JPB BOARD MEETING
August 1, 2019

Correspondence Packet as of July 26, 2019
July 16, 2019

Chair Gillian Gillet
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue, 2nd Floor
San Carlos, CA 94070

Dear Chair Gillet,

I write to encourage the Peninsula Corridor Joint Powers Board (JPB) to adopt the Moderate Growth Caltrain Business Plan scenario which aspires to eight trains per hour stopping in South San Francisco – four trains going north plus four trains going south each hour. This represents an increase in Caltrain service to South San Francisco which is desperately needed.

As you are aware, South San Francisco has grown tremendously over the past five years, and is expected to lead San Mateo County in job growth in the future. The City has a residential population in excess of 67,000; however, during the day, the population nearly doubles due to the approximately 60,000 jobs in South San Francisco. By 2040, the number of jobs in South San Francisco is estimated to exceed 90,000, driven by continued expansion in the biotech and tech sectors. This is graphically shown on the attached map prepared by San Mateo County’s Transportation Authority. It demonstrates that over the next twenty years South San Francisco is expected to have the highest job growth in San Mateo County. Increased transit service is needed to meet this growth.

South San Francisco recently completed a new Master Transportation Plan for the jobs-rich area East of Highway 101 in the City. This study showed that 81% of the workers in this area are driving alone to work. Outreach to these employees showed a lack of available transit service as the major reason why the vast majority of workers are still driving to work. A review of the current Caltrain schedule confirms what we are hearing – that workers are driving because transit service to South San Francisco is woefully inadequate. For example, there is only one northbound train per hour and only two southbound trains per hour during the evening commute, and that is a local train which stops at virtually every station on the line. Improved Caltrain service is essential to reducing the number of workers driving to work.
Chair Gillian Gillet  
Peninsula Corridor Joint Powers Board  
July 16, 2019

The new South San Francisco Caltrain Station will open mid-2020, providing a great platform for increased service. I strongly urge the Board to adopt a new Caltrain Business Plan which provides increased service as soon as possible to South San Francisco. In the long run, a plan which includes adaptations for high speed rail and up to twelve trains per hour is optimal; however, in the short term, a plan providing eight trains per hour to South San Francisco is a must.

Respectfully,

[Signature]

Karyl Matsumoto  
Mayor, City of South San Francisco

Attachment: Map of Projected Job Growth Centers

CC: Members, Joint Powers Board  
Members, San Mateo County Transportation Authority  
South San Francisco City Council  
Mr. Jim Hartnett
Hi there Caltrain board,

I assume you’ve seen the arguments about this from *Friends of Caltrain*:

- The cost of GoPass is now much closer to the cost of individual rides and monthly passes
- Go Pass users are now starting to use clipper cards

- Expansion would increase Caltrain’s revenue and ridership, while increasing access to sustainable transportation to lower-income workers in the Peninsula corridor, and helping to take thousands of additional cars off the road, alleviating traffic congestion and pollution.

- Organizations representing employers, transportation demand management service providers, and advocacy organizations supporting transit, the environment, and lower-income workers, urge the Caltrain board to update the Go Pass to allow major employers and Transportation Management Associations (TMAs) to provide coverage to contract workers and employees of collections of small service businesses.

Now that Caltrain has made adjustments to its GoPass program, the time is right to expand the program to allow major employers and TMAs to have the option to provide coverage to contract workers and employees of collections of small service businesses.

Is there any reason for Caltrain to hesitate to make this change?

Corey
Regular Caltrain commuter who stopped buying monthly passes because there isn’t much savings over single rides.

