

JPB BOARD MEETING  
September 5, 2019

Correspondence Packet as of  
August 16, 2019



08/12/19 AM 10:25 EXEC

OFFICE OF THE CITY COUNCIL

330 West 20th Avenue  
San Mateo, California 94403-1338  
Telephone (650) 522-7049  
FAX: (650) 522-7041  
www.cityofsanmateo.org

July 16, 2019

Gillian Gillett, Chair  
Peninsula Corridor Joint Powers Board  
1250 San Carlos Avenue  
San Carlos, CA 94070-1306

Dear Chair Gillett and Directors:

The City Council (Council) of the City of San Mateo<sup>1</sup> is writing to formally request that the Peninsula Corridor Joint Powers Board (PCJPB) reconsider the decision to allow Caltrain to relocate its set-out track in San Mateo. This relocation, while a separate project, is related to the 25<sup>th</sup> Avenue Grade Separation Project, which will displace the existing set-out track. The area that has been selected is directly adjacent to a large residential neighborhood, and a set-out track at that location would cause a significant, tangible impact on our residents' quality of life.

The Council is concerned that the decision to locate set-out track in a residential area was made based on a CEQA process in 2018 that did not include adequate outreach to impacted stakeholders, specifically the residents in the Hayward Park neighborhood of San Mateo who did not receive notification of your CEQA efforts. The inadequate outreach prevented our residents from any meaningful participation in the public process.

The City appreciates the PCJPB's support of the 25<sup>th</sup> Avenue Grade Separation Project, which will provide significant benefit to both the City and Caltrain, and we understand that projects of this magnitude can have unavoidable impacts on residents and businesses. We respectfully request, however, that the PCJPB reconsider the set-out track location and support a new CEQA process on this project that allows for public feedback from our residents.

Thank you for your time and your consideration.

Sincerely,

Diane Papan  
Mayor

Maureen Freschet  
Deputy Mayor

Joe Goethals  
Councilmember

Eric c Rodriguez  
Councilmember

<sup>1</sup> Councilmember Bonilla is recused from this action because of a conflict based on the proximity of his residence to the proposed project location.

**From:** Cathy Baird  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [kcamacho@hlcsmc.org](mailto:kcamacho@hlcsmc.org); [khodayamamoto@greenbelt.org](mailto:khodayamamoto@greenbelt.org)  
**Subject:** I support a TOD Policy that prioritizes affordable homes  
**Date:** Thursday, August 08, 2019 4:41:52 PM

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Dear Caltrain Board of Directors,

I am a resident of San Carlos. I regret that I will not be able to attend the Caltrain Board meeting where the Transit-Oriented Development Policy will be discussed.

**I support adopting a Transit-Oriented Development Policy that prioritizes affordable homes on Caltrain land and that provides a 20% affordable requirement.**

Land in the Bay Area is limited and expensive, making it expensive to build affordable homes. As the region's housing affordability crisis continues to worsen, it affects the well-being and financial security of low- and moderate-income residents. In addition, jobs in the region have continued to increase far faster than housing supply. The lack of affordable homes has led to longer commutes, which result in increases in traffic congestion, air pollution, and greenhouse gas emissions. These interrelated challenges call for bold, innovative solutions.

**Caltrain has an incredible opportunity to create compact, walkable, affordable communities that can help sustain Caltrain's service for the years to come.**

In addition to helping address our region's housing affordability challenges, new homes near Caltrain stations hold economic benefits for both Caltrain and the cities it serves, spurring economic growth and supporting local commercial development in nearby neighborhoods. New homes will help support long-term transit ridership because residents are five times more likely to use transit if they can live within a half mile of a major transit stop. Affordable homes can especially benefit Caltrain, as low-income residents are four times as likely to ride transit as their wealthier counterparts.

To address our region's affordability challenge, build a diverse base of regular riders, and support the creation of more economically diverse and inclusive communities, Caltrain should adopt an inclusionary housing policy that ensures that at least 20% of new homes developed on land controlled by the agency are affordable to low-income residents.

Please consider a TOD policy that benefits our community! Thank you.

Sincerely,  
Cathy Baird  
107 Fairmont Avenue  
San Carlos CA 94070

**From:** Carlita Fuentes  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [Karen Camacho; khondayamamoto@greenbelt.org](mailto:Karen_Camacho_khondayamamoto@greenbelt.org)  
**Subject:** I support a TOD Policy that prioritizes affordable homes  
**Date:** Thursday, August 08, 2019 7:12:00 PM

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My name is Carlita Fuentes and I am a resident of Daly City.

