, traffic congestion, and we need other options besides driving to be more convenient
Convenience and frequency. Also, I think safety is important to me. I would probably most likely use rail for day trips. I would like to see the system expanded to reach the San Gabriel foothill areas for shopping, dining, and entertainment options. I would most likely not use the bus, unless there was an extreme need.
Bus system is not safe
Crime Traffic
Too much focus on public transportation. A mostly empty train that runs between Redlands and San Bernardino has added more emissions per rider then it could possible save.
Convenience, reliability, frequency
congestion, air quality, road disrepair
Provide Senior Citizens better access; Better faster accessible transportation when it is needed. On demand.
Time and money
Not enough public transit Public transit doesn't go nearly enough places Too focused on individual projects instead of big picture like new transportation corridors (San Bernardino to Riverside for example, no talk of any coordinated transit despite a freeway and two railroad corridors
Rampant expansion of warehouse and E-commerce
The truckers make it unsafe.

1 - need more light rail in more neighborhoods. 2 - need more connections to LA Metro terminal in Montclair. 3 - need more connections to Brightline
None
Congestion on the 15 freeway between the high desert and IE.
Safety, cost, distance
Poor road conditions- Caltrans and SBCTA signing off on bad construction jobs
safety reliability cleanliness
1.) I need to drive to the train/bus stations. 2.) Bike lanes aren't consistently present in different places. 3.) Places are so spread apart, making driving a car a necessity. Walking/biking is just takes too much time and energy.
Safety, reliability, affordability
Increasing congestion due to warehouses
Homeless riding the bus and no security on them. Buses take long to arrive to locations.
Outdated equipment/deteriorating interiors, frequency and availability
No connectivity to metro light rail system
The mount Vernon bridge being gone is a real dilemma, we have to go all the c way around for everything,cuz I live down the street from the bridge.. it's a big inconvenience.. also my street has not been replaced after the construction wrkscruiing our street..time is a priority too.
Faster, cheaper, and more available
Lack of transportation options that do not involve a car, reliable transit, lack of active transportation infrastructure
The hours of operation, on time, more buses
Pot Holes, funding taken away from Road Maintenance, Empty Buses
Road construction detours taking too much time to complete, closed roads, finding alternate roads .
Personal Safety, getting to where I need to be in timely way, distance from a stop to where I actually need to be
Availability. Safety. Cost
Safety. Reliability. Traffic
Safer for bicycles on the roadways. More available bikeways for recreation and transportation. Better education for drivers regarding having bikes and pedestrians on the roadways.
Safety
Traffic, Safety, Frequency
The Gold Line should serve at least the west end of the county The Metrolink should run later on Fri, Sat, Sun from L.A. There should be more controls on big rigs that routinely drive in lanes not legal for them to drive in on the 10 & 210
There are too many breakdowns on buses in the high desert area.
Congestion, rough roads
It is unsafe to drive the i10. Everyday I fear for my life and for others. For 3 years now, for lanes I won't even be able to use and they won't fix the problem. I'm very worried about the future and I want to move. My community has built two large apartments that will hold 1000s of people right next to the i10 Archibald and Vineyard exits. No planning is bad planning.
safety regarding transients, Frequency, and Fares

Too many cars, things are too far away (because cities are built on a scale for driving and parking) so it is difficult to get anywhere reasonably quickly without driving, not enough connectivity (always multiple trains, busses).
Safeness.. (homeless population, drivers driving reckless, need more security)
Frequency - Trains and busses need to come more often. Safety - Walking and bicycle infrastructure need to be more robust, especially as cars get larger and fatalities/injuries become more common. Sustainability - Emissions from vehicles are California's largest source of GHGs; public transportation and walking/biking is essential to meeting our reduction goals.
Safer, reliable, a bit more affordable to those in need
The homeless, the AC on the busses, and the express route(s) to downtown Ontario
Schedule, safety, convenience
Local funding equity
Poor (or no) bicycle access in 95% of San Bernardino. Excessive truck traffic and associated decrease in air quality. Poorly planned construction projects; lack of coordination between state, county, and cities as well as with utilities.
Traffic congestion; pollution; affordability
Safety, availability, convenience
Large amount of trucks, "souped-up" cars which create noise pollution, air pollution
Congestion, public safety
Safety, Cost, and Traffic
Provide More Safe Cycling Options that are connected to existing bike paths or lanes. Most importantly they must be regularly maintained (street swept), and potholes repaired. Lower posted speed limits on narrow roadways with limited side-of-road space.
travel time, safety, and cost
Safety (Homelessness), Not enough rides to destinations, make it a fair price
Safety, transient persons making it unsafe, reliability
Not enough truck parking. San Bernardino County is the trucking capital of the western US but their isn't enough parking for trucks wait to deliver or waiting to pickup.
Better roads, too many trucks, too many warehouses
safety, convenience, cost
Safety, schedules and cost
Metrolink needs more options from Redlands station to connect to IEOC lines
Safety, more trips per hour, & easier transfers
Road safety, public transportation sidewalk
Road conditions Availability Reliability
better communication for route changes please?
Limited Transit Schedules, Lack of options other than driving, and unsafe environments for bikes.
easy, safe, reasonable
Environment, health & Safety, Traffic
Too many road work projects at the same time making it difficult to get around. Better planning with these projects needs be thought out.
Condition of our current freeway system due to lack of maintenance
Reliability, safety, costs.

Traffic congestion, High cost of fuel, Limited public transportation options
coverage, time span, and safety
1) Safety (the majority of the near and lit parking spaces are reserved for SBCTA employees only this is dangerous, entitled and arrogant), Homeless riders who feel entitled, and the attitude among transit staff that SB is worthless and deserves below average services and safety!
Buses run very infrequently, #19 bus should run later during Redlands Bowl season, public perception is that it is dirty and unsafe making people hesitant to try it.
The safety of the City San Bernardino Terminals and Stations. Something needs to be done to improve the City of San Bernardino. More direct trains to Redlands would help.
1. Will it create more traffic 2. Will it increase any type of taxation 3. How will you regulate safety and health standards
schedule closer, less expensive
Access, cost, availability
Not enough train options to destinations
May not be as consistent and as reliable as people would like it to be.
Cost of fuels, proliferation of bike lanes that are used very little, expensive and use up pavement that could be better utilized to reduce traffic congestion.
Timing of signals. So many more signals now that have to coincide with on/off ramps, Metrolink. Safety of students/pedestrians at some areas that may or may not have crosswalks.
Homeless at bus stop area, Bus stop areas not clean
Fuel cost, traffic congestion, more lanes
Safety, access to transportation, affordability
Crime, pedestrian assaults and fear of riding buses due to homeless, filth & getting beat up & robbed & knifed.
Connections to destinations, walkable environments, safety issues - both due to vehicle speeds are very high, even on neighborhoods route, and due to homeless and mentally unstable individuals walking around yelling at random people
safety
Safety, Safe connections from train to bus, all electric busses, county and city vehicles.
traffic congestion; distracted, speeding, & reckless drivers; gas cost
That it relies too heavily on motorized vehicles. We're too spread out. Biking/e-biking isn't safe enough and there aren't enough secured parking cages/lockers for bikes. A little post doesn't do anything to deter thieves.
Scheduling, scheduling, scheduling. I mean more busses and trains and more coordination! I do understand this is dependent on budgets, but more frequency would bring more riders. The shutdown of some lines so early is not a good idea. SB County needs to invest more. If so, more people would get out of their cars. I talk to people on the bus and train and (mostly on the former) and they see public transit only as an issue of not having access to a car. I own a car but choose not to drive; I am dedicated and patient. You need to be both to use SB Country system.
Congestion; Safety; Pollution
Homeless and mentally ill people on the bus and trains.
It is too hard to get around to lots of places without a vehicle because public transportation is not available at night or early mornings and there are many places public transportation is not available.

Environment
Transportation safety
Biking/walking safety
Southern California is too spread out to effectively use mass transit
Time, Safety, Locations of bus service.
location of stops, frequency, expense
Safety, Affordability, convenience
Public safety, public safety, public safety
Congestion
The Metrolink ticket is expensive.
No concerns
none
Safety is a primary concern
Safety, Safety, Safety
Our roads do not adequately support the volume of traffic that utilizes them.
SAFETY SAFETY SAFETY
The safety of San Bernardino
Public transportation is for those that need or choose to use it. It is a public service and not for everyone. Make it safe, affordable and timely for those that elect to utilize it.
Safety, time length of trip, and ease of use.
Safety at transportation hubs
1. Reliability - Not enough public transportation. 2. Accessibility - Between bus/train stops are far away from each other 3. Safety - Especially in San Bernardino Metro Station, I definitely don't feel safe. I had a gun drawn at me once.
n/a
Lack of maintenance, lack of multi modal facilities and lack of street trees and when street trees die they often aren't replaced.
none
More connections, faster service, more trains
Outlying desert regions have to far to travel
1. Safety of active transportation options, 2. Too much emphasis on moving cars, 3. Incomplete safe active transportation networks
Safety; safe access to Arrow (missing sidewalks around U of R Station), safe access from light rail to work (15-minute walk through unsafe neighborhood around downtown San Bernardino Station). Cost; more expensive for roundtrip train tickets than gas/parking. Time; last time I rode the rail, the train was cancelled due to vandalism and I had to wait an additional 40 minutes for the next one (a 20-minute car commute took 1.5 hours by train/walking). I live and work near Arrow stations, and would like to commute by train, but it costs more, takes longer, and feels unsafe to use the light rail instead of driving.
1. Congestion and delay on I-15, other freeways, state highways and major arterial roads. 2. Lack of enforcement of vehicle code laws. 3. Poor air quality.
Safety, cost, too many buses.
Distant travel is very difficult
Population increase and not enough transportation options available to support the increase.

