

Support Material – Additional Public Comments

Transit Committee Meeting

**May 9, 2024
9:00 a.m.**

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 after the posting of the agenda and are being provided as Support Material.

From: [Bob Huddy](#)
To: [clerkoftheboard](#)
Cc: [Bob Huddy](#)
Subject: Public Comment for Agenda Items 5, 6 & 7-I strongly support the procurement of more hydrogen rail vehicles as a cost effective ZEV rail vehicle technology.
Date: Tuesday, May 7, 2024 11:12:00 PM

Chairman and Members of the Committee,

I received this comment format from some dubious nonprofit front group who are apparently engaging in an orchestrated campaign of opposing the purchase of more clean hydrogen rail vehicles by San Bernardino County Transportation Agency for the Redlands rail line that calls itself "Street for All".

I don't know who is paying for their campaign against clean hydrogen rail vehicles, but that doesn't matter. This obviously orchestrated campaign against clean fuel rail technologies using hydrogen fuel cells is utter hypocrisy. Especially when it is coming from a group that claims that they support a clean transportation future.

As the retired manager of Long Range Transit Planning at SCAG, and a former long standing member of the Mobile Source Air Pollution Reductions Committee (MSRC-AB27666) TAC, and a former Alternate voting member of the MSRC, I strongly support the purchase of more clean hydrogen rail vehicles for the Redlands line. The advances in hydrogen fuel cell electric vehicle technologies for heavy duty vehicles is, and should rightly be, included as a part of the package of options for most cost effectively meeting our ZEV goals.

I do not oppose electrification of rail lines, where it is found to be a more cost effective option for rail operations. But this orchestrated campaign to oppose other forms of cost effective clean rail technologies, even where such alternatives are more cost effective. We should not limit our environmental options based on ignorance, nor on orchestrated lobbying campaigns by special interest groups, but rather should let science and cost effectiveness determine which technological choices work best in various applications to achieve our environmental goals.

As someone who supports a clean environment, and a sustainable future, I urge the SBCTA to make choices on the basis of the best available control technology which achieves the desired zero emission rail environmental goals in the most cost effective manner to the citizens and taxpayers. Clean hydrogen fuel cell electric powered rail vehicles appear to be a clean and cost effective technology that should be considered on an equal basis with other technologies that achieve the ZEV goal.

Sincerely,

Bob Huddy


From: [Jairo Avalos](#)
To: [clerkoftheboard](#)
Subject: Public comment: Agenda Item 7
Date: Tuesday, May 7, 2024 7:16:35 PM

Hi, I'd like to submit public comment on Agenda Item 7: 2024 Update to the 10-Year Delivery Plan - Valley Transit Programs.

There are 4 things the transit committee should be focused on:

1.

OPPOSE purchase of 3 additional ZEMUs.

- **SBCTA assumed when purchasing their initial hydrogen vehicles for the Arrow that the remainder of the DMUs could be converted to hydrogen fuel cell. This turns out to not be the case - yet another example of the risks involved with investing in such an unproven technology.**
- **SBCTA should avoid purchasing additional hydrogen vehicles until they have seen their actual performance in operations. Where hydrogen trains have been used in operation in Germany, they have generally performed poorly. Frankfurt experienced service disruptions due to [refueling problems among other issues](#), [Lower Saxony has moved to replace their hydrogen](#) trains with battery and catenary due to cost, and the state of [Baden-Württemberg](#) and the [Austrian state of Tyrol](#) have also found a mix of battery and catenary to be more cost effective than hydrogen.**
- **It does not make sense to replace brand new vehicles - in use for less than two years - especially when SBCTA has an unfunded need of \$26.5 million, which could divert money from important capital projects like the SCORE capacity improvement program.**
- **In order to meet zero-emissions mandates or use any funds earmarked for zero-emission vehicles, SBCTA should explore converting the Arrow DMUs into battery instead. Battery versions of the same train have significantly lower upfront purchase costs (\$21 million vs \$80 million for four cars), and with the Arrow's 9 mile**

length range is not an issue.

2.

Prioritize San Bernardino Line Double Track

- **Disappointing to see the lengthened timeline and reduced scope of SB Line double tracking. SBCTA is supposed to provide 30 minute service frequency in time for the 2028 Olympics - will they be able to meet this now?**
- **Service disruptions due to track blockages are a weekly occurrence, and double-tracking can reduce this by allowing trains to avoid obstacles on the tracks.**
- **Frequent, reliable service is the most important way to grow ridership and revenue, and also reduces traffic by getting people out of their cars.**

3.

Rethink the ONT airport connector

- **This project is \$467 million over budget, has lost its original contractor (The Boring Company), and is based on a model of service (autonomous electric vehicles) that does not yet exist and would be prone to traffic jams. The “hyperloop” at the Las Vegas Airport is nothing more than a flood-prone tunnel for cars. SBCTA should consider the following options, in ascending order of cost, all of which are proven solutions with plenty of available contractors:**
 - i. **Enhanced bus shuttle service between the airport, Rancho Cucamonga, and other Metrolink stops**
 - ii. **Automated surface level monorail/light rail people mover, as used at many other airports e.g. SFO**

- iii. **Heavy Rail line connecting Riverside and San Bernardino Lines, with a stop at ONT**

4. Rethink the Gold Line to Montclair project

- **This project duplicates Metrolink service. Funding for the project would be better spent making improvements to the San Bernardino Line with double-tracking and electrification. Disruptions for building the light rail extension would crater Metrolink service and reliability on the San Bernardino Line.**
- **With its limited stops and higher speeds compared to Metro, heavy rail like Metrolink is the faster option for long journeys such as the 30 miles between Montclair and downtown Los Angeles, and the extension to Pomona will already connect Metrolink to the San Gabriel Valley. The extension to Montclair would not substantially improve mobility in San Bernardino County and we encourage abandoning it in favor of Metrolink enhancements.**

From: [kent Strumpell](#)
To: [clerkoftheboard](#)
Subject: Items 5 - 7
Date: Wednesday, May 8, 2024 10:28:08 AM

Dear Transit Committee Members,

I urge you to reconsider the proposal to purchase more hydrogen-powered trains and instead invest in electrifying the line as is being done with Caltrain in the Bay Area.

Hydrogen has numerous problems that electric trains do not.

- An important goal for rail transit is to reduce its dependence on fossil fuel trains to help meet our state's climate goals. Hydrogen production is still largely dependent on carbon-intensive processes and prospects for sufficient quantities of reliable low-carbon hydrogen remain elusive.

- Hydrogen-powered transportation modes are experiencing fueling difficulties, causing delays.

- Hydrogen trains currently being acquired by Caltrans are slower than electric trains.

Electric trains have been proven all over the world — and in California. We need reliable, truly-low-carbon, quick-to-implement transportation technology to respond to the worsening climate crisis. Please don't gamble our limited resources on an unproven silver-bullet technology.

