

Support Material – Public Comments

Transit Committee Meeting

**August 14, 2025
9:00 AM**

Location

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

Public Comments

Written public comments were received in regard to Agenda Item No. 12 and are being provided as Support Material.

From: [REDACTED]
To: [clerkoftheboard](#)
Subject: Item 12 "Gold line..." August 14 SBCTA Transit Committee
Date: Saturday, August 9, 2025 10:24:07 AM

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 Board Members,

I am writing to advocate against the extension of the METRO A line (formerly the Gold line) along the San Bernardino Metrolink right of way. I am excited about the nearly complete station at Pomona North and the valuable interconnection it creates between Metrolink and the Los Angeles METRO A line but additional shared stations in close succession are redundant. Instead I suggest the board push for alternate METRO A line corridors beyond the Pomona North station. Possible alternatives could turn the A line south or southeast of the Pomona North station. This will prevent the A line from cannibalizing the San Bernardino line ridership. Destinations for the A line extension could be LA METRO's Pomona Transit Center near 1st street, the Chino Transit Center, the Ontario Civic Center Transit Center, or (most ambitiously) the Ontario Airport. Any of these options would increase transit interconnectivity and allow for more bus lines to feed into both the A line and Metrolink's San Bernardino line boosting the potential ridership of Omnitrans, Metrolink and LA METRO. Please do not squander the opportunity to better connect the southwest portion of our county. Do not spend funds to replicate the existing double tracked San Bernardino Metrolink corridor between Montclair and Pomona North. Instead, enhance the value of the Metrolink/LA METRO interconnection at Pomona North station by extending the A line into underserved areas of Montclair, Chino, Ontario, or Pomona.

Thank you for your service,

--

Martín Hoecker-Martínez

[REDACTED]

From: [REDACTED]
To: [clerkoftheboard](#)
Subject: Public comment for SBCTA Transit Committee Meeting August 14, 2025
Date: Monday, August 11, 2025 1:09:44 AM

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 Transit Committee,

I am writing on Agenda Item 12: Gold Line to Montclair. I share the frustrations with the Metro Gold (A) Line extension to Montclair. Nobody is happy with the delays, cost increases, and ongoing challenges to the project.

I recommend SBCTA to proceed with the Metro A Line to Montclair. This includes a \$15.2 million amendment to the SBCTA budget for the project by October 2025.

The Montclair extension is not a threat to Metrolink service as an SBCTA Board member said at the last Board meeting. Metrolink specifically mentions that [as a last mile connection for future market growth \(pg. 44\)](#). Montclair will [have 6,130 daily riders for the Metro A Line \(pgs. 205, 233\)](#), and the extension would [create 2,000 additional daily Metrolink riders at Claremont and Montclair \(pg. 3\)](#).

Montclair Transcenter will [miss out on valuable infrastructure improvements](#) should SBCTA continue undermining the Metro A Line to Montclair. The Montclair Transcenter is also underappreciated and underinvested by SBCTA than Fontana and the San Bernardino Transit Center (SBTC). For example, [none of SBCTA and Omnitrans' "top tier" Priority Transit Corridors](#) touch the Montclair Transcenter (pgs. 59-60). All the corridors begin or end at the San Bernardino Transit Center, and the Foothill Corridor has the [option to stop at the Fontana Transit Center \(pg. 8\)](#).

The Metro Gold (A) Line to Montclair is an ongoing test of patience and money for everyone. However, the project remains a benefit for the City of Montclair, Metrolink, and quality of life for the county.

Kevin Dedicatoria
Transit Advocate