

## **Support Material – Public Comment**

### **Transit Committee Meeting**

**October 10, 2024  
9:00 AM**

#### **Location**

San Bernardino County Transportation Authority  
*First Floor Lobby Board Room*  
1170 W. 3<sup>rd</sup> Street, San Bernardino, CA 92410

### **Public Comment**

*Written public comments were received after the posting of the agenda and are being provided as Support Material.*

Dear SBCTA Transit Committee Chair Dutrey and Members,

My public comments are about Agenda Item 3-7.

I commend Victor Valley Transit Authority's (VVTa) Comprehensive Operational Analysis (COA) on Agenda Item 3. The COA considered the ridership trends, population, and land use. VVTa is smart to have an electronic fare payment system and plan for an open loop payment system. They use technology from the same company as L.A. Metro's Transit Access Program (TAP). VVTa's COA route plans also consider the future Brightline West and housing. The COA raises concerns from the public, service alternatives, and future needs analysis.

Thank you very much for updates on the West Valley Connector (WVC)! I appreciate the ongoing progress. I encourage the cities on the route to use WVC as leverage for more private and public investments, dense and mixed-income housing, and pedestrian-friendly infrastructure. I support and am disappointed that bus-only lanes were not included on other parts of the route (e.g., Milliken Ave.).

I support Recommendation A on Agenda Item 6. Improvement projects take time to secure approval, funding, and complete. I believe removing the agreement termination date to Cooperative Agreement No. 15-1001125 is a wise decision for SBCTA, Southern California Regional Rail Authority (SCRRA), and Metrolink riders.

I am concerned about SBCTA and Omnitrans' ongoing commitment and investments to the Ontario International Airport Connector project. The funds are better spent on expansion and improvements on Metrolink and local transit agencies (e.g., WVC weekend and longer service hours, eventual Metro A/Gold Line extension to OIA). The airport serves and markets to the San Gabriel Valley. Many are conveniently served on Metro A/Gold Line than Foothill Transit's Silver Streak and local services and Metrolink San Bernardino Line. I advise SBCTA to consider and implement M-3.1-3.8, M-3.10, & M-3.11 of *The Ontario Plan*.

Moving forward, I want to ask SBCTA:

- 1) How will SBCTA/SBCOG, local transit agencies, & San Bernardino County coordinate with other partners (e.g., L.A. Metro, RCTC, Foothill Transit, SCAG, transit riders) on mass transportation besides Metrolink (e.g., universal fare system)?
- 2) Are SBCTA, Metrolink, & local transit agencies tracking data on transfers in San Bernardino County (e.g., by transfer point, Metrolink to local transit agency, between Omnitrans-Foothill Transit, within Omnitrans' service area)?
- 3) How will the local transit agencies & SBCTA/SBCOG implement the public transit recommendations by the agencies and Long-Range Multimodal Transportation Plan (LRMTP) as an attractive and viable option than driving?

Sincerely,

Kevin Dedicatoria

Chino Hills

Transit advocate and urbanist