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Corey Baker, MLIS
Access ^ Outreach ^ Advocacy
http://www.linkedin.com/in/coreybbaker

"The next library is a place, still. A place where people come together to do co-working and coordinate and invent projects worth working on together. Aided by...a librarian who can bring domain knowledge and people knowledge and access to information to bear." - *Seth Godin*
Dear Supervisor Peskin,

Further to my July 18th comments (below) about the proposed location and size of a "light" maintenance facility in Brisbane, the Authority's "Preferred Alternative" identifies 4th & King as the preferred station location which is a violation of Streets & Highways codes Section 2704.04 which clearly identified Transbay as the northern terminus, not 4th&King

[link to Streets & Highways code]

Next, the "System Performance, Operations and costs" table located on page 4 of the "San Francisco To San Jose - Preferred Alternative Fact Sheet" shows an "Alignment length" of 42.9 miles which is Scott Boulevard in Santa Clara (link to alignment map), not the San Jose Diridon station which is located 4.5 miles further south (link to alignment map).

The same table also shows a "Peak Hour Average Representative Travel Time" of 47 minutes which is a violation of Streets & Highways codes section 2704.09 which mandates a maximum travel time of 30 minutes between Transbay and Diridon, not 4th & King and Scott Boulevard in Santa Clara

[link to Streets & Highways code]

Last but not least, Having selected 4th&King as the "temporary terminus", the Authority does not envisage any kind of grade separation at 16th Street.

In closing, pursuant to CPUC section 18503(b), I would recommend directing an entity such as Caltrain to proceed with the environmental clearance of the Transbay to Gilroy alignment in a single EIR (instead of 3 separate EIRs as currently proposed by the Authority).

[link to CPUC code]

Sincerely,

Roland Lebrun

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From: Roland Lebrun  
Sent: Thursday, July 18, 2019 7:36 AM  
To: councilmembers@brisbaneca.org  
Cc: Steve Stamos, Clerk of the Board; Caltrain Board; CHSRA Board; MTC Commission; Nila Gonzales; SFCTA CAC; Caltrain CAC; TJPA CAC  
Subject: Item VI.C CHSRA Preferred Alternative  

Dear Mayor Davis and Council,

If possible, I would like to show the attached presentation during public comment after the CHSRA preferred alternative presentation (item VI.C)

Key points:

1) **Why 100 acres** for a **Light Maintenance Facility** instead of 87?

Example: Eurostar Temple Mills Depot in North London (23-acre HMF/LMF)

[link to Eurostar depot]

2) **Alternate Brisbane location:** between Ice House Hill and the Tank Farm (requires relocating tracks and the Bayshore station to the future 5th Street)

3) **Ultimate solution:** LMF relocation to the former Amtrak HMF in Oakland (requires new Transbay Tunnel)

See attached Transbay "Blended" Tunnel proposal currently under review by MTC (Horizon Crossings/Plan Bay Area 2050). The Brisbane section starts on page 7.

Please note that this proposal requires turn-back tracks south of the Bayshore station (same location as 2) above).

Thank you in advance for your consideration.

Sincerely,

Roland Lebrun

Cc: SFCTA; Caltrain Board; CHSRA Board; MTC Commissioners; TJPA; SFCTA CAC; Caltrain CAC; TJPA CAC
Dear Jeannie,

I am writing to invite you to McKinsey’s Global Infrastructure Initiative roundtable, “Building change: Opportunities in disruption” on October 2 in San Francisco. Convening ~80 of your senior executive peers from both public- and private-sector organizations across energy, infrastructure and mobility, the group will explore solutions that address the rapidly changing technology landscape, natural resource constraints, risk and resilience. The roundtable’s discussion-based format is designed to encourage leaders to exchange ideas and best practices for pursuing transformation and building a workforce for the future.

On October 3, we are excited to host a half-day Women Leaders Forum for all the women attending the Building Change roundtable. After a networking breakfast, the professional program will create a space to collectively discuss barriers and opportunities, allow for the exchange of ideas with peers from across the ecosystem and learn about specific actions that have proven effective in empowering and strengthening women in leadership.

Please see the attached invitation for more information and register for the event here: Register for Building change: Opportunities in disruption.

Best regards,

Shannon
Hi,

I'm a Oakland resident who works in San Francisco. I wanted to encourage you to pursue a high-frequency, high-ridership target for the Caltrain 2040 plan. I hope that this plan includes level boarding at all stations, 10 tph in each direction including off peak and on weekends, fare integration and timed transfers with BART and local buses, and a DTX/Second Transbay Tube project that connects to Capital Corridor trains in the East Bay.