1. Aging facilities
2. Low awareness of traffic safety
3. Intentional violation of the law
Available later, less dangerous people in the community, policy's ability to enforce the laws.
Road Conditions, Construction, Fuel prices
need more frequent public transportation
Safety, proximity to destination, ease of transfers
Too many trucks on community streets
The bus and train system only go to popular locations, too many trucks on freeway, too much traffic.
Safety, understanding the schedules, traffic
Schedule, frequency of rides, cost
Increasing traffic, safety (transients, etc), accessibility
Too many Semi-trucks due to warehouse/distribution center increase. Semi-trucks increasingly blocking intersections and routes. Increased heavy truck traffic causing damage to roads.
'- Keeping it affordable - Have an increased frequency (Rail in my case) - would love for cities to be more walkable
More rail travel
some times the takes a long time for bus to reach me. only concern i have
Need more time availability, need more stops. Need more security at the stops and on trains.
San Bernardino County is barely a place. Too spread out
Is the public transportation system in SAN Bernardino County adequate? Are there enough bus routes and vehicles to meet the needs of residents?
What is the congestion like in SAN Bernardino County? Are there any plans to take measures to reduce congestion?
How is road safety in SAN Bernardino County? Are there any plans to improve road safety and reduce traffic accidents?
Safety - homeless and crime
TOLL LANES FOR THE RICH
(1) The area of the highway (2) the safety of the sidewalk (3) the convenience of the people
Road congestion Public transport system motorway
Rail access in Ontario not ideal.
Truck traffic Lack of light rail that isn't costly Lack of any public transit to the south of here
To not have a free transportation system - to charge fsir snd reasonable prices all the time to all people
Lack of a protected bike lane network, infrequent and slow metrolink service, lack of rail connection to Ontario airport
cost, not available everywhere, would rather take train than bus

<p>1. Ability to get around quicker. Busses are great but they're slow. What would be a 30-minute drive by car would be a several hours long trip by bus. Not feasible.</p> <p>2. The times. I like that there is an express train to LA for commuters but even that is a 3h trip vs 1h drive. We need more smaller trains.</p> <p>3. Safety, I wouldn't feel safe riding the bus late at night. I have never been on the bus in SB County, but I have heard from numerous other passengers and bus drivers about how it can be dangerous.</p>
Safety, proximity to destinations, frequency of availability
Congestion causing delays, cost of tolls, lack of train options
To many vehicles
Faced with traffic congestion, especially during peak hours. It is an important issue to pay attention to how to effectively manage traffic flow, reduce congestion and improve road traffic conditions. In urban areas, the accessibility and efficiency of public transport systems are important for residents and visitors alike. Focus on how to improve the quality, scope and sustainability of public transport in order to reduce the use of private vehicles and reduce traffic stress. Traffic accidents and road safety are a problem that cannot be ignored. Focus on how to improve traffic safety standards, reduce traffic accidents and protect pedestrians, cyclists and drivers.
<p>1.) Getting to my destination in a reasonable time.</p> <p>2.) Getting to my destination safely. (Reckless drivers, speeding drivers, irate drivers, drunk drivers...pick one.)</p> <p>3.) Getting to my destination before I have to declare bankruptcy. (The cost of fuel, insurance and repair are high and going higher.)</p>
Too many trucks
Climate change, air quality, health and safety (we need more walkable communities with housing centered around public transit, which would also help with community building and access to essential services as well as lead to improved air quality and reduced GHG emissions)
Safety, convenience and timeliness.
There are so many construction projects on freeways and streets all at once.
Frequency of routes, coverage of routes
Finish road repair more promptly, you are making it difficult for people to get around. Stop massive apartment construction--you make it difficult for people to park or get around. Stop forcing everyone to believe they NEED to take public transportation; people should ALWAYS have options--determined by themselves-not you!
traffic flow, well maintained roads, costs
Too infrequent, doesn't operate late enough, some routes not daily
Advocate sustainable transport and carbon emission reduction, accessibility of transport facilities, technological innovation and intelligence of traffic management.
Integration of transport planning and urban development, transport needs and accessibility of persons with disabilities and the elderly, collection and analysis of traffic data.
Are there adequate bicycle parking facilities? Are there traffic sections or black spots with safety problems? What is the frequency and severity of traffic accidents?
The rationality of highway tolls, the control of traffic noise and pollution, the emergency response and rescue ability of traffic accidents.
Driver behaviour and enforcement of traffic rules, coverage and frequency of public transport, renewal and maintenance of bus and rail vehicles.
Bus system is inadequate to support trains
Inadequate or no easily accessible and affordable public transportation for vulnerable

neighborhoods.
Not enough housing near trains
Housing and stores being developed near lite rail stops, being dependent on cars, bike trail development and care
heat and flooding resulting from climate change
Crappy drivers, undocumented residents, who don't know the traffic laws or cannot read English
bicycle safety, truck traffic, first/last mile to public transportation systems
NA
Feels unsafe, expense, Unavailbilty of covered Bus Stops
Safety, timing, not easier for me than driving.
Better separation between cars and bicycles
Secure rides(security)
Safety, reliability, availability
Road construction taking to long and inconsistent
Funds should be used on freeways streets and roads which is what the majority of the population use. Transit projects are too expensive and ineffective since we do not live in dense housing. Funds should only be used if there are leftover funds. It also provides only to a small percentage of the population.
More bus lines, more bus stops, more frequent service.
Time, cost and safety at stations/stops and on transit vehicles
Doesnt go where I need it to go
Lack of accessible bus network
Buses ran more frequently. Benches/shade at all bus stops. AC working on all buses.
Traffic congestion, pollution caused by vehicles, safety for
congestion, convenience, accessibility
Not close to my home
Safety - availability - mobility for handicapped.
safety, Availability, Usage Education
Congestion due to increased traffic demand, lack of ability to add lanes and capacity, cost of transportation projects
safety on the buses
Safety, Safety and Safety
Pollution, usability of rail, safety for cyclists
Congestion, road conditions, safety
1. That the high desert always seems to come in last or the planned projects get tossed from (Sanbag) SBCTA to Caltrans, to the city of Victorville & Adelanto or they get cancelled all together after millions of dollars are earmarked (ie. what is the high desert corridor funds going to now?). Sure to the rest of the project, which doesn't offer any car traffic to use. I know many spoke out against the freeway so far north, but image how much truck and transient traffic that would have diverted north, thereby helping the 91, 60, 10 and 15. It would have sandbagged the 14, but hopefully lanes are planned for that north/south interstate. 2. So many roads get left incomplete when projects are being done. I realize a mile of asphalt and roadbed are astronomical in price, but when the price can be absorbed a bit in each lot or commercial venture, it should be so roads are completed from intersection to intersection. Leaving them unfinished causes accidents as many up here are unlicensed and uninsured and can't merge to save their or other peoples lives. 3. This should have been #1, but we

need a couple of over/under passes to cross the 15 without on/off ramps. Just a way for local traffic to get from one side to the other, like Technology Dr. in Palmdale, CA. Image one at Costco and between the Buick dealer and courthouse. Then completing Seneca from the solar farm behind Walmart to 395 and you have a decent east/west corridor that mostly gets used by locals. That keeps 18 for transient traffic and hopefully less crosses on the side of the road. Luna/Ottawa would be another great place to cross over as there's still open land to widen the road. Eucalyptus would be another.

The current system seems full and more people are moving here - how is the region going to handle it all with the truck traffic?

Safety driving on the freeways with semi-trucks is a big concern. I have had quite a bit of damage to my car from these trucks throwing things on the highway, blowing rocks and sand from the bed onto my windshield, and pinning me in as they drive across the lanes. Trucks need to have their own dedicated space away from passenger traffic. Even if all of the trucks are zero emission vehicles - they are still going to pose a safety issue.

Air pollution and the impacts on my families health is always top of mind as my son deals with asthma and I have constant allergies. The majority of these allergies are from environmental pollution and not the natural environment.

High speed and other bad driving habits

Safety, sanitation and overcrowding. Especially on the bus.

Climate, Safety, Cost

traffic, noise, pollution

Very limited public transportation, too far and MetroLink is too expensive.

Not enough highways being built. Not enough managed lanes/express lanes. Too much emphasis on climate change

Public transport takes too long compared to driving

safety, metro stations to Ontario, cleaner environment

Lots of people that use to use it are afraid. It isn't as safe,

Pollution, cost, congestion

easier to tie together local, regional, national transportation opportunities. I would like to make it easier to take the train from my house in West Covina to the train in Covina and then ride to Redlands easily.

