

SBCTA

DELIVERING MOBILITY



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San Bernardino County
Transportation Authority

ACEC Presentation
Josh Lee, Planning Director
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Today's Discussion

- Thinking about the Audience
 - SBCTA overview and organizational structure
 - How planning priorities are evolving in the industry
 - Transportation industry trends
 - Closing Thoughts



SBCTA as an Agency

- County Transportation Commission (SBCTA) and Council of Governments (SBCOG)
- Responsible for transportation planning, project development, funding, and project delivery (Plan, Build, Move)
- Coordinates with local jurisdictions (incl. County of SB, transit operators, Caltrans, SCAG, and federal/state partners)
- One of California's geographically largest transportation agencies



Organizational Structure

- 29 Board of Directors (24 Cities and the Unincorporated County)
- 1 Executive Director 2 Deputy Executive Directors (Carrie Schindler, Andrea Zureick, Otis Greer)
- General Counsel (Julianna Tillquist)
- **Project Delivery and Express Lanes (Kristi Harris, Philip Chu)**
- **Transit and Rail (Victor Lopez, Joy Buenaflor)**
- Fund Administration (Ryan Graham)
- Finance (Lisa Lazzar)
- Management Services (Colleen Franco)
- Legislative and Public Affairs (Molly Wiltshire)
- Council of Governments (Monique Reza-Arellano)
- **Planning and Regional Programs (Josh Lee)**



Organizational Structure

- Planning and Regional Programs (Josh Lee)
- Chief of Planning (Ginger Koblasz)
- Transportation Planning Manager (Rich Berger)
- Air Quality and Mobility Program Manager (Kelly Lynn)
- GIS and Data Analytics Manager (Vacant)



Current Planning Priorities

- Long Range Multimodal Plans (LRMTP, RTP/SCS)
- **Transit Planning** (BRT, TSP)
- Active Transportation (Regional, SRTS, First/Last Mile)
- Goods Movement (**LA28**, Express Lanes, **AB98**)
- Sustainability and Environmental (ZEV, GHG, **VMT, Adaptation and Resiliency**, Safety)
- **Housing** (Housing Trust, Mitigation Bank (AB 130), REAP (AB 2002), TOD)
- **Grant Writing** (Project Development, Matching, Bundling, Writing, Storytelling, Grant Management)
- PDTF and TTAC Monthly Meetings (Venue for Presentations)



Trend #1: Funding Environment is Changing

- All Eyes on the New Federal Surface Transportation Bill (BUILD America 250 Act)
 - Overall funding level consistent
 - Conflicting priorities between Federal and CA (Reduction in climate change and equity emphasis)
 - Fewer grant funding programs, but not necessarily more formula funding to the locals
 - Some environmental review changes with NEPA
- Competitive grants are still expected, especially from the State (TCEP, ATP, LPP, SCCP)
- Outcome and data-driven performance metrics approach still expected
- Sustainability, climate adaptation, and alternative energy projects to continue at the State level
- Outreach is still important



Trend #2: Operational Improvements Over Expansion

- No more capacity-enhancing projects
- State looking for lower-cost/high-impact improvements
- TSP, ITS, managed lanes*, and technology projects are gaining momentum
- Active Transportation and Transit Project Priority



Trend #3: VMT & Environmental Complexity

- VMT analysis continues to evolve across jurisdictions
- Mitigation banking and implementation questions remain
- Affordable housing and infill discussions influencing transportation policy
- Clear technical defensibility is increasingly critical



Trend #4: Freight & Supply Chain Resilience

- Freight mobility remains central to Southern California
- Growing emphasis on resiliency and redundancy
- I-15, rail, and logistics corridor investments remain priorities
- Technology and electrification are reshaping goods movement
- Recognition from the Feds (BUILD America 250)



Trend #5: AI & Emerging Technology

- AI-assisted analysis and document development are accelerating
- Potential applications in traffic analysis and public engagement
- Need for quality control and human oversight remains critical
- Cybersecurity and data governance concerns are increasing
- USE WITH CAUTION AND OVERSIGHT



Beacon's Outlook 2025

Economic Trends: slowed, not stopped

- Drags: Pandemic stimulus sugar-high waning, reduced labor supply, political and economic uncertainty
- Strengths: Household & business finances, inflation / rates down
- More fiscal and monetary stimulus being thrown at the economy

The California Economy

- Economic fundamentals still solid, core industries doing better than you might have heard
- Housing supply shortages remain greatest barrier to growth
- Too many local policy makers with bad narratives pushing bad policies

Beware the Imbalances

- Strong private sector finances a function of unsustainable public deficits and debt accumulation along with financial asset bubbles
- Growing external imbalances are the weak link in the chain, and falling demand to invest in the US will lead to higher rates and inflation



Closing Thoughts

- Transportation is becoming more integrated and multidisciplinary (Housing, Climate Change, Multimodal)
- Planning must remain both visionary and practical
- Garbage in, garbage out
- The industry is changing quickly: adaptability will be critical
- Opportunities in transit modernization, technology improvements, multimodal implementation, goods movement, and climate adaptation



Questions & Discussion

- Topics to think about
 - Intersection between transportation and housing
 - How do we mitigate project level VMT (So much hatred for capacity)
 - Unique features of SBCTA/SBCOG
 - Top Planning Priorities
 - Usage of Technology and AI
 - Unique Partnership Opportunities

