



JPB Board of Directors
Meeting of March 5, 2020

Correspondence as of February 28, 2020

Subject

1 General Caltrain Comment

From: [aleta.dupree](#)
To: [Board \(@caltrain.com\)](#)
Subject: General Public Comment
Date: Friday, February 28, 2020 2:59:08 PM

Attention Board Secretary, with thanks, please forward this message to the full Peninsula Corridor Joint Powers Board for the Regular Meeting of 5 March, 2020.

Greetings Board Chair David Pine and Members.

Aleta Dupree here for the record.

I write to you today with my general comments concerning Caltrain, as I am not able to be here with you in person.

First I write this. Concerning Page 1 of Key Caltrain Performance Statistics. Thank you breaking out the Mobile Ticketing results in greater detail. It is important to look at this program both in the number of tickets sold, and in revenue as well, the raw figures and percentage of the totals are indeed helpful.

I do feel as we build upon Clipper and the Mobile Ticketing Program, that we need to also break out the figures for our paper TVM product, to set goals and continue the conversation about that. We are already further ahead than many railroads in this work but there is more that we can do. I do attend Clipper Executive Board meetings and I am appreciative of the work that Mr Hartnett does in serving on that board.

I do watch the Proceedings of your Meetings through the video archives, on a pretty regular basis. I have also listened to the audio recording of the Citizens Advisory Committee, having that resource in audio form is indeed helpful in my keeping up with the work that is being done.

The matter that is the most concerning to me, and the biggest reason I tune into these Proceedings, is that of the foundations. I do find the reports contained in the Agenda packet helpful, and more so the most up to date reports presented by Mr Funghi at the monthly Meetings.

Foundations are important to me because that is what our future electric railway is built upon, and as we get closer to our anticipated Revenue Service date, more foundations need to be set per month in order to make our goal. I am aware that there are things that must happen before foundations can be set, and such things can be complicating. I ask that you work diligently to keep this most important matter from ending up on the critical path.

In looking at the most recent passenger counts, it looks like Caltrain is operating at about half of the volume of the New Haven Line, a legendary and historic railroad line, a joint venture of the states of New York and Connecticut. I have shared some of my stories of using the New Haven Line with you before. I do support a high growth scenario for Caltrain going into the future. With electrification, we can move more efficiently, and we must be prepared.

I think in the near term our focus needs to be on increasing frequencies. The vast majority of the time that I have used Caltrain, is during the weekday off peak, and service is only once per hour. Yet on some other railroads I've been on last summer, I've been able to experience half hour intervals, and in the case of the Denver "A" Line, fifteen minutes. I would hope we can at least in the near term work toward an off peak interval of forty five minutes.

I do continue to receive the weekly construction and service advisory email in a timely manner, every Friday afternoon.

And so it goes.

Continue to introduce the Public to Clipper and the mobile ticketing application.

Reduce cash taken in on the System.

Keep the PCEP project on time and under budget.

Thank you.

Sent from my iPad