Thank you,
Kent Strumpell
Los Angeles

From: [Angela Oakley](#)
To: [clerkoftheboard](#)
Subject: make it electric
Date: Wednesday, May 8, 2024 7:57:39 AM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

Hydrogen trains top out at 79 mph, while electric rail can operate well over 115 mph. SBCTA should explore and plan for electrifying the San Bernardino Line - making it faster and more compatible with Brightline's future service, as well as California high speed rail.

Hydrogen trains take time to refuel, have limited ranges, are an untested technology, and still use fossil fuels, while electrified rail is the gold standard worldwide. Please do not spend more taxpayer dollars on a substandard solution.

SBCTA should avoid purchasing additional hydrogen vehicles until they have seen their actual performance in operations. I ask that you instead prioritize the San Bernardino Double Track as frequent, reliable service is the most important way to grow ridership and revenue, and also reduces traffic by getting people out of their cars

Thank you,
Angela Oakley

From: [Matthew Swanson](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Tuesday, May 7, 2024 8:39:00 PM

Dear Chair Denison and SBCTA Transit Committee Members,

I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

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Thank you,
Matthew Swanson

From: [Marc](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Tuesday, May 7, 2024 9:16:16 PM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

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Thank you,
Marc Vukceovich

From: [Jesi Harris](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Tuesday, May 7, 2024 7:34:37 PM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

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SBCTA should avoid purchasing additional hydrogen vehicles until they have seen their actual performance in operations. I ask that you instead prioritize the San Bernardino Double Track as frequent, reliable service is the most important way to grow ridership and revenue, and also reduces traffic by getting people out of their cars

Thank you,
Jesi Harris

From: [Ross Pringle](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Tuesday, May 7, 2024 8:49:06 PM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

Hydrogen trains top out at 79mph, while electric rail can operate well over 115mph. SBCTA should explore and plan for electrifying the San Bernardino Line - making it faster and more compatible with Brightline's future service, as well as California high speed rail. Hydrogen trains take time to refuel, have limited ranges, are an untested technology, and still use fossil fuels, while electrified rail is the gold standard worldwide. Please do not spend more taxpayer dollars on a substandard solution.

SBCTA should avoid purchasing additional hydrogen vehicles until they have seen their actual performance in operations. I ask that you instead prioritize the San Bernardino Double Track as frequent, reliable service is the most important way to grow ridership and revenue, and also reduces traffic by getting people out of their cars

Thank you,
Ross Pringle

From: [Nathan Freeman](#)
To: [clerkoftheboard](#); [Nathan Freeman](#)
Cc: [Nathan Freeman](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Tuesday, May 7, 2024 10:08:45 PM

Dear Chair Denison and SBCTA Transit Committee Members:

As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

Hydrogen trains top out at 79mph, while electric rail can operate well over 115mph. SBCTA should explore and plan for electrifying the San Bernardino Line - making it faster and more compatible with Brightline's future service, as well as California high speed rail.

Hydrogen trains take time to refuel, have limited ranges, are an untested technology, and still use fossil fuels, while electrified rail is the gold standard worldwide. Please do not spend more taxpayer dollars on a substandard solution.

SBCTA should avoid purchasing additional hydrogen vehicles until they have seen their actual performance in operations. Instead of purchasing the hydrogen trains, it is advisable that the board prioritize the San Bernardino Double Track, inasmuch as frequent, reliable service is the most important and efficient way to grow ridership and revenue, and thereby reduces traffic by getting people out of their cars.

Thank you,

Nathan Freeman



From: [Karen McCaw](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Tuesday, May 7, 2024 7:34:48 PM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

Hydrogen trains top out at 79mph, while electric rail can operate well over 115mph. SBCTA should explore and plan for electrifying the San Bernardino Line - making it faster and more compatible with Brightline's future service, as well as California high speed rail.

Hydrogen trains take time to refuel, have limited ranges, are an untested technology, and still use fossil fuels, while electrified rail is the gold standard worldwide. Please do not spend more taxpayer dollars on a substandard solution.

SBCTA should avoid purchasing additional hydrogen vehicles until they have seen their actual performance in operations. I ask that you instead prioritize the San Bernardino Double Track as frequent, reliable service is the most important way to grow ridership and revenue, and also reduces traffic by getting people out of their cars

Thank you,
[YOUR NAME]

Sent from my iPhone

From: [Tyler Sinness](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Tuesday, May 7, 2024 9:00:33 PM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

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SBCTA should avoid purchasing additional hydrogen vehicles until they have seen their actual performance in operations. I ask that you instead prioritize the San Bernardino Double Track as frequent, reliable service is the most important way to grow ridership and revenue, and also reduces traffic by getting people out of their cars

Thank you,
Tyler Sinness

From: [Matt Lashbrook](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Tuesday, May 7, 2024 10:14:18 PM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who frequents the San Bernardino Line, I support the following message including all of the important facts that it states.

I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

Hydrogen trains top out at 79mph, while electric rail can operate well over 115mph. SBCTA should explore and plan for electrifying the San Bernardino Line - making it faster and more compatible with Brightline's future service, as well as California high speed rail. Hydrogen trains take time to refuel, have limited ranges, are an untested technology, and still use fossil fuels, while electrified rail is the gold standard worldwide. Please do not spend more taxpayer dollars on a substandard solution.

SBCTA should avoid purchasing additional hydrogen vehicles until they have seen their actual performance in operations. I ask that you instead prioritize the San Bernardino Double Track as frequent, reliable service is the most important way to grow ridership and revenue, and also reduces traffic by getting people out of their cars

Thank you,
[Matthew Lashbrook]

From: [Jacob Chuslo](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Tuesday, May 7, 2024 8:35:12 PM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

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SBCTA should avoid purchasing additional hydrogen vehicles until they have seen their actual performance in operations. I ask that you instead prioritize the San Bernardino Double Track as frequent, reliable service is the most important way to grow ridership and revenue, and also reduces traffic by getting people out of their cars

Thank you

Jacob Chuslo



From: [Jennifer Ho](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Tuesday, May 7, 2024 9:12:40 PM

Dear Chair Denison and SBCTA Transit Committee Members,

As an Angeleno who would like to see a better transit network throughout California, I urge you to **consider electric rail instead of the purchase of three additional hydrogen trains**. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

Hydrogen trains top out at 79mph, while electric rail can operate well over 115mph. SBCTA should explore and plan for electrifying the San Bernardino Line - making it faster and more compatible with Brightline's future service, as well as California high speed rail.

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Thank you,
Jennifer H.

