

## **Public Comment for Agenda Item No. 3**

### **Transit Committee Meeting**

**September 12, 2024**

**9:00 AM**

#### **Location**

SBCTA Office

First Floor Lobby Board Room

1170 W. 3rd Street, San Bernardino, CA 92410

### **DISCUSSION ITEMS**

#### **Discussion – Regional/Subregional Planning**

**3. Local Outreach on Priority Transit Corridors for the Long Range Multimodal Transportation Plan**

Receive information on outreach being conducted to cities for Priority Transit Corridors in the Omnitrans service area, as part of the Long Range Multimodal Transportation Plan.

*Written public comment was received after the posting of the agenda and is attached for your information.*

Dear SBCTA Transit Committee Chair Dutrey and Members,

I am writing a public comment to support Agenda Item 3. Per capita, the San Bernardino-Riverside Urbanized Area spends \$68 for 3 riders (Regional Transit Authority of Southeast Michigan)! That excludes the West Valley in the Los Angeles-Long Beach-Anaheim Urbanized Area (United States Census Bureau).

I live in Chino Hills. Public transit is only accessible for work during the day and takes 90 minutes. In contrast, driving takes a third less time for my night shift at Ontario International Airport. I like my car and driving. Sometimes, I prefer riding public transit because driving through traffic and parking are stressful. Widening roads will add congestion, sprawl, and pollution. They are fiscally unsustainable for public governments and also increase healthcare costs. Instead, San Bernardino County should transform public transit as a viable alternate to driving.

I urge SBCTA, SBCOG, Omnitrans, and other involved parties to fund and commit long-term for the Priority Transit Corridors (PTC) and full Bus Rapid Transit (BRT). I also support additional incentives. Examples include higher density bonuses for mixed-income housing, marketing all major transit connections on the PTCs (e.g., VVTA, RTA, Metrolink, Metro A Line, Foothill Transit), and prioritizing development on the PTCs and Omnitrans' Major Transfer Centers. I recommend longer BRT operations throughout the week and eventual 24-hour service when demand exists.

The PTCs and full BRT are excellent ways to reduce car dependence in Omnitrans' service network. Agenda Item 3 is something SBCTA, SBCOG, Omnitrans, and all should pursue. In the long run, the PTCs and BRT routes will benefit San Bernardino County and Southern California.

Sincerely,

Kevin Dedicatoria

Chino Hills

Transit Advocate and Urbanist

Sources

Regional Transit Authority of Southeast Michigan. (2024, February). 8689.Regional.Transit.Master.Plan.Update.February.8680. 2023 Regional Transit Plan Update. <https://rtamichigan.org/wp-content/uploads/2024/03/RTA-BOD-Mtg-Materials-2024-03-21-1.pdf>

United States Census Bureau. (2020). Urban.areas.of.the.United.States.and.Puerto.Rico. census.gov. UA\_2020\_WallMap. [https://www2.census.gov/geo/maps/DC2020/UA20/UA\\_2020\\_WallMap.pdf](https://www2.census.gov/geo/maps/DC2020/UA20/UA_2020_WallMap.pdf)