Safety, reliable bus service and courteous drivers.

Safety, convenience, accessibility

Cost reliability and schedules

Availability, Cost, safety

1. intermountain trail connectivity 2. safe walking routes to schools and commercial centers complementing Mountain Transit 3. non-road mountain access, including San Manuel

Safety

Persons in the tracks and the aftermaths of such situations; wish more people used public transportation because it is good and getting better and better; while some stations feel safe at night, others feel less so.

Road closures due to delayed projects. Cones in the roadway left from lane closures.

The influx of truck traffic, lack of public transportation, unsafe bike/pedestrian lanes.

Safety

I don't have any concerns at this time.

1. Unrealistic. A car ride from my house to the high school for example takes less than 5 min. On a bus that goes up to 35 min. I can walk there in 15 or less 2. Unreliable. My son tried to use it to get to college and the busses were often late or too early and he would miss his class. 3. Dirty. The handful of times we have used public transport the busses were filthy and smelled worse.

Need more express lanes.

Reliability
Ease of use
Safety

Safety mostly

1)Freeway design; excessive construction without timely completion. 2) future freeways seem to have limited or no emergency lanes. 3) speeders on freeway and lack of enforcement.

Trucks
Funding
Congestion

Safer-More convenient-more destinations

Truck traffic slows everything down

Congestion, Lack of light rail, Lack of bike lanes

Some mode of transportation do not respect people that live in the community. I would love to see mass transportation and you service from IE to airport is great!

High traffic congestion; Not enough focus on mobility safety of bicyclists and pedestrians;
Long distances I am required to travel in a car for work, home, and play

It is not convenient.

Continuous construction disrupts trips.
Lack of mode choice that services my route.

Take a long time to go from place to other using public transportation. Public transportation is not always reliable, Public transportation cumbersome

need more buses or trains during weekends
need more buses and trains to connect
more park and ride areas

Yucaipa public transit needs shade for its riders. it's not ok that people are depending on it and stuck in the sun- it is inhumane. Especially county line road. Please address this. Redlands needs a loop around downtown and college campus that touristy- like an old fashioned rail car, to address parking and accessibility issues. Changing trains in SB from Redlands train to go out to L.A. is difficult.

schedule isn't ideal; there are not enough options to travel in the evenings and on weekends

No transit options that take a sensible amount of time

Too much truck traffic
Dangerous drivers

Bad drivers, bad roads, not enough reliable and safe transit

traffic, increased warehouses in the area, big rigs using other lanes causing traffic

congestion, gridlock and the opening of Rte 66 to Hwy 138.

cost too high for seniors, SAFETY, more practical places to go to

Freeways too congested
Trains do not run often enough to use for work
Connectivity issues

Lack of availability, reliability, and ease of use in mass transit.

Local roads and expressways improvements are ignored. Bridge safety needs more study and attention. More toll roads and pay to use truck lanes needed to pay for infrastructure.
Congestion, road safety, lack of alternate routes.
Frequency of service direct to LA, safety, cost
More routes near me, availability, and more options to get places
Big Rig traffic in communities Emissions given off by Big Rigs Rider safety for other forms of transportation like buses and trains.
Expensive, Infrequent
Traffic, not enough overpass on i10 and not enough sidewalks
1. A need for a new direct transportation corridor between Redlands and Moreno Valley.
1) Public transit on weekends and holidays and to and from events is not always convenient. 2) Transfers from one transit system to another (ex. bus to train) are not always easy/convenient. 3) Public transit seems boring, which turns people off.
There don't appear to be many links between RivCo (my home county) transport services and SBC services, Omnitrans doesn't have services to Calimesa, and the freeway is often congested between Rivco and SBC.
The County is vast. Transportation hubs need to be centralized for commuters to the super warehouses. The availability should be coordinated with the warehouses that are the major employers.
Congestion, Safety, Alternatives
It needs to run 24/7/365 especially the L.A to San Bernardino line an Riverside to San Diego line
Concerned that we continue to invest disproportionately too much on freeway expansion instead of other modes such as transit that would give people better alternatives to driving.
Minimal options for transportation.
Since the construction of the fast track,(1) I feel the ratio in the number of dedicated lanes versus the number of its users is not fair when compared against freeway usage and its number of users. (2) I also notice a difference in the width of Fast track lanes versus Freeway lanes. They are wider on the fast track which has less vehicles. and (3) the pricing of fast track puts it out of the range for many on fixed and limited incomes, thereby discriminating against lower income households paying the same gasoline taxes everyone is paying.
Affordable
Traffic Bad drivers Cost of gas/maintenance
Service not reliable, need more service times, most areas are unsafe
Not close enough to my home,
State's concern over VMT, State's push to limit roadway capacity growth, insufficient funds for transportation investment, using tax dollars for transit operations
The County needs to prioritize intercounty transportation such as getting the Metro light rail to connect from ONT airport to LA.
Nothing
1) Pinch points on highways/freeways between counties. 2) Traffic control striping/signs/devices in construction zones. 3) Not being able to see the stripes on the ground during the daytime, especially when driving towards the sun.

Too much congestion Air quality is poor
Frequency, convenience, reliability
Accessibility, reliability, and distance.
1. Traffic congestion (especially on the I-10 near Ontario) 2. Lack of sufficient funding towards roadway infrastructure to alleviate aforementioned congestion 3. Lack of massive public relations campaigns to shift the public's perception about the importance of prioritizing and supporting roadway infrastructure projects.
Metrolink kiosks are slow and hard to use No idea where/when the buses are Takes forever to go on transit. Faster to drive.
safety and accessibility to all of my destinations
More train times from Riverside to SNB more train time from SNB to Riverside Safety on the trains
Traffic congestion in the Cajon Pass Not having an intermodal rail to truck facility in the desert to reduce the truck traffic on the freeways. Metrolink or commuter rail service from the Victor Valley to the Inland Empire.
Safety, price, availability
Safety is my only concern
Limited ways to go up to the high desert.
safety. cleanliness graffiti
The safety on the roads that have construction, temporary lanes are too close to each other causing too many accidents, the heavy congestion (people are not going to afford to use the toll lanes if gas keep skyrocketing)
Safety, Cleanliness, too many transients using drugs. Not safe.
Affordability Accessibility Environmental safety
No Metrolink Station in Temecula

Appendix B

What suggestions do you have to address those concerns?
Hire more police so that San Bernanrdino can be safe. More continued service of public buses. Move or remove unhoused individuals. Because the majority are sick from drugs. Have a punctual bus schedule without any delays. Have sufficient bus drivers so that there is no more delays. Have a schedule where the service is not late.
Stop the construction of warehouses because they bring a lot of semi-trucks. Have them build the bridge because the community is being the most punished by having to make large trips due to this issue. The causers of the potholes (warehoues, rail, etc) should fix the streets because the semi trucks are responsible for all the potholes and these potholes cause accidents and injuries.
Public transportation needs to be more affordable.
Improve the roads
More buses every 10 minutes; the streets fixed
None
A late final train for those going to concerts or games in LA/OC, local bus or trolley around Redlands, and reliability on the weekends.
Adjust times to fit commute patterns within the SB county and RivCo. Not everyone commutes to LA or OC, they should be more trains and options to make it to work on time within the IE
Stop sucking
Don't let Amazon come in and destroy our community
Increase shifts
Informational programs
Consult the public for rationalization suggestions
Public transportation and road safety facilities can be increased
Not much advice.
First, encourage green and low-carbon travel; second, strengthen traffic safety education to reduce road traffic violations; and third, establish a fund investment mechanism to ensure public transport operation and production.
Provide real-time bus arrival time, traffic conditions and other information to facilitate residents' travel planning.
Ensure that more areas have easy access to public transport
We should obey the traffic regulations to ensure the safety and smooth traffic on the road
Restrict private car license plate number travel
no
N
Need dedicated funding to maintain roads.
Control population growth, optimize road facilities,
Improve road infrastructure, expand public transport routes and coverage, and strengthen traffic enforcement and monitoring
N/A
Outreach to businesses to promote remote or alternate work schedules or to offer incentives for their employees to use transit or other means to get to work. Easier means to get things you buy home (nobody wants to carry 6 bags of groceries 3 blocks or huddle them into a bus