From: [Caleb Schimke](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Tuesday, May 7, 2024 10:20:28 PM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

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Thank you,
Caleb Schimke
91754

From: [Ann Dorsey](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Tuesday, May 7, 2024 8:36:35 PM

Dear Chair Denison and SBCTA Transit Committee Members,

I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

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Thank you,

Ann Dorsey

From: [John Perry](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Tuesday, May 7, 2024 9:16:11 PM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

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Thank you,
John Perry

From: janyonan@gmail.com
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Tuesday, May 7, 2024 11:01:25 PM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

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Thank you,
Jan Yonan

From: [Thanos T](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Tuesday, May 7, 2024 11:05:52 PM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

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Thank you,
Thanos Trezos

From: [Michael Keshish](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Tuesday, May 7, 2024 11:34:00 PM

Dear Chair Denison and SBCTA Transit Committee Members,

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Thank you,
Michael Keshish

From: [Matthew Finlayson](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Wednesday, May 8, 2024 12:12:33 AM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

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Thank you,
Matt Finlayson

From: [Utkarsh Nath](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Wednesday, May 8, 2024 1:53:45 AM

Dear Chair Denison and SBCTA Transit Committee Members, As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same! Hydrogen trains top out at 79mph, while electric rail can operate well over 115mph. SBCTA should explore and plan for electrifying the San Bernardino Line - making it faster and more compatible with Brightline's future service, as well as California high speed rail. Hydrogen trains take time to refuel, have limited ranges, are an untested technology, and still use fossil fuels, while electrified rail is the gold standard worldwide. Please do not spend more taxpayer dollars on a substandard solution. SBCTA should avoid purchasing additional hydrogen vehicles until they have seen their actual performance in operations. I ask that you instead prioritize the San Bernardino Double Track as frequent, reliable service is the most important way to grow ridership and revenue, and also reduces traffic by getting people out of their cars .

Thank you,
Utkarsh Nath

From: [Larry](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Wednesday, May 8, 2024 2:45:36 AM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

Hydrogen trains top out at 79mph, while electric rail can operate well over 115mph. SBCTA should explore and plan for electrifying the San Bernardino Line - making it faster and more compatible with Brightline's future service, as well as California high speed rail. Hydrogen trains take time to refuel, have limited ranges, are an untested technology, and still use fossil fuels, while electrified rail is the gold standard worldwide. Please do not spend more taxpayer dollars on a substandard solution.

SBCTA should avoid purchasing additional hydrogen vehicles until they have seen their actual performance in operations. I ask that you instead prioritize the San Bernardino Double Track as frequent, reliable service is the most important way to grow ridership and revenue, and also reduces traffic by getting people out of their cars

Thank you,
Larry Bi

From: [DAVID TRAN](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Wednesday, May 8, 2024 4:06:29 AM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

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Thank you,
David Loi Tran
Canoga Park, CA 91304

===

David Tran | B.S. in Aerospace Engineering from the University of California, Los Angeles | M.S. candidate in Aerospace Engineering at UCLA



From: [Marcel Sereboff](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Wednesday, May 8, 2024 6:51:08 AM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

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Thank you,
Marcel Sereboff

From: [Michael Royce](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Wednesday, May 8, 2024 7:19:44 AM

Dear Chair Denison and SBCTA Transit Committee Members,

Please consider electric rail instead of the purchase of three additional hydrogen trains! Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

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Thank you,
Mike Royce

From: [Iden Baghdadchi](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Wednesday, May 8, 2024 7:22:39 AM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

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Thank you,
Iden Baghdadchi

From: [Adam Remba](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Wednesday, May 8, 2024 7:28:06 AM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

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SBCTA should avoid purchasing additional hydrogen vehicles until they have seen their actual performance in operations. I ask that you instead prioritize the San Bernardino Double Track as frequent, reliable service is the most important way to grow ridership and revenue, and also reduces traffic by getting people out of their cars

Thank you,
Adam Remba

From: [Ava](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Wednesday, May 8, 2024 7:34:18 AM

Dear Chair Denison and SBCTA Transit Committee Members,

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Thank you,
Ava Marinelli

From: [Courtney Davis](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Wednesday, May 8, 2024 7:54:14 AM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

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Thank you,
Courtney Davis

From: [Jamie Chen](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Wednesday, May 8, 2024 8:54:02 AM

Dear Chair Denison and SBCTA Transit Committee Members,

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Thank you,
Jamie Chen



Virus-free. www.avg.com

From: [Cynthia Clemons](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Wednesday, May 8, 2024 9:24:21 AM

Dear Chair Denison and SBCTA Transit Committee Members,

As a voting, Black female Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

Hydrogen trains top out at 79mph, while electric rail can operate well over 115mph. SBCTA should explore and plan for electrifying the San Bernardino Line - making it faster and more compatible with Brightline's future service, as well as California high speed rail. Hydrogen trains take time to refuel, have limited ranges, are an untested technology, and still use fossil fuels, while electrified rail is the gold standard worldwide. Please do not spend more taxpayer dollars on a substandard solution.

SBCTA should **avoid** purchasing additional hydrogen vehicles until they have seen their actual performance in operations. I ask that you instead prioritize the San Bernardino Double Track as frequent, reliable service is the most important way to grow ridership and revenue, and also reduces traffic by getting people out of their cars

Thank you,
Cynthia Clemons

From: [Mateo Quiles](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Wednesday, May 8, 2024 9:14:02 AM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Southern Californian who frequents Metrolink, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

Hydrogen trains top out at 79mph, while electric rail can operate well over 115mph. SBCTA should explore and plan for electrifying the San Bernardino Line.

Hydrogen trains are an UNTESTED technology, and still use fossil fuels, while electrified rail is the gold standard worldwide. Please do not spend more taxpayer dollars on a substandard solution.

SBCTA should avoid purchasing hydrogen vehicles. I ask that you instead prioritize the San Bernardino Double Track as frequent, reliable service is the most important way to grow ridership and revenue, and also reduces traffic by getting people out of their cars. Hydrogen vehicles are a greenwashed solution to our climate goals. Please redirect your attention to double tracking and electrification.

Thank you,
Mateo Quiles

From: [John E. Kerr](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Wednesday, May 8, 2024 9:15:42 AM

Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same! The SBL is such an important link in our regional rail system and its needs to be brought up to world-class standards. That means investing in proven methods and not untested technology.

SBCTA should avoid purchasing additional hydrogen vehicles until they have seen their actual performance in operations.

Hydrogen trains take time to refuel, have limited ranges, are an untested technology, and still use fossil fuels, while electrified rail is the gold standard worldwide.

Hydrogen trains top out at 79mph, while electric rail can operate well over 115mph. SBCTA should explore and plan for electrifying the San Bernardino Line - making it faster and more compatible with Brightline's future service, as well as California high speed rail.

Please do not spend more taxpayer dollars on a substandard solution.

I ask that you instead prioritize the San Bernardino Double Track as frequent, reliable service is the most important way to grow ridership and revenue, and also reduces traffic by getting people out of their cars

Thank you,
John Kerr

From: [Brenda Nuyen](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Wednesday, May 8, 2024 10:30:29 AM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

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Thank you,
Brenda Nuyen

From: [Jacob Wasserman](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6, and 7
Date: Tuesday, May 7, 2024 7:19:21 PM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who rides Metrolink, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San José by 25 percent, and San Bernardino deserves the same!

