

Support Material - Public Comment

Board of Directors Metro Valley Study Session

November 14, 2024

Start Time: 9:20 AM

Location

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

Public Comment

Written public comment was received after the posting of the agenda and is being provided as Support Material.

From: Kevin R. Dedicatoria [REDACTED]
Sent: Wednesday, November 13, 2024 4:58 PM
To: clerkoftheboard
Subject: Public comment for Metro Valley Study Session Agenda Item 10

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear SBCTA Clerk of the Board,
I am sending my public comment for tomorrow's Metro Valley Study Session meeting. Could you let me know if the members receive it? Thank you!
Sincerely,
Kevin Dedicatoria

Dear SBCTA Metro Valley Study Session Chair Tran and Members,

I am writing my public comment on Agenda Item 10. I attached resources for the committee to review and consider at the end of my comment.

I highly encourage SBCTA to revise and expand the existing transfer agreements with Metrolink and local transit systems. For example, VVTA does not track transfers on their systems and has no clear transfer agreements for their riders. Except for L.A. Metro, Metrolink riders can only transfer to local transit to or from a Metrolink station. That discourages and limits local transit ridership in San Bernardino County system wide. Omnitrans transfer agreements are confusing and can discourage potential riders from taking the service.

I also advocate for the 30-minute frequent, reliable Metrolink service all day on the San Bernardino Line and more service along the Inland Empire-Orange County lines. I am a strong proponent for restoration of late-night trains on the San Bernardino Line and more weekend service on both lines. Events, like L.A. Dodger games and West Hollywood Pride, continue after the current Metrolink trains leave. I am behind SBCTA and the rest of the Metrolink board to secure the necessary investments for expanded, safe, and reliable service.

I am excited for the upcoming West Valley Connector BRT project! I suggest SBCTA review the Federal Transit Administration's (FTA) analysis on the project. It could serve as a blueprint to attract more federal and state funding for priority corridors. I highly encourage the following: dedicated bus lanes along Milliken in the future, expanded service hours and permanent weekend service, and more dense housing and economic development throughout the route.

I commend and encourage SBCTA for ongoing improvements and enhancements to transit stops and safety. I hope this turns into progress to boost transit ridership countywide. I think feelings of safety throughout journeys are as important as the data SBCTA rely on.

I also support the following: fare integration and adoption of interoperable fare payment and trip planning technology across San Bernardino County and regional public transportation services and modes. I made my case to Cal-STA's Transit Transformation Task Force meeting in August 2024 for a universal fare system

across Southern California. It's frustrating San Bernardino County and the rest of Southern California has nothing like Clipper Card in the Bay Area.

I advocate for SBCTA (alongside RCTC and OCTA) to integrate into L.A. County's TAP system. At a Meet the Planner meeting, Omnitrans' Service Planning Manager mentioned the inability of using TAP for fare payment as a top complaint for riders. Metrolink is pursuing a separate open-loop system, but local transit riders should not be excluded or required to ride Metrolink to benefit from an existing universal fare system. SCAG mentions that, "though the TAP program serves transit users in Los Angeles County, there is potential for future interactions with Metrolink or transit providers in neighboring counties."

Is SBCTA aware of the upcoming TAP+ system? This will allow contactless credit and debit card payments on buses throughout L.A. County. I encourage SBCTA to look at them to justify TAP integration.

Montclair Transit Center connects the Omnitrans core network, Foothill Transit, Metrolink, and soon the Metro Gold/A Line. This also includes the only 24-hour service between Los Angeles and San Bernardino County: Foothill Transit Silver Streak. I notice SBCTA's marketing rarely mentions or promotes the Montclair Transit Center. I advocate for more marketing, housing, and economic development along this transit hub.

I also support Table 10 for San Bernardino County. Current Measure I funding alone cannot keep up with active and public transportation ambitions. I advocate for a separate sales tax dedicated to operations, expansion, and investments of public transportation and transit-oriented development (e.g., Metrolink, Omnitrans, VVTA, local transit outside San Bernardino County with stops in the County). I agree that more flexibility and availability of Measure I funds, like toll revenues, be allocated for public and active transportation. Tables 6 and 9 cannot happen without the committed public funds. San Bernardino County should seize any opportunities to implement Tables 6 and 9 and secure the revenues for them!

What is SBCTA and SBCOG doing on Table 6 to benefit the LGBTQ+ population? We are part of San Bernardino County also! Table 9 is a prime opportunity to open doors for our population. For example, SBCTA did not acknowledge or do any events to honor Pride Month or LGBTQ History Month. Metrolink did not promote or dedicate exclusive services to L.A. or West Hollywood Pride events. I didn't even know about any Pride events in San Bernardino County! No resources or marketing have been allocated for the needs of the LGBTQ+ population. I advocate SBCTA work with public and sector partners to communicate and deliver resources for an underserved and overlooked part of the county.

Sincerely,
Kevin Dedicatoria
Chino Hills
Transit rider and advocate
Urbanist

Supporting Materials

CalSta Transit Transformation Task Force Meeting 5 (watch 25:00 -27:05 for relevant public comment)

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Foothill Transit data on busiest stops (pg. 90) –

<https://linklock.titanhq.com/analyse?url=https%3A%2F%2Fwww.foothilltransit.org%2Fsites%2Fdefault%2Ffil>

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Omnitrans Transfer Agreements –

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SCAG Universal Fare System –

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TAP+ Program FAQ -

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TAP+ Timeline Customer Benefits -

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Victor Valley Transit Authority 2024 Comprehensive Operational Analysis –

https://linklock.titanhq.com/analyse?url=https%3A%2F%2Fwww.gosbcta.com%2Fwp-content%2Fuploads%2F1727%2F97%2FSupport-Material-10.10.24-Item-3.pdf&data=eJxNtL0OgyAYfBrZIAJW04GhHWxM08mlHSlgNYoQ-Kjp2xc3k8v9JqdEXUtV8obRgZsT0uLj4luBJMpZZMVVvaa-fdrfvbuhKOagiZ4ULaoyfmMiRicUhFpMmN0Ao3k7GXQejydJjAA-FvxSsDZj2zZy2PfGY-VWMCvkkPzipI7Z0YY1Wc479c17FwA_JJgwyQXTkmSwCndgLObE6-EPQPxDKQ%%

West Valley Connector BRT Project Profile: FY 2023 Annual Report -

<https://www.transit.dot.gov/sites/fta.dot.gov/files/2022-03/CA-San-Bernardino-West-Valley-Connector-BRT-Project-Profile-AR23.pdf>