<p>seat for 3 miles). Safer bike routes, have you ever rode in a bike lane with your 10 year old in front of or behind you? as a parent, its terrifying and not worth it. Not sure how, but it takes effort to plan a trip with the transit systems, you have to find the closest route, figure out times it's running, then factor in walking time to and from (this is why people would rather drive)</p>
<p>Oh boy, thesis time. Lets not make the same mistakes as the last 40+ years in Southern Cal. gLook at the direction of growth i.e., housing, shopping, etc...There is no rail infrastructure outside of freight lines. Tough decision and big bucks are required but that will be the frame work of future success</p>
<p>Create coalitions of similar agencies to lobby state legislature. Equal priority to bike and ped facilities as roadways.</p>
<p>Better schedules for the trains, More security officers</p>
<p>Add more areas to take the train to/drop off areas.</p>
<p>Stop building so many warehouses- take up too much room , jobs don't pay all that well and just general too many truck trips. Housing needs to more clustered around transit stations with services in the area to avoid more car trips</p>
<p>Please allow Local, county, and state departments to complete many projects that have been studied, funding approved but there seems to be environmental issues that stop many projects from happening. Move forward with these projects that save lives and improve environmental problems caused by driving many cars and trucks</p>
<p>try to reduce layover times by studying peoples travel components</p>
<p>no</p>
<p>Prioritize this as highest concern. Because it effects everyone it should be biggest long term priority (instead of so many smaller special interests).</p>
<p>Other than more enforcement of existing laws, the way we develop our downtowns and transits centers could include more commerce that caters to pedestrian activities and promote parking on the outskirts of these to encourage and delineate where driving is allowed and were cycling and walking are promoted.</p>
<p>Better lighting at bus stops. Hose down the bus stops and clear out trash. Hiring more bus drivers or having vocational training for this career pathway.</p>
<p>More trains</p>
<p>I'd like to see schedules that allow for reasonable wait times. As it stands now, I usually have to wait half an hour or more when using my closest transit option (Omnitrans bus)</p>
<p>Police presence on buses and rail, more buses/trains, frequent buses/trains</p>
<p>Limit truck traffic to specific lanes</p>
<p>Create opportunities for increased teleworking opportunities. Consider a commuter rail system.</p>
<p>Safe multimodal options, more EV charging stations (level 2 and fast chargers), significant road repairs.</p>
<p>Increase funding and investment into the next generation of public transit.</p>
<p>Truck lanes to added to the freeway instead of toll lanes.</p>
<p>Run later and more often</p>
<p>Provide on-demand services as a supplement to hourly routes (or reimburse for Lyft), align Arrow, LA Metrolink & Orange County Metrolink timetables, offer homeless outreach/resources near (but not AT) the San Bernardino Transit Center, continue the Orange Blossom Trail from Grove to the Arrow University Station</p>
<p>Maybe add a new hub somewhere in the IE to transfer to and add a new real System south from here</p>

Yucaipa needs better transit period. The shuttles don't really cut it. Please build actual bus stops.

Redlands needs historical transit- maybe an old rail car with a tour guide/safety officer that runs through the south neighborhoods to highland, connecting residents with Gerard's, olive market, downtown, the university, running on state street.

Put peace officers on the buses.

add additional freeway lanes, expand to outlining desert areas and ca cost of fuel.

plan better.

More affordable and safe for us elderly

Perhaps penalize auto transportation via taxes and invest those funds in public transportation, public transport shelters (some with clean restrooms), and shade trees?

i am willing to pay a little more for public transportation to have security aboard.i believe more travelers would also pay, as long as they are transparent how money is spent.

Get started on construction, soon!

incentives

Bring light rail to the area - metrolink should be for long distance - we need something for short distances

Closer to business. Ontarios access to the Metrolink is not close to any business, none. Free trams that will take you to location community centers.

The ticketing kiosks at metrolink are horrible

Funding the double track portion between Lilac and Rancho

Better planning more development

Security, clean transportation.

Widen the freeways, add truck lanes

More toll lanes, dedicated truck routes, more enforcement of traffic laws

expand service schedules

offer specials and discounts for riders

free transit for all.

More trains and bikes, fewer trucks

More transit, Narrow the roadway at intersections, remove dedicated turn lanes, add bulbouts, elevate the pavement at sidewalks.

hire more guards, and cite homeless and put them in a detention center.

Provide more alternative modes of public transportation.

high density development, grade separated transit

Alternative route for the I-15 Cajon Pass is essential

regulations on gas corporations or suppliers, subsidies for transit

More focus from community leaders to address issue

plan and build a better multimodal system

Improvements to existing facilities

Expand and run more trains, which would in turn increase ridership and allowing fare to be cheaper.

San Bernardino is a very strategic location from a lot of tourist spots in California. It would be a great improvement if this city becomes popular for tourism and amazing views, which will in turn revive a culture of prosperity and well-being along with giving more jobs. The better the vibe of the city, the safer the people are to feel, and the more money SBCTA could invest in meaningful infrastructural improvements to the city. Example of Gatlingsburg could be well placed here.

Frequency should be increased if possible on all services, expand and create new bus/rail services to cover more underserved areas or areas without public transportation(I like and think a great example of this is AC Transit's services), also services should focus on serving more areas and having less transfers. Also better bus stops and train stations.
Better urban planning and development aligned with individual community needs; Blending business districts with housing and creating walkable mixed-use neighborhoods; Empowering community involvement and funding in unincorporated areas (perhaps with Community Trusts and other such models) to help realize some of these endeavors.
Continue to go after federal grants/funds that will assist cities with equipment purchases and/or road repair by a 3rd party. Have developers responsible for repairing and or paving roads that directly connect to their projects.
None
Cleaning buses better
None
Bring more awareness of the accessibility and use of other transportation options
Add more frequent trains and more railroads
Make it easier for us
Coordination with other regional agencies to facilitate and incentivize transit use along congested corridors. Reassessment of travel patterns in a 'post' pandemic environment. Rewards program to incentivize local transit use.
More funding to Cities for streets& road repairs
security and more cleaning
more trees planted less cars
Add streetcars to connect homes to trains, more TOD, create more metrolink stops
Money actually has to go to the city..
None
Benches for waiting
More available Routes on main streets
Hope these are items that command attention
Community development (\$\$\$) for rural areas
Better roads, alternate routes
Public discussion
When people run red lights give them accountability
more incentives, city forcing businesses to be closer together
fix the roads in the low income neighborhoods, post more signage, add sidewalks
Repave the roads verses spot fixing
Commuter rain on North/South fwy corridors
Implement plans from studies that have already been conducted. Allocate more funding for infrastructure building and maintnance. The Inland Empire keeps going and the infrastructure need to meet the demands of future growth.
widen freeways
Lower prices. Hire safety police, run transportation more often.
Plan for more routes more often and on weekends
An traffic study is needed to evaluate the impact of Short Term Rental and JTNP tourism on the Morongo Basin.
Add lanes

Already stated in previous question
Update Measure I to devote more resources to alternative and active transportation projects so San Bernardino isn't totally dependent on outside sources to improve safety. Right now our sales taxes are used to make our transportation system more violent. Yes, bike lanes and sidewalks are being built, but in every case it is next to a new faster car lane. We've scared everyone away for riding or walking. None of these new bike lanes include actual protection, so people feel forced to drive. Buses must have straight, fast, and frequent service. Finally, we should begin planning for an arial tram from the SB transpotation center to the mountains. The roads up there have closed down countless times, and non-drivers get stuck in the contant traffic mess on buses. There must be an alternative. The technology is there. A mind-numbing money burning freeway expansion can be delayed, an arial tram will improve lives of people on the mountain, down the mountain, and tourists.
1. The San Bernardino National Forest has a draft trails plan, use it. 2. SBCTA (SANBAG), City of Big Bear Lake and San Manuel undertook feasibility studies for non-road access. 3. State and federal infrastructure funding should be used for all three concerns. The County has a safe route to schools plan that should be expanded to cover the Mountains. Caltrans approved Active Transportation Program (ATP) grants, which should be implemented, preferably by Mountain Transit Authority.
Bike Lanes
First, hire a reliable, reputable, dedicated company to fix all roads all the time.
Funding/voucher for residents for public transit and voucher to purchase ZE emission.
More bike lanes, more attention to potholes ect, wider freeways
Extend Metrolink as far south as possible, add more bike lanes
Honestly more stops would best be addressed by differently designed neighborhoods but that's highly unrealistic. Instead it may be best to focus on encouraging new housing developments to be large, multi-story apartment buildings (5-10+ floors) and adding bus stops near these locations to provide incredibly accessible public transport to as many people as possible. In short, focus on housing developments that centralize larger populations and maximize the utility that can be provided to that population through single-implement changes, i.e. a single bus stop that services a larger group than most others.
Increase Big Bear Shuttle routes to include additional areas; add parking lots at the edge of the city so tourists can shuttle to hotels, resorts, and downtown; add biking lane along North Shore Blvd.
Mass transit from big bear to other parts of Southern California
None
Run local shuttles to transit hubs and rail stations. Publicize transit promotions widely. Facilitate installations of bus stop shelters—important for extreme heat and rainfall conditions.
More coordination with surrounding jurisdictions Use gasoline taxes to fund adequate public transportation Hire more CHP / traffic police, instruct them on how to prioritize enforcement to improve safety on the roads (e.g., high rates of speed are more dangerous than a headlight out, etc.)
Reduce prices, more direct trains to airports.
Create more ride share programs especially at large companies/govt. employers. Use employee incentives to encourage use of ride share. Offer companies to advertise / market on the bus to help pay for increased costs of services. Encourage companies to offer reduced prices on bus passes for employees, create some kind of greenhouse gas reduction tax incentive or something. Increase the number of buses and reschedule routes for more frequency & short routes for faster service. Create direct routes to large employers & government offices, (buses should run every 15 minutes). Advertise more for shared

transportation (tv/radio). Start early education program with school age children. Offer low cost bus passes for kids going to school that cant ride school buses to take RTA. There are so many parents looking for transportation options ! *There is a stigma in our communities associated with riding the bus means you are poor - that needs to be addressed. Create a new huge "save time/money/planet" campaign by using the bus/train. Build new home developments closer to stores, and businesses. Make sure sidewalks and bike lanes are built connecting homes to stores and business. Showcase lots of professional people, famous stars using public transportation...walk the walk . On a larger scale marketing for vehicles needs to stop being glamorized. There needs to be a returning of community centric life, people talking, walking, riding the bus to the store getting out of their homes and engaging more in their communities. Now commercials are targeting the viewers to be glamorous alone in your beautiful brand new car . That messaging needs to be changed. Look to change busses to cleaner fuel sources that will be less expensive to run (eventually) and showcase the GHG reduction to the public since so many folks are concerned about cleaner air and climate change. Use that concern to create new messaging about public transportation.