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SBCTA should avoid purchasing additional hydrogen vehicles until they have seen their actual performance in operations. I ask that you instead prioritize the San Bernardino double track, as frequent, reliable service is the most important way to grow ridership and revenue.

Thank you,
Jacob Wasserman

From: [Steve Roberts](#)
To: [Brian Yanity](#)
Cc: [clerkoftheboard](#)
Subject: Re: Public comment on SBCTA May 9, 2024 Transit Committee Agenda Item 7: 2024 Update to the 10-Year Delivery Plan - Valley Transit Programs.
Date: Tuesday, May 7, 2024 11:10:01 PM

Good comment. Keep up the good work.

Steve Roberts, President RailPAC

On Tue, May 7, 2024 at 12:08 AM Brian Yanity <brian@railpac.org> wrote:

Dear members of the SBCTA Transit Committee:

I am writing to voice my concerns about the recent project cost increases developments described by SBCTA May 9, 2024 Transit Committee Agenda Item 7 (packet page 200):

“ZEMU conversion of three Arrow Service DMUs – When the State initially awarded a \$30 million Transit and Intercity Rail Capital Program grant to develop the ZEMU technology, the State requested SBCTA convert the three DMUs procured for the Arrow Service. The 2021 Update included a project to convert all three DMUs to meet the goal of operating the entire Arrow Service corridor as a zero or low emission revenue operation. However, conversion of the vehicle will not be possible and purchase of new vehicles will be required, which significantly increases the cost of this initiative. The Board allocated \$9.2 million of Zero Emission Transit Capital Program funds to this project, which when combined with the \$7.5 million of existing funds will allow for the purchase of one vehicle, leaving an estimated unfunded need of \$26.5 million.”

Hydrogen-powered Stadler “ZEMU” costs are spiraling out of control, and the hydrogen rail pilot project is already severely overbudget. The total program cost for the one pilot ZEMU two-car multiple unit, fueling station and associated infrastructure and operations is now approaching \$60 million, more than double the original estimate. The recent cost increase of \$26.5 million demonstrates how hydrogen trains are an unproven, high-risk and very expensive technology. SBCTA should not purchase any more hydrogen trains, especially since the agency and Metrolink have not even seen the actual performance and operating costs of the first hydrogen train.

The experience of actual revenue passenger service in Germany has been a disaster, plagued by very high operating costs, poor reliability and breakdowns, and half the range as promised. All this has significantly harmed passenger service:

<https://www.hydrogeninsight.com/transport/chaos-and-massive-disruptions-worlds-largest-hydrogen-train-fleet-suffering-teething-problems-in-germany/2-1-1403982>

The EVB regional railroad in Lower Saxony, Germany was the first in the world to introduce a fleet of hydrogen-powered trains in 2022. Along with train breakdowns and teething problems causing severe strains on the railroad’s finances and staff, a major cost factor was that as a result of market forces (supply/demand/market speculation), the price of hydrogen skyrocketed just as these trains were introduced. All of the hydrogen came from fossil fuel sources, and imported Russian gas at the outset. Lower Saxony’s public transportation authority recently announced that no more hydrogen trains will be pursued, and that the remainder of the diesel fleet will be replaced with electric trains that use batteries combined with overhead wires:

<https://www.railtech.com/rolling-stock/2023/08/09/german-hydrogen-pioneer-opts-for-battery-trains-for-remainder-of-fleet/?gdpr=accept>

In southwestern Germany, the state of Baden-Württemberg, has come to the same conclusion, rejecting hydrogen rail propulsion, after an extensive study:

<https://www.hydrogeninsight.com/transport/will-no-longer-be-considered-hydrogen-trains-up-to-80-more-expensive-than-electric-options-german-state-finds/2-1-1338438>

Passenger service on the RMW regional rail line in the Frankfurt region deteriorated so badly due to the recent introduction of new hydrogen trains, that the railway offering free travel to passengers in April and May to regain public trust:

<https://www.hydrogeninsight.com/transport/hydrogen-only-railway-line-will-provide-free-travel-to-all-passengers-for-two-months-as-compensation-for-complete-failure/2-1-1613792>

A passenger railroad in Austria also recently ditched hydrogen rail plans in favor of overhead wire electrification:

<https://www.hydrogeninsight.com/transport/technology-moves-on-austrian-railway-scraps-plans-to-replace-diesel-trains-with-hydrogen-powered-options/2-1-1620507>

It is also very concerning that the source of the hydrogen for the SBCTA Arrow pilot hydrogen train has not been publicly disclosed. Therefore, one can only assume that it comes from dirty fossil fuel sources, as does 99% of hydrogen produced in the world. Regular risky shipments of pressurized or liquefied hydrogen to the fueling station in San Bernardino by diesel truck will be necessary. Safety issues of hydrogen train operation, storage, transportation and production are still unresolved. Worst-case scenarios of large-amounts of a compressed, flammable gas could be catastrophic.

Instead of purchasing new hydrogen trains, SBCTA and Metrolink should explore converting the Arrow DMUs into battery+catenary electric propulsion instead. The San Bernardino Line should be electrified, at least in part, with overhead catenary wire. Brightline West recently stated to the media that it wished Metrolink would electrify the line, so that high speed trains to Las Vegas could reach LA Union Station. Also, capacity and reliability projects such as double-tracking and passing sidings on the San Bernardino Line are also a far better use of public funds than risky hydrogen technology.

--

Best Regards,

Brian Yanity
Vice President-South and Board Member
Rail Passenger Association of California (RailPAC)
www.railpac.org
Fullerton, CA

From: [Nathaniel Ray](#)
To: [clerkoftheboard](#)
Subject: SBCTA Transit | Public Comment | Professional Train Vehicle Engineer
Date: Tuesday, May 7, 2024 3:53:13 PM

Hello Clerk of the SBCTA Transit Committee,

My name is Nathaniel Ray, and I represent both my local communities in Southern California and my professional communities as an engineer with this comment.

I have a background in Research, Design, and Testing for international train manufacturers. I don't see widespread adoption of Hydrogen Powered Trains as being economically beneficial, technically feasible, or environmentally conscious.

I can go into great detail as to why this technology is insufficient for the transit needs of the Inland Empire if asked to do so publicly.

Agenda Item 7: 2024 Update to the 10-Year Delivery Plan - Valley Transit Programs. Report and provide comments on the planned update.

1.

OPPOSE purchase of 3 additional ZEMUs.