Thanks!
Sidharth
Please extend GoPass to TMAs and contractors.

Susan Setterholm
SF. 94109
Hello – please see the following and advise?

Thanks,

Dora

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From: Corey Baker <teachercorey@gmail.com>
Sent: Thursday, July 25, 2019 9:50 PM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>; friends@friendsofcaltrain.com
Subject: Time to Expand Go Pass to Transportation Management Associations and Contractors

Hi there Caltrain board,

I assume you’ve seen the arguments about this from Friends of Caltrain:

- The cost of GoPass is now much closer to the cost of individual rides and monthly passes
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Corey Baker, MLIS
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"The next library is a place, still. A place where people come together to do co-working and
coordinate and invent projects worth working on together. Aided by...a librarian who can bring domain knowledge and people knowledge and access to information to bear." - Seth Godin
Dear Ms. Gardner,

Regarding gathering the information from the citation, unfortunately, we don’t have access to it which is why in order to address the proper train crew I was hoping to gather a few details such as train number, occurrence date and time.

I apologize that this has been a frustrating experience.

Best,

Rona Rios
Director, Customer Experience
SamTrans/Caltrain|SMCTA
1250 San Carlos Avenue
San Carlos, CA. 94070
riosr@samtrans.com

From: Tomika Gardner <gardnert@georgetown.edu>
Sent: Saturday, July 20, 2019 8:55 AM
To: Rios, Rona; TitleVI
Cc: Board (@caltrain.com)
Subject: Re: Consumer Report File # 722524

All of that information should be on the citation itself, which I'm sure you already have access to, unless the intention is to use that technicality as a means to slow or impede the investigation.

I had proof of payment each time train personnel came through checking specifically for us, and I made every effort to properly configure both our fares/tickets, but the station agent, Ms. Ulrich and then the station master all refused to answer questions.

You must have the security footage from the train at on the date listed on the citation.

Review it.

Interview the aggressors (conductors, security, etc) and see if standard operating procedures were followed.

We were targeted and intimidated until a pretense for ejecting us from the train could be implemented. Security took and circulated our picture to station and train staff. (Those pictures are unauthorized and I am formally demanding that they be deleted).

Now for all this trouble we were put through by Caltrain staff/security, we have to pay Caltrain $75?

On Fri, Jul 19, 2019, 11:09 AM Rios <riosr@samtrans.com> wrote:

Dear Tomika Gardner,
Thank you for submitting your comments to Caltrain. We sincerely apologize for what you described and we understand how this could negatively impact your day.

Caltrain is a Proof-of-Payment system in which all passengers are required to be in possession of valid fare. Passengers without valid fare will be cited under our new zero tolerance policy. However, we do expect our crew members to be professional at all times, including during the course of fare enforcement. We would like to investigate this matter further with our Rail Operations team. In order to aid us in our investigation, would you mind giving us a little more detail? If possible would you be able to provide a train number, occurrence date and time? Providing us with such information will help the process immensely.

In regards to the violation you received, whether it’s to contest it, or information about the hearing process etc., this information is located on the back of your Notice of Violation” as well as on Caltrain's website: https://www.caltrain.com/Fares/Fare_Evasion_Policy.html and Picket.com/caltrain https://www.picket.com/CalTRAIN/contesting_ticket.htm websites.

Thank you again for bringing this to our attention and we again regret the negative impression this situation has left you. We appreciate your feedback and we look forward to providing you with improved customer service on your future commutes.

Kind Regards,

Rona Rios
Director, Customer Experience
SamTrans/Caltrain|SMCTA
1250 San Carlos Avenue
San Carlos, CA. 94070
riosr@samtrans.com
Hi,

Just wanted to report that the link to the Caltrain bike rules is broken: http://www.caltrain.com/riderinfo/Bicycles/Bicycle_General_Info.html

This is linked from: https://sfbike.org/resources/bikes-transit/

Thanks for an otherwise great site!

Thanks,
Paul