I could move to a location closer to a metro station; bike routes need to be prioritized in future development; I need to strategize my schedule to accommodate carpooling.

Construction and trucks, I have no suggestions. However, the traffic stripes should be freshened up.

None

More funding for safer, accessible public Transportation

Have public transpo be more available/safe, more bike lanes/sidewalks/crosswalks

Restructure existing rail lines

SBCTA meetings

Stop building truck warehouses. Add truck lanes, or reroute to prevent trucks from utilizing one-lane and two-lane roads and causing congestion, particularly during heavy commute times

Widen roads and maintain the asphalt

Investing in the community. So many areas look abandoned, empty businesses, lack of visible security. All this invites the wrong crowds, often making areas feel very unsafe.

Don't have so many construction projects going at the same time in the same areas, don't approve so many warehouses, fix potholes

Build new freeways and highways or loops

Wouldn't hurt to make some sort of public transport to the Preserve

More options such as destination for public transportation.

Stop closing roads

There should be shuttle buses that goes around the Preserve.

Not allowing drunk people on, asking for a ticket before coming on, better location for depots

Neighborhood trolley

Assigned one or two lanes for the big trucks only so the other lanes of cars can flow more...assigned only certain hours for big trucks to use the freeways

Build and/or widen roads before building additional warehouses.

The city of Chino should stop selling land to these huge billion dollar corporations that is adjacent to homes...and nice, upper middle class homes at that!

1. Really diagnose traffic flow throughout every city in the county 2. Stop Building Warehouses as it introduce more Semi-Trucks into the county 3. Stop rentals and short term rentals in HOA neighborhoods

Reevaluate the location of warehouses and limit how close they can be to residential areas
More transfer stations, more bus routes
Provide more stops and advertising
Have more frequent and convenient public transportation
Add public transport services
Get the roads done efficiently and increase enforcement against trucks from non-truck routes.
The City of Chino needs to hold companies accountable for their work and be proactive in their planning.
Have Pine Ave go through to the 71 freeway.
security in the transportation
Open more roads
Reduce number of homelessness and potential for theft.
Less warehouses around communities with a lot of kids.
Bus stops closer to where I live, more cost efficient
Put some close to The Preserve
Make completing construction on streets a priority,
Push LA County and Riverside to help with this project
Build roads before they build communities! At this point can the state or county fine the city of Chino for not providing safe and efficient roads?
Heftier fines and more cops monitoring.
Complete one project BEFORE starting another in the same area
The 71 south to 91 fwy interchange strip needs to be widened.
No near train
More cops, prosecute criminals. Build more transportation option
Bus stops to The Preserve
Redirecting big rigs
Flashing lights and signs at crosswalks for the town center
Enforcement
Spend wisely
Widen Euclid to the 71 freeway. Widen the 71 freeway. Fix all the potholes. Better maintain streets.
Fire all the elected people
Better, affordable public transportation. Fix the roads in a timely manner. Stop building warehouses in residential areas. Limit trucks in residential areas.
More on ramps for the 71, strict and high fines for trucks that drive through neighborhood.
NO public transportation in our area
I'm not even aware if we have any close to where I live
More law enforcement
Significantly increase network of protected bike lanes and sidewalks. Improve connectivity between bus, rail, and bike lanes to parks, schools, residential areas and civic centers
Add lanes
Better lane stripping, designed truck lanes, enforcement of truck lane laws. Roadway rehabilitation, grinding lanes to smooth out and quiet the traffic noise.
guards at stops, and on the bus
More sidewalks and bike lanes. All sidewalk corners need ramps. People who are unhoused need mental health options and proper shelter. More drivers (training programs) are needed.

Open up Rte 66 [Cajon Blvd] to Hwy 138 and make the entire route into a 4 lane--2 lane in either direction!
More funding for walk/bike and bus stop amenities (shelters, benches) to make improvements. Improve design from businesses to bus stops and sidewalks to encourage walking.
different infrastructure and materials being used, environmentally conscious architecture, walkable communities
Develop a community-centered approach where residents are the driving force in the decision-making process when it comes to land use development.
Road diets. Reduced speed limits. Enforcement against distracted drivers. Protected bike lanes. Complete streets. Faster public transit. TOD. Express busses between bedroom communities and popular work centers.
Better coordination of multimodal transportation, invest in bus/rail/bicycle infrastructure.
There never will be enough money/funding to build enough infrastructure to replace the convenience of cars.
More routes of all types and frequent (20 minutes or less) headways.
More funding towards safe streets and active transportation
More frequent trains. More direct bus routes and more police officers.
Run more trains and buses. Build new transit lines
adopt Caltrans' contextual guidelines for bike facilities for all Measure I-funded projects, particularly arterials; comply with mandates of SB 932 think big about planned and announced rail investments: partner with Brightline West (BLW)/CAHSR/RCTC/SANDAG/SCRRA to run regional rail along I-15 with infill stations on BLW at Devore, Victorville, Barstow, and in combination with rerouting Riverside Line to serve terminals, extend to Ontario Airport instead of the "Loop" tunnels; work with RCTC to route planned Coachella Valley rail service through San Bernardino itself; deliver the infrastructure to enable trains on SB Line as frequent as every 5 minutes from San Bernardino Transit Center to county line and every 10 minutes from SBTC to Redlands; extend Arrow to Mentone; work with RCTC to establish "I-215" regional rail line from SB Depot to Temecula
Aim to make the system one of first choice, not of last resort.
Build protected bike lanes, run more busses and trains
Elect leaders w better vision
Invest in rail electrification (overhead catenary wires) for Metrolink and trains, invest in bus frequencies and bus priority lanes, initiate traffic calming and complete streets
SBCTA needs to come into the neighborhoods MOST impacted by lack of transportation and walkability. Use data to go deeper in a place and empower residents to inform you
N/A
Hire more people to get the job done. Reduce council salary to get the funds.
clear out homeless from bus transportation centers
Arrow Train or Rapid Bus should be extended to Yucaipa for accessibility to more people in the Pass, as traffic jams in rush hour between Redlands & Yucaipa.
try to create a unified payment method. similar to that of Pronto and tap. Use the flood channels as dedicated bike/walking trail. Address the bike/foot path gap between Devore and Hesperia. Try to get on time performance for metrolink. If you take metrolink towards irvine, you have to transfer either in LA or San Bernardino. The trains are always arriving 10-15 minutes late. So if you were to transfer in LA, you would miss the connecting train due to SB line tardiness and have to wait about an hour for the next train. I would also try to create a station on the riverside line in downtown ontario. Also you should look at extending the elon

tunnel to the riverside line from the airport. there is virtually no north/south connections via the train/bus network. it is hard to get around without a car
Budget out money for infrastructure such as sidewalks, benches, street lights, bike lanes
increases frequency
The car should be included planning processes versus assumed to be a need to shift away from.
Cities need to stop being so car oriented and be more people oriented. More sidewalks, more bike lanes, and faster and more reliable public transit.
Multimodal Transit oriented development with multifamily low income affordable housing, frequent/reliable/expanded bus and rail service throughout the county and Southern California, transit only lanes and protected bike lanes,
Build more transit systems
Build out sidewalk networks, and pedestrian infrastructure around major transit stations. Build pedestrian passthroughs and bridges to shorten walking distances. Remove dedicated turn lanes at intersections and replace them with curb extensions and bulb outs to shorten crosswalk distances.
Have District 8 officials address concerns in their district; revise the amount of money that goes "down the hill" to reflect more projects in the municipalities that have generated those taxes;
Reallocating funding sources, strengthening local partnerships
not sure how to solve the issue
unknown
Security to discourage unsafe activities and make women and kids feel safer using public transportation. Always on time and on schedule, regular maintenance to avoid delays. Affordable for low-income, elderly, and students.
Regular maintenance,
greater funding for public transit
Introducing more lines that serve more points of interest in communities. Adopt a simple and easy way to pay fares that work for ALL agencies(similar to TAP or CLIPPER cards) or just adopt using TAP cards all together. Add more covered seating at bus stations(there are many stations with no seating at all despite having ample room).
Focus on land use density and travel will become easier. Greater funding to transit to improve frequency.
1) More grant funds for cities to fix sidewalks instead of waiting for property developers to do it. 2) Complete Streets policies to require all roadway paving projects to consider any possible options to provide safer and more convenient options for other modes of transportation besides cars as part of the project design. Also require agencies to seek more community input from a variety of types of road users while designing roadways and transportation projects and to incorporate that input into the design. 3) End LOS requirements that prioritize storage of cars over making space for other modes.
Extend the Gold Line to Montclair. Add security to the railroad cars to ensure safety issues could be addressed timely.
None
Lack of security and routes
Stop adding public transportation because its the trendy topic. Put real though into where and what is being added. Use realistic projections of ridership and costs when bring projects to the public. If you as a county worker will not be using the service why would you expect/demand county residents use it?