- **SBCTA assumed when purchasing their initial hydrogen vehicles for the Arrow that the remainder of the DMUs could be converted to hydrogen fuel cell. This turns out to not be the case - yet another example of the risks involved with investing in such an unproven technology.**
- **SBCTA should avoid purchasing additional hydrogen vehicles until they have seen their actual performance in operations. Where hydrogen trains have been used in operation in Germany, they have generally performed poorly. Frankfurt experienced service disruptions due to [refueling problems among other issues](#), [Lower Saxony has moved to replace their hydrogen](#) trains with battery and catenary due to cost, and the state of [Baden-Württemberg](#) and the [Austrian state of Tyrol](#) have also found a mix of battery and catenary to be more cost effective than hydrogen.**
- **It does not make sense to replace brand new vehicles - in use for less than two years - especially when SBCTA has an unfunded need of \$26.5 million, which could divert money from important capital projects like the SCORE capacity improvement program.**

In order to meet zero-emissions mandates or use any funds earmarked for zero-emission vehicles, **SBCTA should explore converting the Arrow DMUs into battery instead.** Battery versions of the same train have significantly lower upfront purchase costs (\$21 million vs \$80 million for four cars), and with the Arrow's 9 mile length range is not an issue.

Sincerely,

--

Nathaniel Ray



From: [Aaron C. clerkoftheboard](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Tuesday, May 7, 2024 5:48:42 PM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

Hydrogen trains top out at 79mph, while electric rail can operate well over 115mph. SBCTA should explore and plan for electrifying the San Bernardino Line - making it faster and more compatible with Brightline's future service, as well as California high speed rail. Hydrogen trains take time to refuel, have limited ranges, are an untested technology, and still use fossil fuels, while electrified rail is the gold standard worldwide. Please do not spend more taxpayer dollars on a substandard solution.

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Thank you,
Aaron Cuellar

From: [Nick McKinnon](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Tuesday, May 7, 2024 5:51:03 PM

Dear Chair Denison and SBCTA Transit Committee Members,

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Thank you,
Nick McKinnon

From: [Marius Facktor](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Tuesday, May 7, 2024 6:04:37 PM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

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Thank you,
Marius Facktor

From: [Philip Farha](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Tuesday, May 7, 2024 5:53:52 PM

Dear Chair Denison and SBCTA Transit Committee Members,

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Thank you,
PA Farha

Sent from my iPhone

From: [Chris Hakkenberg](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Tuesday, May 7, 2024 6:04:37 PM

Dear Chair Denison and SBCTA Transit Committee Members,

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Thank you,
Dr. Chris Hakkenberg

From: [Edna Cedillos](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Tuesday, May 7, 2024 5:54:12 PM

Good Evening Chair Denison and SBCTA Transit Committee Members,

As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

Hydrogen trains top out at 79mph, while electric rail can operate well over 115mph. SBCTA should explore and plan for electrifying the San Bernardino Line - making it faster and more compatible with Brightline's future service, as well as California's high-speed rail.

Hydrogen trains take time to refuel, have limited ranges, are an untested technology, and still use fossil fuels, while electrified rail is the gold standard worldwide. Please do not spend more taxpayer dollars on a substandard solution.

SBCTA should avoid purchasing additional hydrogen vehicles until they have seen their actual performance in operations. I ask that you instead prioritize the San Bernardino Double Track as frequent, reliable service is the essential way to grow ridership and revenue and also reduces traffic by getting people out of their cars

Thank you,
Edna Lewis

From: [Jonathan Eby](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Tuesday, May 7, 2024 6:09:38 PM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

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Thanks,
Jonathan Eby

From: [Adam Faruqi](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Tuesday, May 7, 2024 5:54:43 PM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

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Thank you,
Adam Faruqi

From: [Brian Rubin](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Tuesday, May 7, 2024 6:10:09 PM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

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I live in a neighborhood that is used as cut through from the traffic and it's extremely dangerous for me and my neighbors. I dream of a future where we cut down on drivers and prioritize safety for our children and elders.

Thank you!
Brian Rubin

From: [Bhav Patel](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Tuesday, May 7, 2024 6:11:39 PM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

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Thank you
—Bhav Patel

From: [Allon Percus](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Tuesday, May 7, 2024 6:29:25 PM

I am a regular commuter on the San Bernardino Metrolink line. I am writing regarding agenda items 5, 6, and 7.

I urge you to support electrification of the San Bernardino line instead of purchasing hydrogen engines. Electric-powered rail is faster, more versatile, and more compatible with other rail development plans in California such as CAHSR and Brightline.

Hydrogen is still an experimental technology. Where it has been attempted at a large scale, it has failed to fulfill its promise, in terms of both cost and performance. The German State of Baden-Wurttemberg, which has the world's largest hydrogen train fleet, has decided that they will no longer consider hydrogen as a replacement for diesel engines because of its poor long-term effectiveness compared to electrification. Furthermore, hydrogen production requires fossil fuels. This is in direct contradiction to California's stated climate goals.

Please stick with technologies that have proven successful. Providing double-tracked electrified service on Metrolink would be a phenomenal service improvement for commuters such as myself. Spending money on slower and less practical hydrogen trains would be an unfortunate mistake.

Thank you for your consideration.

Sincerely,
Allon Percus

From: [Diego Tamayo](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Tuesday, May 7, 2024 7:01:13 PM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

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SBCTA should avoid purchasing additional hydrogen vehicles until they have seen their actual performance in operations. I ask that you instead prioritize the San Bernardino Double Track as frequent, reliable service is the most important way to grow ridership and revenue, and also reduces traffic by getting people out of their cars

Thank you,

Diego Tamayo, San Gabriel Valley resident

From: [Matt Wait](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Tuesday, May 7, 2024 6:22:12 PM

Dear Chair Denison and SBCTA Transit Committee Members,

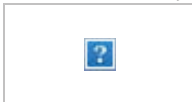
As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

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Thank you,

Matt Wait
Music Writer, [KNOCK.LA](#)



From: [Tom Rodriguez](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Tuesday, May 7, 2024 6:32:32 PM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

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Very Respectfully,

Tom Rodriguez


Sent from my iPhone

From: [Brandon Curran](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Tuesday, May 7, 2024 6:24:34 PM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

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Thank you,
Brandon Curran

From: [Nick Burns](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Tuesday, May 7, 2024 6:40:31 PM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who cares about the future of public transit, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

Hydrogen trains top out at 79mph, while electric rail can operate well over 115mph. SBCTA should explore and plan for electrifying the San Bernardino Line - making it faster and more compatible with Brightline's future service, as well as California high speed rail.

Hydrogen trains take time to refuel, have limited ranges, are an untested technology, and still use fossil fuels, while electrified rail is the gold standard worldwide. Please do not spend more taxpayer dollars on a substandard solution.