**I support adopting a Transit-Oriented Development Policy that prioritizes affordable homes on Caltrain land and that provides a 20% affordable requirement.**

In the current environment of high land prices and limited supply of land, it is expensive to build affordable homes. As the region's housing affordability crisis continues to worsen, it affects the well-being and financial security of low- and moderate-income residents. In addition, jobs in the region have continued to increase far faster than housing supply. The lack of affordable homes has led to ever-lengthening commutes, with resultant increases in traffic congestion, air pollution, and greenhouse gas emissions. These interrelated challenges call for bold, innovative solutions.

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To address our region's affordability challenge, build a diverse base of regular riders, and support the creation of more economically diverse and inclusive communities, Caltrain should adopt an inclusionary housing policy that ensures that at least 20% of new homes developed on land controlled by the agency are affordable to low-income residents.

Please consider a TOD policy that benefits our community!

Sincerely,  
Carlita C Fuentes  
31 Highland Avenue  
Daly City, CA 94015

**From:** Carlita Fuentes  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [Karen Camacho; khondayamamoto@greenbelt.org](mailto:Karen_Camacho_khondayamamoto@greenbelt.org)  
**Subject:** I support a TOD Policy that prioritizes affordable homes  
**Date:** Thursday, August 08, 2019 7:17:40 PM

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My name is Carlita Fuentes and I am a resident of Daly City.

**I support adopting a Transit-Oriented Development Policy that prioritizes affordable homes on Caltrain land and that provides a 20% affordable requirement.**

In the current environment of high land prices and limited supply of land, it is expensive to build affordable homes. As the region's housing affordability crisis continues to worsen, it affects the well-being and financial security of low- and moderate-income residents. In addition, jobs in the region have continued to increase far faster than housing supply. The lack of affordable homes has led to ever-lengthening commutes, with resultant increases in traffic congestion, air pollution, and greenhouse gas emissions. These interrelated challenges call for bold, innovative solutions.

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Sincerely,  
Carlita C Fuentes  
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Daly City, CA 94015

**From:** Carlita Fuentes  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [Karen Camacho; khondayamamoto@greenbelt.org](mailto:Karen_Camacho_khondayamamoto@greenbelt.org)  
**Subject:** I support a TOD Policy that prioritizes affordable homes  
**Date:** Thursday, August 08, 2019 7:18:15 PM

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My name is Carlita Fuentes and I am a resident of Daly City.

**I support adopting a Transit-Oriented Development Policy that prioritizes affordable homes on Caltrain land and that provides a 20% affordable requirement.**

In the current environment of high land prices and limited supply of land, it is expensive to build affordable homes. As the region's housing affordability crisis continues to worsen, it affects the well-being and financial security of low- and moderate-income residents. In addition, jobs in the region have continued to increase far faster than housing supply. The lack of affordable homes has led to ever-lengthening commutes, with resultant increases in traffic congestion, air pollution, and greenhouse gas emissions. These interrelated challenges call for bold, innovative solutions.

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Please consider a TOD policy that benefits our community!

Sincerely,  
Carlita C Fuentes  
31 Highland Avenue  
Daly City, CA 94015

**From:** Carlita Fuentes  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [Karen Camacho; khondayamamoto@greenbelt.org](mailto:Karen_Camacho_khondayamamoto@greenbelt.org)  
**Subject:** I support a TOD Policy that prioritizes affordable homes  
**Date:** Thursday, August 08, 2019 7:18:16 PM

---

My name is Carlita Fuentes and I am a resident of Daly City.

**I support adopting a Transit-Oriented Development Policy that prioritizes affordable homes on Caltrain land and that provides a 20% affordable requirement.**

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Please consider a TOD policy that benefits our community!

Sincerely,  
Carlita C Fuentes  
31 Highland Avenue  
Daly City, CA 94015



## ALEXANDRIA.

August 2, 2019

Peninsula Corridor Joint Powers Board  
1250 San Carlos Avenue  
San Carlos, CA 94070-1306

Re: Caltrain Business Plan

Dear Joint Powers Board:

As major property owners in multiple Peninsula jurisdictions served by Caltrain including San Francisco, South San Francisco, Burlingame, San Carlos, Palo Alto and Mountain View - Alexandria Real Estate Equities Inc. is pleased to submit a letter in support of the currently published Caltrain Business Plan currently under review. We are in wholehearted agreement that Caltrain is part of a dynamic changing corridor connecting many different communities within a growing and challenged region. Caltrain becoming the first, modern electrified railroad in California will help shape the future of the region and the state.

We understand that your service vision must balance service provision with the costs of both operations and infrastructure needs. We think the Business Plan does a great job of establishing a long range service vision that balances all the factors concerned while providing the need generated by increased market demand.

We strongly support the planned enhanced service at all the municipalities where we work. We note however that the South San Francisco location which has experienced a great deal of new development in the recent past, in direct proximity to the Caltrain station has been significantly impacted by traffic issues which your increased service will go a long way toward easing.

Again, we support this Business Plan unequivocally.