Better and more frequent train connections with the Riverside County stations
A phone number for transportation.Low cost with direct service to where they need to go.
Cool
Think big picture while looking at the corners. Remind that San Bernardino County isn't an island, we are in the same boat with Riverside County here in the IE as well.
Utilize the space to expand on affordable housing and green spaces. Impacting the community positively, rather than profiting on special interest logistics where land values are lower.
Keep trucks off some streets to make it safer and save the condition of the streets.
Open full Metrolink stop at Auto club speedway.
N/a
Get that bullet train built between RC and Vegas! Or open twelve lanes on each side of the 15. Something has to give, and it can't be our sanity/health sitting in the car for hours after sitting for 8 hours at work!
Make contractors do their jobs. Not accepting the contract until the job is practically perfect
have police ride the bus
Prioritize the pedestrian when planning cities and zoning. Make more walkable public spaces that discourages car use by making it accessible to pedestrians and decreases parking space.
Increase public transportation connections such as bus stops. I am discouraged from using public transportation when i am forced to drive to the station in the first place. It feels like it nullifies the point because I'm already in my car anyway. I might as well drive myself without the delays of schedules of departure. Please watch @NotJustBikes and @CityNerd on YouTube for more examples of walkable cities!
Better traffic controls and advanced technology
Moritorium on new warehouses
Have deputies patrol train station parking lots and ride on trains and buses.
More buses per hour, more routes
More light rail lines
Fix the bridge,it's taking so long.our street,Kingman st,needs to b done..
None
Investing in transit and active transportation infrastructure, incentivizing the use of transit
Tell the mayor or whoever can make the change
Studying passenger counts to develop more efficient Bus Routes. Regular maintenance review of roads and prompt repairs of issues, so the problem doesn't worsen
When starting a road construction finish it, then start another and finish it. Inconvenient to start many at the same time. This messes up traffic. People are upset being stuck in traffic which is why there is too much rage and accidents when driving.
Studies to pinpoint needs. Better communication with riders
Security on bus. Traffic controller
1) develop better infrastructure for bicycles across all classes of roadways. 2) improved infrastructure on low trafficked roadways. 3) develop educational materials to be taught to drivers @ state level. 4) work with city councils to improve access for bicycles and pedestrians.
Having ambassadors
Better analysis of user data.
They all involve funding so I'm not sure what goes into how projects get funding

Buses need to have more preventive maintenance.
I don't understand why the buildings being approved for construction don't have to pay a fee or a tax or just build it themselves, improvements of roadways, highways and freeways. Ontario City in particular have approved multiple projects close to the i10 that brings in lots of traffic and little to nothing was done to improve the traffic. I used to work for a company that engineered and designed housing communities in corona, CA. These communities were required to build roadways to expand lanes on i15, build parks, etc. our land is precious and to build on it there should be requirements and taxes. We need more buses where I live, making more stops, free trams to the metro link, etc etc. when I've traveled to other cities they usually have a bus/tram that is free and is constantly going up and down their Main Street and is free to ride. Something like that from Ontario mills to Victoria gardens would be awesome. Or Mills to Montclair Place. You have a bus for those routes but it takes hours.
Add less time between buses especially on the SBX bus, security, Water fountains or water bottle fill stations would be amazing
Make driving less convenient, prioritize new mass transit routes and improving old ones above making conditions nicer for drivers, better residential service for busses/trains, more frequent service.
More security. More to be done to get homeless population out of the streets.
Run busses and trains more frequently - prioritize increased frequency over more routes for bussing for now. Invest in protected bike lanes (especially focus on eliminating "sharrows," which offer the illusion of bike infrastructure); fill gaps in sidewalks where they end for a short period, forcing pedestrians to walk in the road or cross a dangerous street to continue.
Discounts on fares, safety precautions
In 2020 I remember taking the busses home and half the time the AC no longer was operating after 5pm. Route 61. Ontario Mills to WB Holt. Also the 290 Express is not in service in 2022.
None, that's your job
More accurate analysis of traffic beyond just commuters
First, talk to constituents and take their concerns seriously. For instance, what feedback has the agency received from the public that supports more logistics facilities and associated traffic, pollution, and low-paying jobs, yet the numbers of those facilities are increasing? Work with cities, such as Highland and Redlands, and help them work with state entities to actually complete their often promised bicycle corridor. (This supposedly fell through because Fish and Game wanted obscene amounts of money for set asides). Did the County step in to help cut a deal that would work for everyone, not just the Kangaroo Rat? Coordinate with cities so that there are not state, county, and city construction projects going on at the same times, in the same areas, making ingress and egress difficult , if not impossible. I assume this could be handled with a meeting or a phone call.
Improve poorly maintained county roads that are adjacent to, or shared by, city jurisdictions.
Encourage more people to leave California.
Trains more frequently, longer running times, security officers
Not sure
Increase public transport opportunities with adequate safety (e.g. , public buses sometimes have very sketchy peeps and there are limitations on what can be done thanks to the State of Calif and it's position on criminal behavior which could otherwise serve as a deterrent)

Safer communities, address the homeless population.
Address the above-listed concerns by a single County Department, instead of letting each local government agency take care of these needs!
I think if you really want people to take public transportation you need to make it safe for those people riding it. Its very hard for us women to be in a vulnerable place and not deal about getting harras. Be strict on who you let in
Address the homeless issue and relocate
Build more truck parking locations, encourage warehouses and the like to have additional spots for inbound trucks to wait instead of relying on street parking or truck stop parking which is in short supply. Have local cities find truck parking spots.
more funding for streets maintenance and create truck/freight corridors.
lower costs, more security
Jobs might provide an extra half hour of paid time to get to and from home. For example if I have to leave 15 minutes early to catch the train or in the morning I arrive 15 minutes late because of delays.
Have a IEOC line extended to Redlands like the SB line
The government will control it.
Pay attention to the community
easy to read internet notices
Expand transit operating hours and improve frequency, and creating more infrastructure to make it safe to bike to destinations.
Train & bus monitors
None
Schools and school zones need to be on breaks.
Revamp Caltrans
Subsidy to low income households, improve security at train stations.
More widely available and conveniently located public transportation options, lower taxes on gasoline.
Support public transit
When you make decisions about safety at the transit stations think about the paying patrons first and stop catering to those who don't purchase a ticket and make certain the 2 SB stations are safe, well lit, clean and patrolled by armed guards!
Align schedules with community events and advertise transit as a means of getting there. Advertise free or reduced student fares in schools. Add bus service to REV High School.
More investment in improvements in the City of San Bernardino or more direct trains to Redlands that do not require a train change in San Bernardino.
Constructing in a manner that prevents congestion in a highly saturated population. Proper allocation of money and time management of construction phases to prevent delay and higher costs. Safety and Health is a staple for everyone, public transit is known to lack security and hygienic standards.
more often, put closer, lower price
Create non-stop train route from San Bernardino to L.A.
Provide more open lines of destinations
More routes, and more times for pickup.
Reduce the proliferation of bike lanes. Prohibit bicycles on two lane roads with little or no shoulders such as Boulder ave traveling south between Greenspot Rd and Pioneer Rd in Redlands. A very dangerous situation.

