

[REDACTED]

From: Leslie Clark <[REDACTED]>
Sent: Tuesday, April 14, 2026 5:04 PM
To: Public Comment
Subject: fare increase

External Sender - From: (Leslie Clark <[REDACTED]>)
This message came from outside your organization.

[Learn More](#)

Package B makes more sense to me, as it keeps senior/disabled/medicare fares lower. Leslie Clark

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

=

[REDACTED]

From: Gary Clark <[REDACTED]>
Sent: Tuesday, April 14, 2026 11:26 AM
To: Public Comment
Subject: fare change proposal

External Sender - From: (Gary Clark <[REDACTED]>)
This message came from outside your organization.

[Learn More](#)

I'm an 82 year old Oceanside resident who uses Breeze, Sprinter, Coaster and MTS blue line and I would like to put my support behind Package B. I take advantage of the senior fare rates using the Pronto app and would like to see it retained. I realize there is financial strain on both NCTD and MTS so this proposed Package B would help alleviate that strain.

Gary Clark

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

=

[REDACTED]

From: Leslie Clark <[REDACTED]>
Sent: Tuesday, April 14, 2026 5:04 PM
To: Public Comment
Subject: fare increase

External Sender - From: (Leslie Clark <[REDACTED]>)
This message came from outside your organization.

[Learn More](#)

Package B makes more sense to me, as it keeps senior/disabled/medicare fares lower. Leslie Clark

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

=

Suheil Rodriguez

From: Daniel Henderson <hendersondaniel2016@gmail.com>
Sent: Wednesday, April 15, 2026 3:21 PM
To: Public Comment
Subject: 4/16/26 Regular Board Meeting Public Comment on Non-Agenda Item: SPRINTER Electrification

External Sender - From: (Daniel Henderson <hendersondaniel2016@gmail.com>)

[Learn More](#)

This message came from outside your organization.

Dear NCTD Board Members,

My name is Daniel Henderson, and I am a resident of Escondido and ride the SPRINTER regularly. I would like to reiterate to the Board the importance of electrifying the 22-mile SPRINTER corridor between Escondido and Oceanside.

With SPRINTER's current train fleet on its last legs and likely to fail by 2030, I commend any effort to procure new train sets to maintain our current level of half-hourly service. I also applaud the work being done to double-track the line and remove grade crossings to get us toward 15-minute frequencies, and I hope this work continues.

The worst possible outcome in the near term is not having enough train sets (5 sets) to maintain 30-minute headways on the corridor. I worry that betting on hydrogen power may open us up to risk of this outcome. We have 10 hydrogen train sets purchased by Caltrans and set to be tested on the LOSSAN corridor leading up to the Olympics. With our bus pilot, we have at times been able to run only seven of our over 30 owned hydrogen buses at a time due to the high operating costs hydrogen entails. If this ratio holds true for trains, then even if all 10 of these Caltrans sets go to SPRINTER after 2028, we still will only have 3 to 4 train sets running on the SPRINTER at a time at best, which is not enough to maintain 30-minute headways on an hourlong route. Cutting service could be a death knell for the line; thus, it is imperative that NCTD work on procurement (or even leasing) of trains that are cheaper to operate—at the very least battery electric units or even diesels, if OCS electrification cannot be achieved by 2030—than these hydrogen trains will be, even if it means running different types of trains on the line to maintain the current level of service. The time to begin this process is now, not in four years when our trains break down and hydrogen turns out to (still) be too expensive to run a full schedule.

I recognize and applaud your efforts to maintain service in a financially constrained environment. I also would like to reiterate that Overhead Electrification with Electric Multiple Unit train sets is the gold standard for rail travel in past, present and for the foreseeable future. These trains are cheaper to procure, cheaper to operate, have better acceleration and smoother rides, and produce zero emissions. This is the proven technology NCTD needs to be planning for and investing in for the long-term. The

people of North County deserve fast, frequent, and reliable transit options; electrification is the only proven way to get here.

Thank you for your time and consideration.

Daniel Henderson
1905 Coltrane Pl
Escondido, CA 92027

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

=