Sincerely,

Terezia Nemeth  
Senior Vice President, Development and Community Relations

**From:** Rodney Nickens Jr  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [Karen Camacho; khodayamamoto@greenbelt.org](mailto:Karen_Camacho_khodayamamoto@greenbelt.org)  
**Subject:** I support a TOD Policy that prioritizes affordable homes  
**Date:** Friday, August 09, 2019 10:08:30 AM

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Dear Caltrain Board of Directors,

My name is Rodney Nickens and I am a resident of Oakland, CA.

**I support adopting a Transit-Oriented Development Policy that prioritizes affordable homes on Caltrain land and that provides a 20% affordable requirement.**

In the current environment of high land prices and limited supply of land, it is expensive to build affordable homes. As the region's housing affordability crisis continues to worsen, it affects the well-being and financial security of low- and moderate-income residents. In addition, jobs in the region have continued to increase far faster than housing supply. The lack of affordable homes has led to ever-lengthening commutes, with resultant increases in traffic congestion, air pollution, and greenhouse gas emissions. These interrelated challenges call for bold, innovative solutions.

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Please consider a TOD policy that benefits our community!

Sincerely,

Rodney

Rodney K. Nickens Jr., J.D., M.A. (he/him/his)

*Policy Manager*

**Non-Profit Housing Association of Northern California (NPH)**

369 Pine Street, Suite 350, San Francisco, CA 94104

Tel: 415-989-8160 Ext. 22 | Cell: 202-735-8973 | [www.nonprofithousing.org](http://www.nonprofithousing.org)



**From:** Auros Harman  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [kcamacho@hlcsmc.org](mailto:kcamacho@hlcsmc.org); [khodayamamoto@greenbelt.org](mailto:khodayamamoto@greenbelt.org)  
**Subject:** I support Transit Oriented Development, prioritizing affordable homes.  
**Date:** Friday, August 09, 2019 10:59:04 AM

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Dear Caltrain Board of Directors,

My name is Auros Harman, and I am a homeowner in San Bruno, since two years ago, about three blocks from San Bruno Caltrain. Before that, I was a renter for five years in San Mateo, near the Hillsdale station, and before that in Mountain View near the San Antonio station. I want to see Caltrain electrified, fully grade-separated throughout its run, and able to run more efficient service. Key to that is building a stable ridership to make it financially viable.

**I support adopting a Transit-Oriented Development Policy that prioritizes affordable homes on Caltrain land and that provides a 20% affordable requirement.**

In the current environment of high land prices and limited supply of land, it is expensive to build affordable homes. As the region's housing affordability crisis continues to worsen, it affects the well-being and financial security of low- and moderate-income residents. In addition, jobs in the region have continued to increase far faster than housing supply. The lack of affordable homes has led to ever-lengthening commutes, with resultant increases in traffic congestion, air pollution, and greenhouse gas emissions. These interrelated challenges call for bold, innovative solutions.

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Please consider a TOD policy that benefits our community!

Sincerely,  
Auros Harman  
633 2nd Ave  
San Bruno, CA 94066

**From:** Sarah Bell  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Subject:** Caltrain service vision - please aim high for ridership growth, great connections, broader access  
**Date:** Saturday, August 10, 2019 11:51:21 AM

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Caltrain Board  
Caltrain Board

RE: Caltrain service vision - please aim high for ridership growth, great connections, broader access

Dear Board Members

Honorable board members,

I am excited to see that Caltrain is looking to pursue a service vision that will increase ridership by 3x or more, with regular, 15-minute all-day service, less traffic and pollution, and better connections.

I am glad to see that Caltrain wants to leave the door open for the higher levels of ridership. The higher ridership options could take 3 more lanes of cars off the highway, reduce driving miles by 80%, reduce greenhouse gas emissions by an additional 50%, and enable much better regional connections.

To make this possible, I want to see the Caltrain board set a strong policy direction:

- \* to actively pursue the highest ridership growth possible, depending on funding and feasibility,
- \* to actively work to pursue the needed funding and solve practical challenges to increasing capacity
- \* to strongly support regional initiatives to provide a seamless system with coordinated fares, schedules, and great regional connections.

Also, I would like the service vision lay the groundwork for Caltrain to serve more diverse customers. The Caltrain board has already adopted a fare policy setting affordability as a goal. Now, with the prospect of more frequent all-day service, the board should adopt a broader set of policies to serve a wider range of people, instead of limiting the benefits of Caltrain to the well-off.

Thank you for your consideration,

Sincerely,  
Ms. Sarah Bell  
55 Madison Ave  
San Mateo, CA 94402  
(401) 868-4421

**From:** Nikita Sirohi  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com); [kcamacho@hlcsmc.org](mailto:kcamacho@hlcsmc.org); [khodayamamoto@greenbelt.org](mailto:khodayamamoto@greenbelt.org)  
**Subject:** I support a TOD Policy that prioritizes affordable homes  
**Date:** Sunday, August 11, 2019 12:17:54 PM

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Dear Caltrain Board of Directors,

My name is Nikita Sirohi and I am a resident of Mountain View.