SBCTA should avoid purchasing additional hydrogen vehicles until they have seen their actual performance in operations. I ask that you instead prioritize the San Bernardino Double Track as frequent, reliable service is the most important way to grow ridership and revenue, and also reduces traffic by getting people out of their cars

Thank you,
Nick Burns
Los Angeles, CA

From: [Jennifer A Gill](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Tuesday, May 7, 2024 6:25:32 PM

Dear Chair Denison and SBCTA Transit Committee Members,


As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

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Hydrogen trains take time to refuel, have limited ranges, are an untested technology, and still use fossil fuels, while electrified rail is the gold standard worldwide. Please do not spend more taxpayer dollars on a substandard solution.

SBCTA should avoid purchasing additional hydrogen vehicles until they have seen their actual performance in operations. I ask that you instead prioritize the San Bernardino Double Track as frequent, reliable service is the most important way to grow ridership and revenue, and also reduces traffic by getting people out of their cars

Thank you,

Jennifer A. Gill, Vice Chair
Los Angeles Bicycle Advisory Committee


Sent from my iPhone

From: [Casey Law](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Tuesday, May 7, 2024 6:53:38 PM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian and scientist concerned about climate change, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables cleaner, faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

Hydrogen trains top out at 79mph, while electric rail can operate well over 115mph. SBCTA should explore and plan for electrifying the San Bernardino Line - making it faster and more compatible with Brightline's future service, as well as California high speed rail.

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Thank you,
Casey Law

From: [P Diaz](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Tuesday, May 7, 2024 6:27:09 PM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who would like to frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

Hydrogen trains top out at 79mph, while electric rail can operate well over 115mph. SBCTA should explore and plan for electrifying the San Bernardino Line - making it faster and more compatible with Brightline's future service, as well as California high speed rail. (It can all come together)

Hydrogen trains take time to refuel, have limited ranges, are an untested technology, and still use fossil fuels, while electrified rail is the gold standard worldwide. Please do not spend more taxpayer dollars on a substandard solution.

SBCTA should avoid purchasing additional hydrogen vehicles until they have seen their actual performance in operations. I ask that you instead prioritize the San Bernardino Double Track as frequent, reliable service is the most important way to grow ridership and revenue, and also reduces traffic by getting people out of their cars. I'd also be lovely to have more lines expanded into areas throughout the Inland Empire. I live in the heart of Chino. We have rail lines that transport goods from warehouse to warehouse... why not be a form of transportation for people as well?

Thank you,

P Diaz

From: [Patrick Flynn](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Tuesday, May 7, 2024 6:55:05 PM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

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Thank you,
Patrick Flynn

From: [branko burcksen](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Wednesday, May 8, 2024 2:23:14 PM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who frequents the San Bernardino Line, and many others across Southern California, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

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Thank you,
Branko Burcksen, frequent So Cal train rider

From: [Joe Karpinski](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Wednesday, May 8, 2024 12:03:31 PM

Dear Chair Denison and SBCTA Transit Committee Members,

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Thank you,
Joe Karpinski

From: [Kelly Wright](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Wednesday, May 8, 2024 3:33:40 PM

Dear Chair Denison and SBCTA Transit Committee Members,

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Thank you,
Kelly Wright, MD

From: [Jeff K](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Wednesday, May 8, 2024 3:20:48 PM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

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Thank you,
Jeff Kile

From: [Michael Kapphahn](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Wednesday, May 8, 2024 3:37:27 PM

Dear Chair Denison and SBCTA Transit Committee Members,

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Thank you,
Michael Kapphahn

Be remembered as the people who brought high quality, world gold standard trains to southern California.

From: [Thomas Scullin](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Wednesday, May 8, 2024 3:59:50 PM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

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Thank you,
Thomas Scullin
Los Angeles County Resident



May 8th, 2024

San Bernardino County Transportation Authority (SBCTA)
Attn: Rick Denison, Chair, Transit Committee
1170 W. Third Street, 2nd Floor
San Bernardino, CA 92410

RE: Agenda Item 7: 2024 Update to the 10-Year Delivery Plan - Valley Transit Programs

Dear Chair Denison and SBCTA Transit Committee Members,

Californians for Electric Rail (CER), which represents members around the state including San Bernardino County, together with a coalition of transportation and local community organizations, writes to express concern about the expansion of the Arrow ZEMU pilot program and downgrades to the San Bernardino Line double tracking as expressed in the Update to the 10-Year Delivery Plan - Valley Transit Programs on the May 9, 2024 Transit Committee Agenda. We believe that SBCTA should optimize use of public funds towards providing fast, frequent, and reliable transit service, yet the funding shifts in the 10-Year Delivery Plan suggest other priorities.

Per the staff report, SBCTA is considering purchasing three new fuel cell Stadler FLIRT vehicles for the Arrow, with an unfunded need of \$26.5 million, because conversion of the existing fleet of diesel multiple units (DMUs) to hydrogen fuel cell is no longer possible as was originally assumed and planned. SBCTA's hydrogen fuel cell FLIRT is still in testing and has yet to be used in actual operations anywhere in North America, with much remaining unknown about the performance. This unexpected lack of convertibility is unfortunate, but is a typical hiccup to be expected from an immature technology like hydrogen fuel cell trains. Over a decade ago, [BNSF piloted a fuel cell switcher locomotive](#) which saw testing in the LA Basin, but was ultimately retired years ahead of when diesels are usually put out to pasture.

International examples have also shown generally poor performance from hydrogen trains. In Germany, Frankfurt experienced service disruptions due to [refueling problems among other issues](#), [Lower Saxony is replacing their currently operating hydrogen](#) trains with battery and catenary due to high costs, and the state of [Baden-Württemberg](#) and the [Austrian state of Tyrol](#) have also found a mix of battery and catenary to be more cost effective than hydrogen. Closer to home, [Sunline Transit in Riverside County has seen 20% less service](#) due to problems with refueling disrupting hydrogen buses. Due to all the potential failure points and potentially large sunk costs associated with adopting unproven technology, it is premature to continue to pursue conversion. Instead, we urge SBCTA to refrain from additional fuel cell/ZEMU train purchases until we have seen how they perform in real-world conditions on the Arrow.

Rather than replacing the DMUs, which have Tier 4 engines and have been in regular operations for less than two years, with completely untested new vehicles, SBCTA should explore the feasibility of converting the DMUs to battery as a more cost-effective way to completely eliminate tailpipe emissions from the vehicles. With a total corridor length of less than 10 miles, range on the Arrow is not an issue as Stadler has demonstrated their FLIRT Akku vehicles to have a range of well over 100 miles on a single charge. Additionally, charging equipment could be installed at the San Bernardino Transit Center in a manner which could be expanded to support eventual electrification of the entirety of the San Bernardino Line (SBL). While this Item details the inability to directly convert the existing DMUs to fuel cell, retrofitting to battery should be possible in the existing vehicles and it is likely doable at a lower cost than purchasing an entirely new fleet of fuel cell vehicles.

