

Public Comments for Agenda Item No. 5

Board of Directors Meeting

**February 4, 2026
10:00 AM**

LOCATION

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

DISCUSSION ITEMS

Transit

5. Reallocate Gold Line Project Funding to the Enhanced Metrolink Service Project

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

Allocate \$13,556,459.27 of Measure I Valley Rail, \$5,000,000 of Low Carbon Transit Operations Program, and \$18,496,402.21 of Local Transportation Fund – Rail for a total of \$37,052,861.48 to the Enhanced Metrolink Service Project from funding previously deallocated from the Gold Line to Montclair Project.

Written public comments were received and are attached for your information.

From: [REDACTED]
To: [clerkoftheboard](#)
Subject: Comment on Wednesday, February 04 Board of Directors meeting Item 5
Date: Saturday, January 31, 2026 1:24:51 PM

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 support the reallocation of funds to improve service quality on Metrolink's San Bernardino Line. Increasing the fraction of double-tracked line in our county will allow higher train frequencies between the Redlands terminus at the extreme east end, Montclair at the westmost edge of our county, all the stations in between, and potentially beyond into Los Angeles County. Higher frequencies mean shorter wait times between trains on the corridor and better service in our county by speeding up transfers and travel times. As the agenda item suggests, we could use the Arrow train sets to implement a service similar to what the SBCTA suggested in the "Hybrid Rail Service Planning for San Bernardino – Los Angeles Corridor," published in 2018. Increasing train frequencies to the Rancho Cucamonga station from the east and the west should be a high priority to fully leverage the West Valley BRT connection to the Ontario Airport and the Brightline connection, both of which are under construction.

Thank you for your time and attention.

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Martín Hoecker-Martínez
Redlands Ca

From: [REDACTED]
To: [clerkoftheboard](#)
Subject: Public Comment on Agenda Item 5 for Feb. 4th, 2026 SBCTA Board Meeting
Date: Sunday, February 1, 2026 8:42:50 PM

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 President Denison and Members of the Board,

I am writing to oppose the recommendations under Agenda Item 5: Reallocate Gold Line Project Funding to the Enhanced Metrolink Service Project. Instead, I urge SBCTA to continue negotiations with the Foothill Gold Line Construction Authority, reach a Memorandum of Understanding (MOU) on the Metro A Line to Montclair, and secure the remaining funding for the project. I also encourage the Board working with Metrolink on funding and agreements for the Metrolink enhancements between Rancho Cucamonga and Pomona-North.

The Metro A Line to Montclair is an economic gain for San Bernardino County. The [Economic Impact of the Phase 2B Gold Line Extension on the San Bernardino County Economy](#) covered the economic benefits. For example, San Bernardino County would gain \$112 million in economic output and \$1.6 million in county taxes from construction. Every \$1 million for A Line operations spending creates \$3.5 million in output for San Bernardino County.

The Metro A Line and Metrolink are complementary but distinct transportation services. The cities of [Montclair](#) and [Ontario](#) have Metrolink enhancements and the Metro A Line for their cities' transit-oriented developments. When completed, the Montclair A Line station projects [6,130 daily riders \(pgs. 205 and 233\) excluding Metrolink transfers](#). The Montclair Transcenter has parking spaces and transit infrastructure to accommodate Metro A Line, probably more Metrolink transfers, and additional bus ridership unlike Pomona-North and Claremont.

The proposed Metrolink enhancements between Rancho Cucamonga and Pomona-North look great. For example, the quiet zones and double tracking are needed along the route. Unlike the Metrolink Arrow, this will go beyond San Bernardino County. The project will require additional federal and state funding and complex negotiations. As a regional rail agency, Metrolink has a better chance of obtaining the funding and reaching agreements than SBCTA. I recommend the SBCTA Board direct Metrolink to pursue this valuable project instead. I urge SBCTA against allocation of the \$37 million from the Metro A Line to the Metrolink enhancements.

The Metro A Line to Montclair can bring millions of dollars in economic growth to San Bernardino County. The county benefits from construction, more housing, and new residents. That creates new tax revenues for San Bernardino County. The Metro A Line to Montclair and Metrolink enhancements do not conflict but complement each other. I

urge SBCTA against allocating \$37 million for the Metro A Line to Metrolink enhancements. Instead, I propose SBCTA continue negotiations, reach an MOU for the Metro A Line to Montclair, and obtain the additional money for its completion. Metrolink enhancements can coexist with the Metro A Line in San Bernardino County to benefit everyone.

Sincerely,

Kevin Dedicatoria

San Bernardino County worker and transit rider