**I support adopting a Transit-Oriented Development Policy that prioritizes affordable homes on Caltrain land and that provides a 20% affordable requirement.**

In the current environment of high land prices and limited supply of land, it is expensive to build affordable homes. As the region's housing affordability crisis continues to worsen, it affects the well-being and financial security of low- and moderate-income residents. In addition, jobs in the region have continued to increase far faster than housing supply. The lack of affordable homes has led to ever-lengthening commutes, with resultant increases in traffic congestion, air pollution, and greenhouse gas emissions. These interrelated challenges call for bold, innovative solutions.

Caltrain has an incredible opportunity to create compact, walkable, affordable communities that can help sustain Caltrain's service for the years to come.

In addition to helping address our region's housing affordability challenges, new homes near Caltrain stations hold economic benefits for both Caltrain and the cities it serves, spurring economic growth and supporting local commercial development in nearby neighborhoods. New homes will help support long-term transit ridership as residents are five times more likely to use transit if they are able to live within a half mile of a major transit stop. Affordable homes can especially benefit Caltrain, as low-income residents are four times as likely to ride transit as their wealthier counterparts.

To address our region's affordability challenge, build a diverse base of regular riders, and support the creation of more economically diverse and inclusive communities, Caltrain should adopt an inclusionary housing policy that ensures that at least 20% of new homes developed on land controlled by the agency are affordable to low-income residents.

Please consider a TOD policy that benefits our community!

Sincerely,  
Nikita Sirohi  
456A Del Medio Ave, Mountain View CA

**From:** Aaron Barron  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [kcamacho@hlcsmc.org](mailto:kcamacho@hlcsmc.org); [khodayamamoto@greenbelt.org](mailto:khodayamamoto@greenbelt.org)  
**Subject:** I support a TOD Policy that prioritizes affordable homes  
**Date:** Sunday, August 11, 2019 1:16:23 PM

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Dear Caltrain Board of Directors,

My name is Aaron and I am a resident of East Palo Alto.

**I support adopting a Transit-Oriented Development Policy that prioritizes affordable homes on Caltrain land and that provides a 20% affordable requirement.**

In the current environment of high land prices and limited supply of land, it is expensive to build affordable homes. As the region's housing affordability crisis continues to worsen, it affects the well-being and financial security of low- and moderate-income residents. In addition, jobs in the region have continued to increase far faster than housing supply. The lack of affordable homes has led to ever-lengthening commutes, with resultant increases in traffic congestion, air pollution, and greenhouse gas emissions. These interrelated challenges call for bold, innovative solutions.

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Please consider a TOD policy that benefits our community!

Sincerely,

Aaron Barron  
2177 Ralmar Avenue, East Palo Alto

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Aaron Barron

Stanford University | B.S. Biomechanical Engineering | Class of 2018

Designer. Mechanic. Learner.

**From:** David Almeida  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Subject:** Caltrain service vision - please aim high for ridership growth, great connections, broader access  
**Date:** Tuesday, August 13, 2019 7:35:47 AM

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Caltrain Board  
Caltrain Board

RE: Caltrain service vision - please aim high for ridership growth, great connections, broader access

Dear Board Members

Honorable board members,

I am excited to see that Caltrain is looking to pursue a service vision that will increase ridership by 3x or more, with regular, 15-minute all-day service, less traffic and pollution, and better connections.

I am glad to see that Caltrain wants to leave the door open for the higher levels of ridership. The higher ridership options could take 3 more lanes of cars off the highway, reduce driving miles by 80%, reduce greenhouse gas emissions by an additional 50%, and enable much better regional connections.

To make this possible, I want to see the Caltrain board set a strong policy direction:

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Also, I would like the service vision lay the groundwork for Caltrain to serve more diverse customers. The Caltrain board has already adopted a fare policy setting affordability as a goal. Now, with the prospect of more frequent all-day service, the board should adopt a broader set of policies to serve a wider range of people, instead of limiting the benefits of Caltrain to the well-off.

Thank you for your consideration,

Sincerely,  
Mr. David Almeida  
7541 Church St  
Gilroy, CA 95020  
(408) 913-3997

**From:** MELINDA HENNING  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [Karen Camacho; khodayamamoto@greenbelt.com](mailto:Karen_Camacho_khodayamamoto@greenbelt.com)  
**Subject:** Please adopt a TOD policy that prioritizes affordable and deeply affordable housing on Caltrain land.  
**Date:** Wednesday, August 14, 2019 3:00:05 PM

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Dear CalTrain Board of Directors:

**I support adopting a Transit-Oriented Development Policy that prioritizes affordable homes on Caltrain land and that includes at least a 20% "affordable" requirement and an additional 20% "deeply affordable" requirement to provide for people at risk of homelessness because of income-limiting disabilities.**

By making Caltrain land available for compact, walkable, affordable communities, Caltrain can benefit the entire community as well as help to sustain Caltrain's service. Residents are five times more likely to use transit if they live within a half mile of a major transit stop, and low-income residents are four times more likely to ride transit than their wealthier counterparts.

