

Public Comment for Agenda Item No. 11

Transit Committee Meeting

April 11, 2024

9:00 AM

Location

San Bernardino County Transportation Authority
First Floor Lobby Board Room
1170 W. 3rd Street, San Bernardino, CA 92410

DISCUSSION ITEMS

Discussion - Transit

11. Gold Line to Montclair Project Update and Funding Allocation

That the Transit Committee recommend the Board, acting as the San Bernardino County Transportation Authority (SBCTA):

A. Increase the total allocated funding to the Gold Line to Montclair Project from \$3,000,000 to \$39,000,000, to be funded with Local Transportation Funds, Low Carbon Transit Operations Program funds, and Measure I Valley Metrolink/Rail Service Program funds, which when combined with the \$41,000,000 of 2018 Transit and Intercity Rail Capital Program funds awarded towards the San Bernardino County portion of the Gold Line to Montclair Project provides a total of \$80 million available to the Project as an interim funding step until the design-build contract and other costs are further defined.

B. Direct staff to negotiate a reimbursement agreement with Los Angeles County Metropolitan Transportation Authority (LACMTA) to fund San Bernardino County's share of the remaining Gold Line to Montclair Project as described in Recommendation A.

C. Consider reallocation of the additional \$36,000,000 of SBCTA formula funds identified in Recommendation A to other SBCTA funded operations and project needs should the design-build contract bid amount exceed the available funding needed to build the Gold Line to the San Bernardino/Los Angeles county line, and should the LACMTA not allocate the additional funding needed by April 1, 2025.

Written public comment was received and is attached for your information.

From: [Martin Hoecker-Martinez](#)
To: [clerkoftheboard](#)
Subject: Upcoming Transit Committee meeting April 11th item 11
Date: Sunday, April 7, 2024 12:15:49 PM

Dear SBCTA Transit committee,

I am advocating against the extension of the Metro line between Pomona and Montclair. This project duplicates existing Metrolink infrastructure. If the committee values transit on that corridor it would be better served by supporting electrification and increasing the amount of double track on the existing Metrolink San Bernardino line. The Arrow service could be augmented with electric rolling stock using overhead wires. Electric trains with overhead power accelerate faster and can achieve higher speeds than either the diesel or fuel cell alternatives. The Caltrain corridor in northern California is a model to follow as the transition to electric rolling stock allows them to increase the quality of the service along that line. Electrification and increased double track would provide higher frequency, faster service for the San Bernardino Valley's major transit corridor from Redlands, through San Bernardino, onward through the Rancho Cucamonga transit center, to Montclair and finally extending in Los Angeles County to meet the Metro line in Pomona. In the longer term the improvements from electrified service could extend westward into Los Angeles county along the San Bernardino line to the El Monte transit center. I implore you to focus your efforts on improving the service along the San Bernardino Metrolink Line to better serve our county and interconnect our communities.

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Martín Hoecker-Martínez

