

[REDACTED]

From: Kevin Riemer <[REDACTED]>
Sent: Tuesday, May 12, 2026 9:54 AM
To: Suheil Rodriguez
Subject: Consideration for Metrolink and Coaster merge

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Board

External Sender -From: (Kevin Riemer <[REDACTED]>)

[Learn More](#)

This message came from outside your organization.

Good morning Suheil, my name is Kevin Riemer and I live in San Marcos. I am a frequent user of both Metrolink and Coaster. I had an inquire about the possibility of Metrolink and Coaster Merging together. As a rider of both I can confidently say that a merge coaster with Metrolink will reduce confusion, reduce transfers and overall make it easier and more accessible for the weekend or commuting traveler. I urge you to take this in consideration as I will be emailing more board members and proposing this idea at the upcoming board meeting. Having two separate entities for a regional rail is counterintuitive. Thank you for your time.

-Kevin Riemer

This email has been scanned for spam and viruses by Proofpoint Essentials. Click [here](#) to report this email as spam.

[REDACTED]

From: Daniel Henderson <[REDACTED]>
Sent: Wednesday, May 20, 2026 10:19 PM
To: Public Comment; Clerk of the Board
Subject: Public Comment: Agenda Item 12 (Operating and Capital Budget FY27-31)

Follow Up Flag: Follow up
Flag Status: Flagged

External Sender - From: (Daniel Henderson
[REDACTED])
This message came from outside your organization.

[Learn More](#)

Dear NCTD Board,

I am writing as a resident of Escondido and regular SPRINTER rider. I'd like to encourage the board to focus on addressing current difficulties surrounding fare evasion and high fuel costs. The time to act on these difficulties is now.

SPRINTER depends on fares, and the fact that about 1/2 of SPRINTER riders don't pay their fare is a serious problem. Notwithstanding difficulties in putting up fare gates given the current platforms, I have heard from others and observed as a rider that conductors no longer seem to walk the train checking for paid fares. Given that the conductor is already paid personnel, I see no reason for them not to check fares, even if it is "inform, not enforce." Even if this has a small impact, this is essentially a free lunch, and every dollar counts in this fiscal environment.

Secondly, we need to start planning now for improvements that will lower our operating costs and reduce our dependence on expensive, volatile diesel and hydrogen. Both of these have been heavily impacted by the conflict in Iran, and hydrogen was already so expensive before the conflict that we could only run 7 of our 35 hydrogen buses at a time due to high operating costs. Overhead electrification, or alternatively, battery-electric train sets, are a sensible up-front investment that will lower our operating costs and dependence on diesel and hydrogen going forward, ultimately making our railroad more resilient and preserving service even in hard times. The people of Escondido and North County deserve to have service that is not subject to the whims of geopolitics.

Thank you for your time and consideration.

Sincerely,
Daniel Henderson

[REDACTED]