Please consider this TOD policy proposal to maximize benefits for our entire community.

Sincerely,  
Melinda Henning  
Resident of Foster City

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MELINDA HENNING  
*High Stakes Presentation Consulting & Coaching*  
415-806-9161  
[www.melindahenning.com](http://www.melindahenning.com)  
[melinda@melindahenning.com](mailto:melinda@melindahenning.com)

**From:** Susan Setterholm  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [friends@friendsofcaltrain.com](mailto:friends@friendsofcaltrain.com)  
**Subject:** Aim high. Provide equitable fares  
**Date:** Wednesday, August 14, 2019 3:54:48 PM

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Hi, please make it possible for moderate income people to use CalTrain. Also, please allow associations of service and low paid and contract workers use GoPass.

Susan Setterholm

**From:** Caroline S. Lebar  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [khodayamamoto@greenbelt.org](mailto:khodayamamoto@greenbelt.org); [kcamacho@hlcsmc.org](mailto:kcamacho@hlcsmc.org)  
**Subject:** I support a TOD Policy that prioritizes affordable homes  
**Date:** Thursday, August 15, 2019 10:53:25 AM

---

Dear Caltrain Board of Directors,

My name is Caroline Lebar and I am a resident of Mountain View.

I support adopting a Transit-Oriented Development Policy that prioritizes affordable homes on Caltrain land and that provides a 20% affordable requirement.

In the current environment of high land prices and limited supply of land, it is expensive to build affordable homes. As the region's housing affordability crisis continues to worsen, it affects the well-being and financial security of low- and moderate-income residents. In addition, jobs in the region have continued to increase far faster than housing supply. The lack of affordable homes has led to ever-lengthening commutes, with resultant increases in traffic congestion, air pollution, and greenhouse gas emissions. These interrelated challenges call for bold, innovative solutions.

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Please consider a TOD policy that benefits our community!

Sincerely,  
Caroline Lebar

**From:** Swanee Edwards  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Subject:** Please Support Moving Forward Immediately with the Fare Integration  
**Date:** Thursday, August 15, 2019 2:42:49 PM

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Caltrain Board,

I was disappointed to learn that in June, the Clipper Executive Board, which Caltrain participates in, voted to delay advancement of a Business Case Study for Fare Integration.

I'm writing you to urge that Caltrain strongly supports the immediate advancement of the Business Case Study for Fare Integration alongside other transit agencies in the region, MTC, and the Clipper Executive Board over the coming months and years.

Over the last several decades, numerous regions around the world, including regions with many cities and transit agencies, have successfully integrated their fare systems to create a fair, simple system of pricing that encourages transit use and has led to increasing ridership over time.

It is long past time for the Bay Area to introduce similar reforms to better serve transit riders and get more people to use transit.

Swanee Edwards  
swanee@garlic.com  
98 Melody Lane  
Morgan Hill, California 95037



**From:** Cynthia Gildea  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Cc:** [jdkoehn@gmail.com](mailto:jdkoehn@gmail.com)  
**Subject:** Save a Life- Add Defibrillators to Trains!  
**Date:** Thursday, August 15, 2019 10:31:59 AM

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August 15, 2019

Board Chair Gillian Gillett

Caltrain Joint Powers Board- Board of Directors

1250 San Carlos Ave.  
San Carlos, CA 94070-1306

RE: Safety on Caltrain

Dear Board Chair Gillett and Caltrain Board of Directors,

I write this letter to you on the heels of an incident last week aboard SB #366. An elderly gentleman was entering the platform from the San Francisco station. He lost his balance and fell hard, barely missing the deeper area housing the tracks and gravel below. I rushed to help him get up and assisted him to the 2<sup>nd</sup> car which has a handicap seat. I found a conductor to get me the locked up first aid kit and proceeded to nurse his wounds. We both de-trained in Redwood City and I have not seen him since. Thank you for having nicely stocked first aid kits available.

This past Spring, while on NB #221, a conductor passed out. The passengers were proactive in getting him help and he was conscience before reaching San Francisco. I have since asked him if there are defibrillator/AEDs on the trains and if the Conductors have first aid and CPR training. I was shocked to hear the answer of “No”.

With over 65,000 weekday riders during a.m. and p.m. commutes and a goal to grow 80% by 2022, I ask that you consider revisiting your vision to “Provide a SAFE, reliable, sustainable modern rail system that meets the growing mobility needs of the San Francisco Bay Area Region”. Quite honestly, my deeper concern is the lack of security at the stations and on the train. We are packed in like sardines and sadly, in a world were mass shootings is a daily occurrence, it’s a matter of time before we learn of Caltrain carnage.

