

Support Material – Public Comment

Transit Committee Meeting

**June 12, 2025
9:00 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 in regard to Discussion Items No. 8 and No. 10, and is being provided as Support Material.

From: [REDACTED]
To: [clerkoftheboard](#)
Subject: Comment Transit Committee meeting Items 8, and 10 June 12, 2025
Date: Sunday, June 8, 2025 9:31:00 AM

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Dear SBCTA Transit Committee Members,

I am disappointed by the committee's duplicative efforts connecting Ontario Airport and the Metrolink station in Rancho Cucamonga. The connection between those two stations is best served by continued improvements to the West Valley Connector currently under construction. Increasing the mileage of dedicated lanes, addition of overhead electrification, signal priority, or other incremental improvements to increase the average speed of the Bus Rapid Transit, shorten the travel times, while increasing frequency and reliability of the West Valley Connector. Please continue to support and invest in the project in item 8 and the existing SBX BRT in San Bernardino.

Proposals like item 10 are a distraction and a waste of public funds. The autonomous vehicles in the proposal are an initiative that was started based on the bad faith proposal by a vendor that has since pulled out. I fear that the committee is confusing novelty with value. Please do not undermine important projects like the West Valley Connector by purchasing another transit mode that is not interoperable with the county's existing transit infrastructure. Only after there is a plan for the full route of the West Valley Connector to have dedicated lanes with signal priority should the committee consider a higher capacity mode to connect Rancho Cucamonga and the Ontario Airport. I hope that day comes soon, and when it does I hope that the committee will propose a solution that is interoperable with other systems in the county (e.g. Metrolink, Arrow trains, or even LA METRO light rail) rather than a boutique vehicle that is restricted to operate on a nonstandard track with unique controls. Interoperability creates opportunities for competitive bids from vendors when equipment is expanded or replaced that will save the county money whenever such a project is built and into the future.

Thank you for your service,

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Martín Hoecker-Martínez

[REDACTED]