We are also disappointed by the reduced scope and expanded timeline for Metrolink San Bernardino Line double tracking and urges SBCTA to redirect funds from other capital projects into this vital work and work to accelerate and advance this project. For SBCTA to be able to increase transit ridership and revenues, reduce traffic, and reduce air pollution from cars, it must increase the frequency and reliability of transit service, including the San Bernardino Line. San Bernardino Line double tracking is essential to achieving 30 minute service frequencies as outlined in the SCORE program; with the 4 year delay, will SBCTA hamper the ability of Metrolink to be able to meet the service targets for the 2028 Olympics? Additionally, service disruptions due to objects on the tracks occur at least weekly. Double-tracking projects generally include improvements to grade crossings and sealing the corridor, both of which would reduce these delays by reducing the incidents of trains striking persons or vehicles on the tracks.

Another concern is the proposed Gold Line extension from Pomona to Montclair which is currently seeking funding. While we support the under-construction Gold Line Extension to Pomona and will be happy to see it open, the further extension to Montclair is redundant and should not be pursued. Running entirely parallel to Metrolink and with no additional stations, the light rail extension would cause construction disruptions that would crater Metrolink service and reliability on the San Bernardino Line, while diverting away badly needed capital and operations funding. With its limited stops and higher speeds compared to Metro, a regional rail like Metrolink is the faster option for long journeys such as the 30 miles between Montclair and downtown Los Angeles, and the extension to Pomona will already provide a connection for Metrolink passengers to the San Gabriel Valley. Additionally, there continue to be questions of whether SBCTA actually has the funding available for matching the operating frequency and hours which would be provided by LA Metro, undercutting one of the primary arguments for the extension itself. In summary, it is evident that the extension to Montclair would not substantially improve mobility in San Bernardino County and we encourage abandoning it in favor of Metrolink enhancements.

In the long term, we advocate for overhead electrification of the entire San Bernardino Line to provide faster, more frequent service and traffic relief for the region. Brightline West high speed rail, which broke ground last month and will terminate in Rancho Cucamonga, would require overhead electrification and double tracking of the SBL to continue on to LA Union Station which the founder of Brightline has endorsed as a future step to benefit public and private rail capital projects, including the portion of the corridor in San Bernardino County between Rancho Cucamonga and Montclair. Furthermore, Caltrain is launching new electrified service later this year on a portion of

its line between San Jose and San Francisco that is only slightly shorter than the SBL but with more stops, yet will be more than 30 minutes faster for end-to-end travel, even surpassing the performance seen by the existing SBL Express trains. Similar travel times, together with 15 minute service (as Caltrain is initiating with electrification), would be a game changer for San Bernardino county transit riders, making a train ride a true alternative to driving at all times of the day.

The policies we advocate for here move the agency closer towards electrification. Double tracking is essential for this high frequency service vision, and piloting battery multiple units on the Arrow or at least holding off on additional fuel cell investments will create better system compatibility for future electrification of not just the SBL, but the entire Metrolink system. Additionally, diverting funds from redundant projects frees up availability for higher value projects including double tracking and electrification. Electrifying SBCTA's rail transit projects will bring the agency in line with the gold-standard for transportation worldwide.

Sincerely,

Adriana Rizzo, Californians for Electric Rail

Marven Norman, Policy Coordinator, Center for Community Action and Environmental Justice

Brianna Egan, Inland Empire Urbanists

Ivette Torres, Policy Analyst, People's Collective for Environmental Justice

Brian Yanity, Vice President-South, Rail Passenger Association of California (RailPAC)

Michael Schneider, CEO, Streets for All

Bart Reed, Executive Director, The Transit Coalition

Carter Lavin, Co-Director, Transbay Coalition



RailPAC
Rail Passenger Association
of California and Nevada

From: [Bart Reed](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Wednesday, May 8, 2024 4:50:41 PM

Dear Chair Denison and SBCTA Transit Committee Members,

As a Californian who frequents the San Bernardino Line, I urge you to consider electric rail instead of the purchase of three additional hydrogen trains. Electric rail enables faster, more frequent service. For example, Caltrain's recent electrification will cut travel times between San Francisco and San Jose by 25%, and San Bernardino deserves the same!

Hydrogen trains top out at 79mph, while electric rail can operate well over 115mph. SBCTA should explore and plan for electrifying the San Bernardino Line - making it faster and more compatible with Brightline's future service, as well as California high speed rail.

Hydrogen trains take time to refuel, have limited ranges, are an untested technology, and still use fossil fuels, while electrified rail is the gold standard worldwide. Please do not spend more taxpayer dollars on a substandard solution.

SBCTA should avoid purchasing additional hydrogen vehicles until they have seen their actual performance in operations. I ask that you instead prioritize the San Bernardino Double Track as frequent, reliable service is the most important way to grow ridership and revenue, and also reduces traffic by getting people out of their cars

**Thank you,
Bart Reed, Executive Director**

From: [Brianna Egan](#)
To: [clerkoftheboard](#)
Subject: Public Comment for Agenda Items 5, 6 & 7
Date: Wednesday, May 8, 2024 4:43:22 PM

Dear Chair Denison and SBCTA Transit Committee Members,

As a resident of San Bernardino County and a rider on the San Bernardino Line, I would like to provide my thoughts on Items 5, 6, and 7 regarding Metrolink service, Arrow service, and the 10-Year delivery plan.

Item 5: I am glad to see farebox revenue for Metrolink service increasing and exceeding projected revenues. We are also seeing higher rates of ridership recovery -- all of which shows higher demand for the San Bernardino Line. The staff report details that additional service has been added in LA County only. I'd like to see additional service added that serves San Bernardino County. The proposed additional trains in Attachment B show two new trains added to serve San Bernardino County Westbound and Eastbound for more reliable, hourly service from San Bernardino Transit Center. More frequent, consistent scheduling is crucial to growing and maintaining ridership.

There are many projects listed for state-of-good repair and maintenance purposes. However, a greater vision is necessary for improving San Bernardino Line Service: **SBCTA should explore and plan for electrifying and double-tracking the SB Line.** At the ground-breaking of Brightline West several weeks ago, the Brightline CEO stated in a Forbes interview that he would love to see the Metrolink SB Line electrified to provide the next leg of service for tourists from Rancho Cucamonga to LA. Please work with Metrolink, Brightline, and state and federal funding partners to make this happen. Electrification is the gold-standard around the world for fast, reliable, and zero emissions transportation. Double-tracking is necessary to increase service frequencies and reduce service disruptions. We have the technology, grants are available -- we just need the political vision and commitment to getting it done.

Item 6: Farebox recovery and ridership for the Arrow service has been much lower than projected. What ideas does SBCTA have to change this? Better first-last mile connections to Arrow stations? Investment in transit-oriented development and building housing on land owned by SBCTA/Metrolink? This is a critical conversation that needs to be had. I also want to share my concerns with the hydrogen pilot and plans for expansion. Hydrogen is a substandard choice for rail transit and is not as clean as you think it is: 95% of hydrogen fuel comes from fossil fuels. It's also highly energy intensive and water intensive. Compare this to electrification with overhead catenary wires, which is the gold standard around the world and can be powered by 100% renewable energy, providing fast and reliable service. **I urge you to refrain from purchasing additional hydrogen vehicles until we can see how the first one performs.** SBCTA should inquire with Stadler about the possibility to convert the Arrow DMUs into battery vehicles -- perhaps this is possible, and less expensive.