I digress. We can make our trains safer immediately by having a defibrillator and First Aid/AED training. Defibrillation is most effective immediately following a cardiac arrest episode. The average EMS response time is 11 minutes while brain damage generally occurs within the first five minutes. This means having a public access AED readily available can be the difference between life and death.

It appears that you have 30 Locomotives and 134 Passenger Cars, running 92 weekday trains. Average cost of an AED kit and training is under \$2000. There would be a need for some process and program management (procurement of AED, scheduling of training, battery check/maintenance). By rough estimates, you would need about \$100,000, 3 hours of training per conductor and a monthly maintenance program to test the AEDs. Adding AEDs with a qualified staff to operate them would be an immediate safety improvement to Caltrain.

From what I could find on the internet, you have a \$132,925,000 operating budget, with a 26% profit margin. The investment for defibrillators and training adds less than .1% to your operating budget. I respectfully ask that you act on your vision of safety on your trains by adding defibrillators and the necessary training.

Regards,

Cynthia Gildea

[cgildea@gmail.com](mailto:cgildea@gmail.com)

A concerned commuter

cc: Josh Koehn

**From:** pcs@ptsitransportation.com  
**To:** [Board \(@caltrain.com\)](mailto:Board@caltrain.com)  
**Subject:** Compendium of Fares - Including Yours  
**Date:** Friday, August 16, 2019 11:11:25 AM  
**Attachments:** [H - CAL - Caltrain \(San Francisco\).pdf](#)

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Hello Ms. Gillett, You may be wondering:

***What is the compendium of Commuter Rail Fares?***

**Commuter Rail Fares (CRF)** is a subscription service that provides the current fare structure of every commuter rail service in the US and Canada.

When you open the attachment, you will see the table presenting the fare structure for your own commuter rail service. CRF also contains 45 other detailed fare tables for **each** commuter rail service in the US and Canada. *(Please review your fare table and let us have any comments, corrections or suggestions to improve CRF.)*

CRF also presents a comprehensive set of comparison tables which allow you to easily compare each key element of your commuter rail fare structure to that of every other commuter rail service.

Go to <http://www.ptsitransportation.com/Sample/SampleCRF.pdf> to view samples of the information presented in the compendium. You will see the comparison tables for monthly, weekly, 1 day pass, one way and annual fares. Discounted fare types and weighted average fares are also included.

The text section following the comparison tables describes CRF's approach and methodology.

CFR is updated quarterly to reflect all fare increases or changes occurring on any commuter rail service in that period. A one year subscription to CRF provides this information immediately and at an extremely low cost compared to using in house staff time or hiring a consultant. **But the greatest cost of all may be not having the information from CRF needed to identify which fares changes are necessary!**

**For further information and to subscribe to Commuter Rail Fares, please contact:**

***PTSI Transportation***  
***71 Union Avenue - Suite 106***  
***Rutherford, New Jersey 07070-1272***  
***(201) 933-5530***  
***[mrw@ptsitransportation.com](mailto:mrw@ptsitransportation.com)***