Have a liaison with the city to facilitate addressing issues that residents or members of the community currently have. Maybe have a community group.
Eliminate benches from bus stops and have stools.
Make it happen
More law enforcement presence, closer fixed bus routes to residential areas, lower transportation costs
Armed guards on public transportation.
Build more walkable environments, we need more densely developed communities where our amenities are located closer together, we need speed enforcement and speed reduction, and we need cities to focus on reducing homelessness to make routes safer for our children to walk to school, parks, and other destinations
More support for police, follow through with prosecuting; deal with the homeless situation so our streets are safer as well as our buses and trains
Set a date for all busses, city and county vehicles to transition to electric. Uniformed officers on busses.
one million fewer people in the area; better traffic enforcement
Look at how Copenhagen rebuilt their infrastructure to accommodate biking. Or any European country that relies more heavily on mass transit.
Allocate more resources for public transit. SB Co. is growing fast. More people mean more pollution. If we do not look to the future, we will be mired by the same problems we have now--traffic, poor air quality, economic divides--but they will be magnified substantially.
Increase managed lanes; free or very-low cost mass transit that is easy to use; more bike lanes (especially given the rise in e-bikes)
Police presence and inspection to remove unsafe people from the bus/train.
Make public transportation more available and appealing so it's not only for low-income people.
Additional cameras to transportation to make it feel safer. Additional sidewalks and bike lanes.
We should prioritize expanding mass transit over building/expanding freeways
More locations.
Security needed on public transport.
moderate flow of traffic
Add some loops that bikes could be locked to on the trains.
Make it cheaper and more reliable.
N/A
none
More of a law enforcement presence.
Roads need to be widened when homes/businesses are built which will increase the volume of traffic on those roads.
IT WOULD BE DIFFICULT TO MANAGE PASSENGERS NOT KNOWING IF THEY ARE A THREAT. MAYBE HAVE RANDOM "AMBASSADORS" ON ROUTES
Find homes for the homeless
Security, police, remove transients
More funding, more public out reach,
n\ a

SBCTA should provide small grants to cities to build small, low cost aesthetically pleasing transportation related improvement projects (Clean CA Example). Building cities people want to live in is about the details.
none
infrastructure improvements
Need additional transit services
Build complete bike/walk networks and safely separate them from cars and trucks
Complete the missing links of sidewalk and street crossing around the Redlands-University Arrow station. Additional security or employees at San Bernardino-Downtown station. Direct bus/shuttle from San Bernardino station to banks/courts/state/city office buildings in downtown San Bernardino. Lower cost for flex tickets (something like 10-days within a 30-day period for \$20).
<ol style="list-style-type: none"> 1. Change state policy on not funding capacity increasing projects. 2. Increase enforcement of vehicle code by CHP and Police. 3. Continue efforts to improve air quality.
Run less buses and get rid of the sBX as it loses too much money and creates hazards all along it's route.
More long distance modes
Provide more carpool options/public transportation, better maintenance of local roads.
Relevant departments to strengthen the county security
Limit major construction projects to 1 major East-West Route at a time
need to make transit easier to use
Security, available maps at busstops, convenient locations for pick-ups and drop-off
Trucks should have designated routes and allow local traffic to flow
If public transportation was more reliable, more consist ant, and stopped in more working areas it would encourage more people to use, so it would help with traffic and population.
Consequences for bad behavior. Don't be afraid to band riders with history of bad behavior. Make sure schedules are Userfriendly.
I appreciate that having cost effective AND frequent rides is difficult, but I believe that the trains would be more effective if they ran more often.
Not much that can be done about transients, more stops near more destinations, longer running schedules.
Move warehouses out of the Inland Empire. Stop building warehouse/distribution centers in the Inland Empire.
Not my decision. Metrolink only goes East and West. Need better connections North and South.
have buses come more frequently
Security at stops. Maps to designation and what's around the area. Not all people have phones that have maps on it.
Spilt up San Bernardino County
Have security screening or physical riders
CHANGE TOLL LANES TO REGULAR LANE AND MAKE TOLL LANES CARPOOL LANES
Advice of the masses
Increase public transportation options Develop a network of bike lanes Strengthen traffic enforcement
Run a train line through middle Ontario.
More trains to more destinations including Orange County.

Implement more traffic calming, modal filters, and protected bike lanes in a cohesive network. Electrification and double track of the entire San Bernardino line to increase capacity, speed, and comfort. Build a rail link to existing metrolink lines and Ontario airport (PLEASE, NOT TESLA TUNNELS!)

Smaller electrified trains. I've lived in Hong Kong and the transportation there is unparalleled. The most I've waited for a train was 20 minutes but this was rare.

My super futuristic idea: Commuters confirm their trip on trains prior to their commute via an app. Software does load balancing so that more stations may be skipped by trains with more passengers. Allowing more passengers to arrive at their destinations quicker. Of course this may also require adding sections of track where trains can pass one another.

Improve the image/branding of transit to attract more middle-class commuters/users. Add more frequent rail service. More accessibility to major destinations, i.e. airport, large business centers, etc.

Eliminate chokepoints, work with partner agencies to reduce tolls, increase train/rail options if feasible--more frequent service and to more destinations

less population- more cops to issue tickets

Implement an intelligent traffic management system, including traffic signal synchronization and real-time traffic information release, to optimize traffic flow. Promote flexible working hours, reduce traffic pressure during peak hours and encourage flexible working arrangements. Invest in the development of transport infrastructure, including road extensions, bus lanes, bike lanes, etc., to increase transport capacity

I forgot to list on the survey I just filled out (valerie_rountree@redlands.edu) - better bike lanes with barriers between cars and traffic would help tremendously! I've biked from Redlands to the SB downtown station (when Arrow line was not running due to a collision) and the ride was awful. I could not find a safe route, there was no shade or trees, semi-trucks flying down every road. I would not bike in SB again unless safe bike lanes were installed - these have a multitude of other benefits, such as improved stormwater management and increased vegetation (if swales are constructed as barriers between bike lane and car traffic) and with more trees we see a reduction in the urban heat island effect. Not to mention beautification, support for native biodiversity, and people just feel safer and happier walking and living in areas with trees and vegetation.

Advanced Reach codes or other policies to require new developments be located in close proximity to public transit. I think improved safety would also help - more staffing on trains, for example. I bring my bike on the train (so I can get from home to the station and from the station to work more quickly), but the tables are not located in close proximity to the bike areas, so if I want to work efficiently I cannot see my bike (it has been nearly stolen on more than one occasion).

Safety is the #1 reason why I don't use public transportation. It is a complex problem that doesn't have one simple answer. Honestly, I don't know what the solution is.

None. Progress is being made and will be complete soon enough

All require more money. Can't tax, so we're kind of stuck with what already exists.

Stop your massive push for no-car life. Stop massive apartment construction. When people see the options and quality it provides---they can decide themselves--we don't need government pushing agendas down our throats.

control gas prices, maintain all roads

Encourage the use of low-carbon means of transport, such as public transport, cycling and walking, to reduce dependence on cars and reduce exhaust emissions. Regular inspection and maintenance of accessibility facilities to ensure their normal operation and reliability.

Promote intelligent transportation systems that utilize advanced information and communication technologies to optimize traffic flow and reduce congestion.
Establish an inter-departmental cooperation mechanism to ensure coordination and consistency between transportation planning and urban development planning. Through the construction of barrier-free facilities, it provides a convenient and safe transportation environment to meet the travel needs of the disabled and the elderly. Establish a complete traffic data collection system, including traffic flow, traffic accidents, travel behavior and other data.
Construct bicycle parking racks, conduct traffic safety assessment, analyze traffic accident data, and strengthen traffic safety publicity and education
Evaluate and adjust highway tolls to ensure they are in line with service levels. Adopt measures such as noise barriers and noise insulation to reduce the impact of highway noise on nearby residents. Establish a sound traffic accident emergency response mechanism, including rapid alarm system and emergency rescue team.
Strengthen traffic law enforcement and increase penalties for driving violations to reduce traffic violations. Conduct public transport demand surveys and planning to determine coverage and frequency of service. Develop a bus and rail vehicle renewal plan to regularly replace aging and unsafe vehicles.
More bus routes and schedules based on real needs. More education on importance of public transportation in lowering carbon emissions. Free use of public transportation for low income people and all students Affordable housing in transit villages.
Change measure u in Redlands!!
Planting a diversity of native vegetation and city planning that takes climate change into account
Build the wall
better laid out and dedicated bike routes, education of motorists and cyclists, additional funding for bike infrastructure
NA
I'm not sure if any suggestions would help.
Maybe get dedicated officers to make sure safety is a priority. Not sure the other 2 can really be addressed easily.
More division between cars and bicycles
place security inside busses and at bus stops in most dangerous areas
Please have employees work when we drive by there is about 5 employees watching and 1 working
Governments should be stewards to the residents of our county and use tax payer dollars as if it was only funded by them. Too much government waste.
Please make the bus system usable. Rail lines would be great but im not holding my breath for that. Make more bus routes. A bus line should go down a single street. It should be relatively convenient. Ontario deserves better than what it currently has.
Higher level of security and screening of those getting on the bus/train
Southern california and san bernardino county would have to have a vast network of rail and bus that would make public transportation feasible before I gave up my car
Add more bus lines to population areas
N/A
Stricter traffic violation enforcement, more walkways, mandate hybrid telecommute schedules for businesses as appropriate.
stop building so many warehouses or create more truck lanes

