

Support Material Agenda Item No. 19

Board of Directors Meeting

**January 7, 2026
10:00 AM**

Location:

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

CONSENT CALENDAR

Transit

19. Enhanced Frequency Service Ad Hoc Recommendation

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

- A. Receive an update on the Enhanced Frequency Service Ad Hoc Committee recommendation.
- B. Direct staff to advance the development of the Pomona-North to Rancho Cucamonga Metrolink Shuttle Service and prepare a Project Study Report.

Written public comment was received and is attached for your information.

From: [Adriana Rizzo](#)
To: [clerkoftheboard](#)
Subject: January 7th Board of Directors meeting Item 19
Date: Tuesday, January 6, 2026 2:00:39 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,

I am a Metrolink rider writing in support of service increases on the Metrolink San Bernardino Line as proposed in agenda item 19. A shuttle service between Pomona-North and Rancho Cucamonga is a cost-effective way to improve transit access in the West Valley region, and I encourage continued study of this option. Some recommendations to improve the usability of this investment, ranked from most to least immediate:

1. Consider extending the length of the shuttle service based on service-led planning. While the I-10 single track segment may prevent 15 minute service on the entire San Bernardino Line in the near term, SBCTA should consider extending the shuttle service farther into San Bernardino and Los Angeles Counties, using objective metrics to determine which stations served would maximize ridership.
2. Fare and Schedule Coordination. SBCTA should work with Metro and SCAG to improve transfers between Metrolink, LA Metro, Omnitrans, Foothill transit, and other transit services in the area, using a single transit card for all services. In order to maximize ridership, transfers from the A line to Metrolink should be discounted to keep fare affordable for short trips. The new shuttle service should also have the same fare structure and branding as other Metrolink lines to ease access.
3. Level Boarding. The presentation in the agenda packet discusses this issue of SBCTA DMUs being built for 24" platforms, vs the low platforms of the rest of Metrolink. SBCTA should work with Metrolink to prioritize 24" platforms across the system, starting with the San Bernardino Line. Level boarding reduces dwell time and trip time and improve access for mobility impaired riders
4. Electrification: Electrification, via overhead catenary, reduces trip time and operating costs, which can result in higher ridership, as seen with Caltrain, which saw a 57% increase in ridership post-electrification. Implementing this new shuttle service will overcome Metrolink's hesitancy around multiple types of rolling stock, one of their main apprehensions around electrification. Electrification is most cost-effective at 15 minute or better frequencies; conversely, I am concerned about the high costs of running hydrogen trains at the proposed high frequencies given rising fuel prices. Electrifying the San Bernardino Line would reduce trip times by 33% and is in the State Rail Plan.

Sincerely,
Adriana Rizzo
Riverside, CA