CAL

San Francisco Fares

Effective July 1, 2018

Between <b>SAN FRANCISCO</b> (4th and Townsend Station) and:	Var. Fare Zones	Miles	ONE WAY				PASSES							
			# CLIPPER Card				1 Day				Monthly			
			Regular		50% Discount		Regular		50% Discount		Regular		50% Discount	
1	0.0	Fare	R/M	Fare	R/M	Fare	R/M	Fare	R/M	Fare	R/M	Fare	R/M	
22nd Street	1	1.7	\$ 3.20	¢ 188.2	\$ 1.60	¢ 94.1	\$ 7.50	¢ 110.3	\$ 3.75	¢ 55.1	\$ 96.00	¢ 134.5	\$ 48.00	¢ 67.2
Bayshore	1	5.1	\$ 3.20	¢ 62.7	\$ 1.60	¢ 31.4	\$ 7.50	¢ 36.8	\$ 3.75	¢ 18.4	\$ 96.00	¢ 44.8	\$ 48.00	¢ 22.4
So. San Francisco	1	9.1	\$ 3.20	¢ 35.2	\$ 1.60	¢ 17.6	\$ 7.50	¢ 20.6	\$ 3.75	¢ 10.3	\$ 96.00	¢ 25.1	\$ 48.00	¢ 12.6
San Bruno	1	11.4	\$ 3.20	¢ 28.1	\$ 1.60	¢ 14.0	\$ 7.50	¢ 16.4	\$ 3.75	¢ 8.2	\$ 96.00	¢ 20.1	\$ 48.00	¢ 10.0
Millbrae Transit Ctr	2	13.3	\$ 5.45	¢ 41.0	\$ 2.60	¢ 19.5	\$ 12.00	¢ 22.6	\$ 6.00	¢ 11.3	\$ 163.50	¢ 29.3	\$ 78.00	¢ 14.0
Broadway	2	15.1	\$ 5.45	¢ 36.1	\$ 2.60	¢ 17.2	\$ 12.00	¢ 19.9	\$ 6.00	¢ 9.9	\$ 163.50	¢ 25.8	\$ 78.00	¢ 12.3
Burlingame	2	16.0	\$ 5.45	¢ 34.1	\$ 2.60	¢ 16.3	\$ 12.00	¢ 18.8	\$ 6.00	¢ 9.4	\$ 163.50	¢ 24.3	\$ 78.00	¢ 11.6
San Mateo	2	17.4	\$ 5.45	¢ 31.3	\$ 2.60	¢ 14.9	\$ 12.00	¢ 17.2	\$ 6.00	¢ 8.6	\$ 163.50	¢ 22.4	\$ 78.00	¢ 10.7
Hayward Park	2	18.9	\$ 5.45	¢ 28.8	\$ 2.60	¢ 13.8	\$ 12.00	¢ 15.9	\$ 6.00	¢ 7.9	\$ 163.50	¢ 20.6	\$ 78.00	¢ 9.8
Hillsdale	2	20.1	\$ 5.45	¢ 27.1	\$ 2.60	¢ 12.9	\$ 12.00	¢ 14.9	\$ 6.00	¢ 7.5	\$ 163.50	¢ 19.4	\$ 78.00	¢ 9.2
Belmont	2	21.7	\$ 5.45	¢ 25.1	\$ 2.60	¢ 12.0	\$ 12.00	¢ 13.8	\$ 6.00	¢ 6.9	\$ 163.50	¢ 17.9	\$ 78.00	¢ 8.6
San Carlos	2	23.0	\$ 5.45	¢ 23.7	\$ 2.60	¢ 11.3	\$ 12.00	¢ 13.0	\$ 6.00	¢ 6.5	\$ 163.50	¢ 16.9	\$ 78.00	¢ 8.1
Redwood City	2	25.2	\$ 5.45	¢ 21.6	\$ 2.60	¢ 10.3	\$ 12.00	¢ 11.9	\$ 6.00	¢ 6.0	\$ 163.50	¢ 15.4	\$ 78.00	¢ 7.4
Atherton	3	27.6	\$ 7.70	¢ 27.9	\$ 3.60	¢ 13.0	\$ 16.50	¢ 14.9	\$ 8.25	¢ 7.5	\$ 231.00	¢ 19.9	\$ 108.00	¢ 9.3
Menlo Park	3	28.7	\$ 7.70	¢ 26.8	\$ 3.60	¢ 12.5	\$ 16.50	¢ 14.4	\$ 8.25	¢ 7.2	\$ 231.00	¢ 19.2	\$ 108.00	¢ 9.0
Palo Alto	3	29.9	\$ 7.70	¢ 25.8	\$ 3.60	¢ 12.0	\$ 16.50	¢ 13.8	\$ 8.25	¢ 6.9	\$ 231.00	¢ 18.4	\$ 108.00	¢ 8.6
Stanford	3	30.6	\$ 7.70	¢ 25.2	\$ 3.60	¢ 11.8	\$ 16.50	¢ 13.5	\$ 8.25	¢ 6.7	\$ 231.00	¢ 18.0	\$ 108.00	¢ 8.4
California Avenue	3	31.6	\$ 7.70	¢ 24.4	\$ 3.60	¢ 11.4	\$ 16.50	¢ 13.1	\$ 8.25	¢ 6.5	\$ 231.00	¢ 17.4	\$ 108.00	¢ 8.1
San Antonio	3	33.9	\$ 7.70	¢ 22.7	\$ 3.60	¢ 10.6	\$ 16.50	¢ 12.2	\$ 8.25	¢ 6.1	\$ 231.00	¢ 16.2	\$ 108.00	¢ 7.6
Mountain View	3	35.9	\$ 7.70	¢ 21.4	\$ 3.60	¢ 10.0	\$ 16.50	¢ 11.5	\$ 8.25	¢ 5.7	\$ 231.00	¢ 15.3	\$ 108.00	¢ 7.2
Sunnyvale	3	38.6	\$ 7.70	¢ 19.9	\$ 3.60	¢ 9.3	\$ 16.50	¢ 10.7	\$ 8.25	¢ 5.3	\$ 231.00	¢ 14.2	\$ 108.00	¢ 6.7
Lawrence	4	40.6	\$ 9.95	¢ 24.5	\$ 4.60	¢ 11.3	\$ 21.00	¢ 12.9	\$ 10.50	¢ 6.5	\$ 298.50	¢ 17.5	\$ 138.00	¢ 8.1
Santa Clara	4	44.6	\$ 9.95	¢ 22.3	\$ 4.60	¢ 10.3	\$ 21.00	¢ 11.8	\$ 10.50	¢ 5.9	\$ 298.50	¢ 15.9	\$ 138.00	¢ 7.4
College Park	4	46.1	\$ 9.95	¢ 21.6	\$ 4.60	¢ 10.0	\$ 21.00	¢ 11.4	\$ 10.50	¢ 5.7	\$ 298.50	¢ 15.4	\$ 138.00	¢ 7.1
San Jose Diridon	4	47.3	\$ 9.95	¢ 21.0	\$ 4.60	¢ 9.7	\$ 21.00	¢ 11.1	\$ 10.50	¢ 5.5	\$ 298.50	¢ 15.0	\$ 138.00	¢ 6.9
Tamien	4	49.0	\$ 9.95	¢ 20.3	\$ 4.60	¢ 9.4	\$ 21.00	¢ 10.7	\$ 10.50	¢ 5.4	\$ 298.50	¢ 14.5	\$ 138.00	¢ 6.7
Capitol	5	52.2	\$ 12.20	¢ 23.4	\$ 5.60	¢ 10.7	\$ 25.50	¢ 12.2	\$ 12.75	¢ 6.1	\$ 366.00	¢ 16.7	\$ 168.00	¢ 7.7
Blossom Hill	5	55.5	\$ 12.20	¢ 22.0	\$ 5.60	¢ 10.1	\$ 25.50	¢ 11.5	\$ 12.75	¢ 5.7	\$ 366.00	¢ 15.7	\$ 168.00	¢ 7.2
Morgan Hill	6	67.3	\$ 14.45	¢ 21.5	\$ 6.60	¢ 9.8	\$ 30.00	¢ 11.1	\$ 15.00	¢ 5.6	\$ 433.50	¢ 15.3	\$ 198.00	¢ 7.0
San Martin	6	71.0	\$ 14.45	¢ 20.4	\$ 6.60	¢ 9.3	\$ 30.00	¢ 10.6	\$ 15.00	¢ 5.3	\$ 433.50	¢ 14.5	\$ 198.00	¢ 6.6
Gilroy	6	76.8	\$ 14.45	¢ 18.8	\$ 6.60	¢ 8.6	\$ 30.00	¢ 9.8	\$ 15.00	¢ 4.9	\$ 433.50	¢ 13.4	\$ 198.00	¢ 6.1
<b>Weighted Average</b>			<b>\$ 9.63</b>	<b>¢ 24.0</b>	<b>\$ 4.46</b>	<b>¢ 11.2</b>	<b>\$ 20.36</b>	<b>¢ 12.8</b>	<b>\$ 10.18</b>	<b>¢ 6.4</b>	<b>\$ 288.95</b>	<b>¢ 17.1</b>	<b>\$ 133.76</b>	<b>¢ 8.0</b>