Item 7: Here I will reiterate my opposition to the purchase of 3 additional ZEMUs for the Arrow. Costs have ballooned and will continue to rise for the unproven and faulty promise of hydrogen trains. **Please explore battery trains for future expansion and electrification of the service.** Don't worry about sunk costs for hydrogen either. **It's important we identify the best choice for reliable and zero emissions transit for San Bernardino residents.**

In this report I see that the **SB Line double tracking** has been reduced in scope. **I'd like to know more about why this decision was made, and what the specifics are of the scope reduction.** The Line faces service disruptions frequently, often due to the lack of grade separations on the line. Double tracking would allow trains to avoid obstacles and would provide opportunity for more frequent service on this popular line. **This is the single-most important project in the 10-year vision.**

Finally, I urge the committee and board to **rethink the ONT Airport Connector project and the Gold Line to Montclair project.** The Airport Connector is half a billion dollars over budget, the original contractor has left, and the model of service is unproven and will only lead to traffic jams. Please scrap this project in favor of an above-ground dedicated bus shuttle service at the same stops or a rail line connecting the Riverside and San Bernardino Lines with a stop at ONT. For the Gold Line to Montclair, this project duplicates Metrolink service and funding and staff time would be much better spent on San Bernardino Line double-tracking and electrification. Construction of the Gold Line Extension would severely impact SB Line service and reliability. Please evaluate whether this is even needed or if we can instead accelerate SB Line double-tracking.

Thank you for receiving and considering my comments.

Brianna Egan
Loma Linda, CA



Southern California's Leading Transit Advocacy Group

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08 May 2024

San Bernardino County Transportation Authority (SBCTA)
Rick Denison
Chair, Transit Committee
1170 W. Third Street, 2nd Floor
San Bernardino, CA 92410

RE: Agenda Item 7: 2024 Update to the 10-Year Delivery Plan - Valley Transit Programs

Dear Chair Denison and SBCTA Transit Committee Members:

The Transit Coalition (TTC) representing members around the state, together with a coalition of transportation and local community organizations, expresses concern about the expansion of the Arrow ZEMU pilot program and downgrades to the San Bernardino Line double tracking as expressed in the Update to the 10-Year Delivery Plan - Valley Transit Programs on the May 9, 2024, Transit Committee Agenda.

TTC believes that SBCTA should optimize use of public funds towards providing fast, frequent, and reliable transit service, yet the funding shifts in the 10-Year Delivery Plan suggest other priorities.

Per the staff report, SBCTA is considering purchasing three new fuel cell Stadler FLIRT vehicles for the Arrow, with an unfunded need of \$26.5 million, because conversion of the existing fleet of diesel multiple units (DMUs) to hydrogen fuel cell is no longer possible as was originally assumed and planned.

SBCTA's hydrogen fuel cell FLIRT is still in testing and has yet to be used in actual operations anywhere in North America, with much remaining unknown about the performance. This unexpected lack of convertibility is unfortunate but is a typical hiccup to be expected from immature technology like hydrogen fuel cell trains.

International examples have also shown generally poor performance from hydrogen trains. In Germany, Frankfurt experienced service disruptions due to refueling problems among other issues, Lower Saxony is replacing their currently operating hydrogen trains with battery and catenary due to high costs, and the state of Baden-Württemberg and the Austrian state of Tyrol have also found a mix of battery and catenary to be more cost effective than hydrogen.

Closer to San Bernardino, Riverside County Sunline Transit has seen 20% less service due to problems with refueling disrupting hydrogen buses. With all these potential failure points and potentially large sunk costs associated with adopting unproven technology, it is premature to continue to pursue conversion.

Instead, we urge SBCTA to refrain from additional fuel cell/ZEMU train purchases until we have seen how they perform in real-world conditions on the Arrow.

Rather than replacing the DMUs, which have Tier 4 engines and have been in regular operations for less than two years, with completely untested new vehicles, SBCTA should explore the feasibility of converting the DMUs to battery as a more cost-effective way to eliminate tailpipe emissions from the vehicles.

With a total corridor length of less than 10 miles, range on the Arrow is not an issue as Stadler has demonstrated their FLIRT Akku vehicles to have a range of well over 100 miles on a single charge. Additionally, charging equipment could be installed at the San Bernardino Transit Center in a manner which could be expanded to support eventual electrification of the entirety of the San Bernardino Line (SBL).

While this Item details the inability to directly convert the existing DMUs to fuel cell, retrofitting to battery should be possible in the existing vehicles and it is likely achievable at a lower cost than purchasing an entirely new fleet of fuel cell vehicles.

TTC is disappointed by the reduced scope and expanded timeline for Metrolink San Bernardino Line double tracking and urges SBCTA to redirect funds from other capital projects into this vital work and work to accelerate and advance this project.

For SBCTA to increase transit ridership and revenues, reduce traffic, and reduce air pollution from cars, it must increase the frequency and reliability of transit service, including the San Bernardino Line. San Bernardino Line double tracking is essential to achieving 30-minute service frequencies as outlined in the SCORE program.

With the 4-year delay, SBCTA will hamper the ability of Metrolink to be able to meet the service targets for the 2028 Olympics. Additionally, disruptions due to objects on the tracks occur at least weekly. Double-tracking projects generally include improvements to grade crossings and sealing the corridor, both of which would reduce these delays by reducing the incidents of trains striking persons or vehicles on the tracks.

TTC advocates for electrification of the entire San Bernardino Line to provide faster, frequent service and traffic relief. Brightline West, terminating in Rancho Cucamonga, needs overhead electrification and double tracking to continue to LA Union Station.

Furthermore, Caltrain is launching new electrified service later this year on a portion of its line between San Jose and San Francisco that is only slightly shorter than the San Bernardino Line but with more stops yet will be more than 30 minutes faster for end-to-end travel, even surpassing the performance seen by the existing SBL Express trains. Similar travel times, together with 15-minute service (as Caltrain is initiating with electrification), would be a game changer for San Bernardino County transit riders, making a train ride a true alternative to driving at all times of the day.

The policies we advocate move SBCTA closer towards electrification. Double tracking is essential for this high frequency service vision, and piloting battery multiple units on the Arrow or at least holding off on additional fuel cell investments will create better system compatibility for future electrification of not just the SBL, but the entire Metrolink system. The Transit Coalition believes electrifying SBCTA's rail transit projects will bring the agency in line with the gold-standard for transportation.

Sincerely,



Bart Reed
Executive Director