Can not suggest any practical solutions
None
We need to educate the population on how to safely and efficiently use public transportation.
Explore more tolling options to help pay for projects, and use technology to increase capacity without adding lanes
not sure
More Safety
Dedicated bike lanes, decrease dependence on fossil fuels, rail to more places with room for bikes
Maintain roads, make public transportation easier and safer to use by increasing routes and security
I think I explained it in the last question
Dedicated truck lanes with zero emission technologies
Investing in more frequent and reliable public transit
Planning for the intra-regional movement so that we can get from one neighboring city to another easily.
Create a separate planning process for the transportation through the larger Southern California region.
More enforcement
Take infectious diseases into consideration when it comes to seating. Also, add signage notification on how often cleanings occur.
Thoughtful urban planning, including more resources eg: good employment opportunities, community building, renewable energy sources
Start building/scheduling more public transportation like in big cities like NYC, Washington DC and even like Paris, France.
Spend money on roads rather than tunnels and trains and buses.
Increase security at metro train stations and on the train. Increase routes to other destinations besides LA and OC. I work in Ontario near the airport I wish I could take a train to work.
Bring in disabled Vets to monitor the cars or You could give service hours to student studying law enforcement. It would be another set of eyes to keep our community safe
More trains, more bike lanes, more frequent transit schedules
make universal ticketing between agencies
Better two-way radios for buses. Buses equipped with silent alarms. Courtesy and public service training for bus drivers.
I drive everywhere and the large amount of big truck traffic is hard in the city roads and difficult to navigate on freeways (only the #1 lane and the HOV lane are free of big rig traffic)
More frequent buses to stops would make it more user friendly.
I live in Redlands and the morning train would require me to either get up very early, or take me 3.5 hour to get to Tustin including hanging out in LA for 30mins. There should be options for people traveling to Orange County for work.
1. Village specific planning like Big Bear Village 2. State and federal infrastructure funding, community business assessment 3. Implement the Big Bear/SANBAG non-road access feasibility study, Caltrans ATP plan, San Bernardino National Forest draft intermountain trail plan and County community plans 4. Expand County habitat conservation plan to Mountain communities
Staff on-site

Offer campaigns for rides at reduced fares so that people can get to know public transport; patrol stations late at night and make sure no-one is stranded; I wish there were a way to know when an unauthorized person is on a track
Accountability and transparency
bike lanes with physical buffers with roads like trees. Comprehensive policy change to address the impacts of the logistics industry in the health and safety of the community and more investments into public transportation
monitors on public transportation Promote better! No one know about train, etc
not applicable
It comes down to money, doesn't it? People don't use them because they are unreliable therefore no money is made so additional routes can't be added, not enough bus drivers hired, so they stay unreliable. Then we give people free bus passes and there again there is no money made. The only successful public transit is one where there are trains/busses every 5 min so you know you will be able to get where you need to go. High-trafficked locations such as malls, schools, city/county halls, etc. should have a bus arriving and leaving every 5 min to be successful. To go from Chaffey High School to Chaffey College shouldn't take 1.5 hours. There need to be direct routes also that don't stop every 5 minutes. The busses should be cleaned and sanitized more often. I know there is a shortage of good workers out there, but incentives could be offered to the bus drivers to keep their busses clean. Also people who are destructive to the busses should be prosecuted.
more funding and faster construction.
More user-friendly applications, more security, and more frequent service
more security
1) emergency lane should be required 1 new freeways (like they have been in Times past). 2) freeway construction could possibly be improved by attaching performance guarantees to the contractors, ensuring more timely completion of Projects. 3) excessive speeder situation may be improved by additional cameras and cooperation with law-enforcement (CHP)
More funding from state New ideas for trucks that would relieve congestion Connectivity between modes of travel
Consider new routes or Trains to heavily used venues
Special truck lane
Fund light rail to relieve congestion
Stop favoring one community over others. In short why did Redlands get a quiet zone and my neighborhood you want push for us?
Build a large network of protected bike lanes across all populated areas of the county; Build a comprehensive network of trains and BRT lanes that connect communities and link up to the bicycle/pedestrian lanes and paths; Explore solutions which improve driver safety and traffic flow (e.g. more roundabouts vs traffic lights).
Plan improvement projects to meet the needs for decades. Use big-data to analyze origin-destination trips to look for opportunities to improve mode choice.
More bike lanes on Haven ... actually separated if possible , like coast highway lanes or even Foothill blvd in Claremont .. haven has TOO MANY TRUCKS
Plan more multi-use communities, make public transportation easier to use, design more express trips to shopping areas so people do not spend a lot of time each way (it is much faster to drive)

hire more people
All Yucaipa bus stops get shade structures designed by local artists that win a public contest. A Redlands tourist/local oriented old time tram route loop that runs on State St., to the university, main shopping and grocery areas, down Olive Ave and past the Library, senior center, Gerrards, the north side Community center, the YMCA, prospect park stop, San Bernadino Museum, a stop at the shopping centers in N San Bernadino. A loop is different than the straight lines.
offer more services in the evenings and weekends
Create an LA Metro but for the IE Speed cameras Extend the Redlands train to Rancho Express busses like the RTA Walk/bike routes between cities
More class 4 bike lanes. More urbanism and infrastructure to reduce car dependency
more fastrack lanes for all freeways
complete the extension of Rte 66 to Hwy 138 and develop Rte 66 into 4 lanes, 2 each way to provide "incident access" and alleviate the gridlock which exists on I15 on a daily basis. Extending Rte 66 to Hwy 138 would allow traffic to go both east & west and would handle the anticipated increase in vehicles due to the development of Summit and Los Flores ranch in Hesperia!
over 65 ride for only 10% of the regular cost
Increase train operations
Increase availability, reliability, and frequency of bus routes through tax measures and subsidies.
Establish a budget with more funding for local roads and expressways (and spend it). Assistance to Caltrans to inspect and test bridges and culverts.
Expand the freeways by adding more lanes.
I have none
Add more routes, make it easier to use the train or get to the train, and make buses more frequent
Make stricter requirements for the emissions that are given off by big rigs. Provide more security or law enforcement presence on buses or trains.
Build alternate routes for semitrucks instead of using small streets in Santa Ana ave and Tunnel
1) Create special event service similar to what Metrolink sometimes does for events. For example, a bus service to Yaamava for concerts or an event bus for concerts at the San Bernardino Orange Show to reduce traffic issues for those events. 2) Create a single public transit pass that can be used on all transit in the County, can specific transit service can scan it to see usage and get funds from the pass pool. 3) Partner with food trucks to advertise that they will be at a park & ride on a certain day and offer deals to people using transit there that day. Arrange a public transit Pokemon Go event. Make public transit fun and exciting. I enjoy using it when I can, especially when it's fun.
Widen the I-10 freeway, and add Omnitrans routes going to Calimesa, Beaumont, and Banning.
See c above.
Widen the freeways, especially on 215 North/15 North; partner with local police departments to ensure safety on public transit.
Run non stop
Increase frequency of bus and train service.

More bus routes in the region along with more frequent trains.
Offer an equal ratios of lanes, make all lanes equal in width, and offer low income deals i.e. discounts for income qualified households for Fast Track use, including middle class, since these make up the majority of the classes lately.
Not sure
Too many construction projects going on at the same time that are close to each other, so there are limited options to avoid them. It also causes congestion.
more roaming security guards at the Santa Fe Depot, new service hours directly from LA to SB
More train stops, more bus stops
State is addressing AQ & VMT with EV requirements Stop forcing people to walk and take the bus In places like San Bernardino, bus, walking and cycling are just not viable options for 95% of the population. County was built around the auto, market demands use of the auto, let the market determine the transportation investments. If people are not riding BRT, don't build more BRT hoping you are going to change behavior, build to the 95%, not the 5%
Support Gold Line Foothill Extension Construction Authority and LA Metro with efforts to bring Gold Line to SB County to benefit County residents and travelers
More inspection that lead to correction. White stripes on white pavement need to have black outlined.
I have none
Last-mile transit to transport stations and hubs, shelters at 100% of bus stops, fare incentives, free parking for riders with paid fares
<ol style="list-style-type: none"> 1. Focus on educating the public on how funding for roadway construction is mostly linked to gas taxes and how the increasing amount of fuel efficient/all electric cars are jeopardizing the amount of funding available to invest in roadway construction. 2. Center the campaign around key facts: i.e "Our nations most effective investment to date has been our interstate system and for every \$1 spent on infrastructure yields a return of \$4." The public must accept that they have something valuable to gain with their support. 3. Introduce legislation to help tackle our eroding infrastructure budget from fuel efficient cars and stress the importance that this is not "another cash grab" but a restoration of funding that we once had.
Modernize the transit app's to be quicker/easier to use one looking to use bus/rail
security
Frequency of public transportation, funding for upgrading current ATP facilities making them safer to use, Reasonable pricing for transit and express lanes, discounted pricing for elderly, students and veterans.
More train times early in the morning from RIV/SNB More train times afternoon from SNB/RIV More security on trains
Use SoCal Logistics Airport to bring cargo by rail from the ports to waiting trucks and airplanes in the desert. Work with Brightline West to establish service from the Victor Valley to Rancho Cucamonga Toll/Express lanes on I-15 from I-10 to at least US 395
No good ones that are practical or cost-efficient
N/A

Connect Route 66 to the 138 or some other way to all people on Route 66 to get on the 138 to avoid merging on the freeway. Also, all on ramps should have aux lanes instead of merging directly into the freeway lane.

get new leaders to fix the obvious without spending a fortune

Better safety measures during construction, make the lanes wider, don't have toll lanes.

Make parks, malls, and community centers safe by removing homeless encampments

Extend Metrolink rail service to Temecula