For Travel Between Other Stations:

**Variable Fare Zones:** Fares are based on the number of zones that are partially or wholly travelled through by the passenger (including the zones containing both the origin and the destination stations).

- For travel wholly within one zone, **single** zone fares apply - for example, from Belmont to Redwood City, use single zone one way fare of \$3.20.

- For travel between two or more zones, **multiple** zone fares apply - for example, from Stanford to Gilroy, use four zone one way fare of \$9.95.

**Description of Fares:**

**# One Way** fares shown above are for **CLIPPER** (stored value) Card sales only.

**One Way:** For use for 4 hours from time of sale.

**1 Day Pass:** For unlimited rides on date of sale.

**Monthly Pass:** For unlimited rides during calendar month for which sold. On **Saturdays, Sundays and Holidays**, Caltrain monthly passes will also be honored for unlimited rides between **all zones**.

**50% Discount:** Only for Children (ages 5 through 18), Seniors (age 65 and up), Persons with Disabilities and Medicare Card Holders (including accompanying eligible attendant).

**Free Child Age:** 4 and under - one free child with each fare paying adult. Additional Children pay the 50% Discount fare.

**Zone Upgrade Fare:** \$2.25 (\$1.00 for Discount Fares) for **each** additional zone purchased; for use for 4 hours from time of sale. Allows an accompanying One Way fare or 1 Day or Monthly Pass to be used for a one way ride beyond its original zone limit, but within its original period of validity, but may not be used alone.

**Go Pass**

The Go Pass is an Annual Pass good for unlimited rides between all zones during a calendar year. Participating entities (Employers, Educational institutions and Residential Complexes) must purchase a Go Pass for **every** eligible user (Employee, Student or Resident), regardless of the number of persons who use the Pass. The annual cost is the greater of \$285.00 per eligible user or \$23,940. Eligible users include all Students, regular Employees working more than 20 hours per week, and all Complex Residents age 5 and above.