



JPB Board of Directors  
Meeting of October 22, 2021

Correspondence as of October 22, 2021

# Subject

- 1 Seamless Transit Overhaul
- 2 Improving Rider Service and Experience
- 3 SPUR - Governance
- 4 Integrated Fares & Coordinated Schedules

**From:** [Sierra Garcia](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** Comment for 10/22/21 meeting  
**Date:** Thursday, October 21, 2021 3:24:35 PM

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**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.

Dear CalTrain Board,

I'm a constituent in San Mateo County (287 Hillside Drive, Pacifica, CA, 94044), and am really excited about the prospect of CalTrain pursuing integrated fares, route planning, and signage. A seamless, standardized pass system for public transit will make it SO much easier for young professionals like myself to live in the area without relying on cars to get around. I've been using Caltrain for years, since I was a student, and it was often a big headache trying to finnegale coordinating my transit plans between Caltrain and BART, not to mention my local bus system.

I strongly support a "seamless" transit overhaul to make the Bay Area less congested, to give us cleaner air, and to continue leading on climate change policy, which public transit is such an important component of.

Sincerely,

Sierra Garcia

**From:** [Remi Tan](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** CalTrain Board meeting 1pm 2021-10-22 Friday - Comments  
**Date:** Thursday, October 21, 2021 10:49:42 PM

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Dear Honorable Board Members:

My name is Remi Tan from Pacifica, CA. We use Caltrain to go down the peninsula. We also use BART, Samtrans, SF Muni, AC/Transit, VTA, and occasionally Capital Corridor/Amtrak.

Currently Bay Area traffic is close to pre-pandemic levels yet offices are only 22% occupied in SF and Silicon Valley. Yet ridership down 85% from pre-covid levels for Caltrain and other agencies are experiencing similar low numbers of riders.

Therefore, it is imperative that the Board do everything in its power to improve service and rider experience to entice riders back on board. Critical improvements to win back riders include integrated fares, more coordinated schedules with regional and local transit; faster and more cost-effective capital projects such as the downtown extension in San Francisco, Diridon station, grade separations, level boarding.

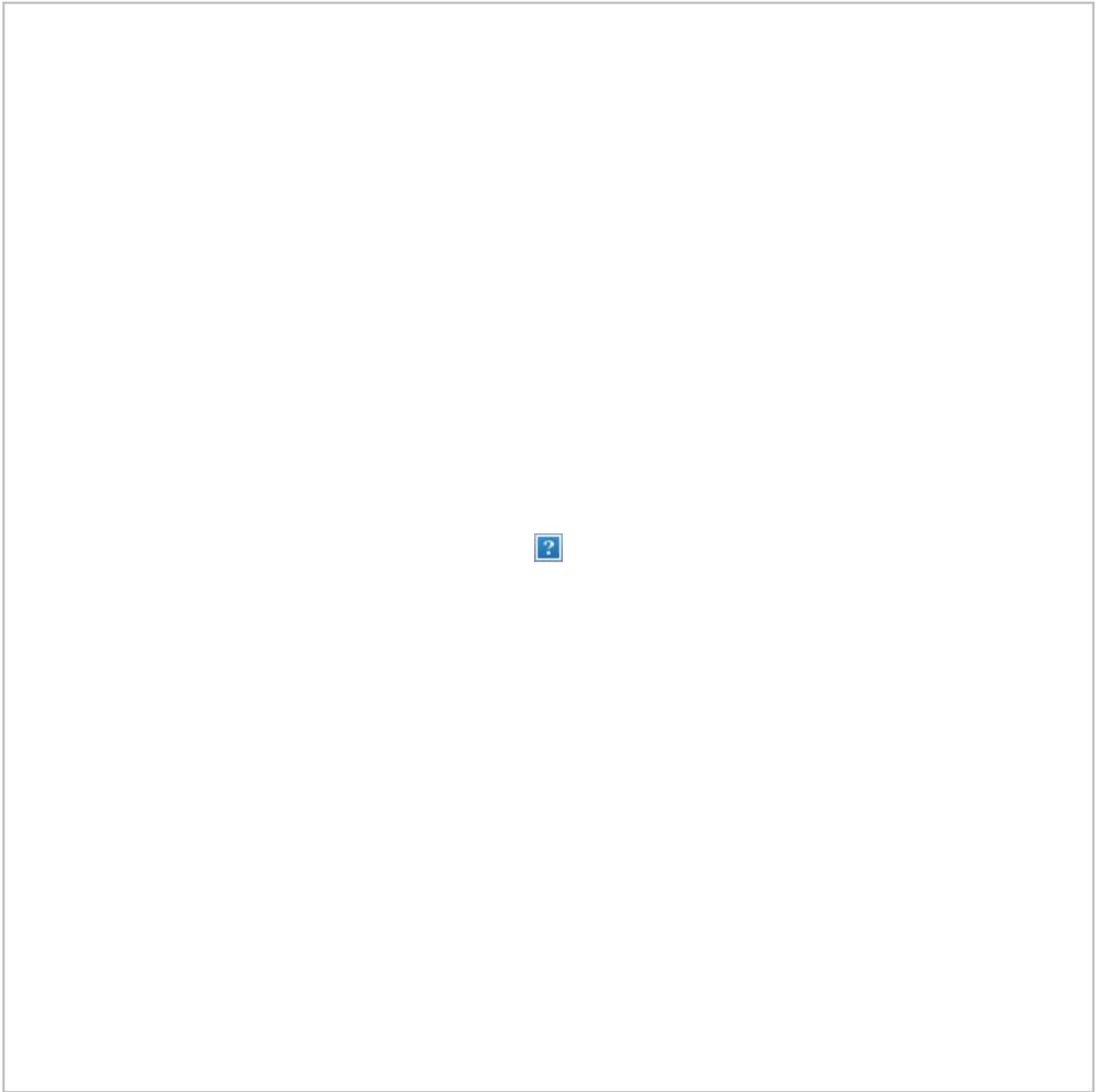
Better regional coordination will make thing much better, for me, my family, my community, the region, the climate.

Please support regional governance changes that support these goals.

Of the 4 examples listed below, Example D is the real long term solution for the most efficient and effective regional governance. There should be one consolidated Regional rail system that includes CalTrain, BART, SMART, ACE, Capital Corridor, San Joaquin, LA/San Diego Metrolink, Coast Starlight, and eventually CA HSR. This would allow seamless travel and operations between the NorCal and SoCal MSAs and within the two MSAs. A single agency would eliminate competing boards, redundant management/teams, duplicated operations/maintenance, and would allow more strategic planning that coordinates all of the rail needs and future planning, system expansion, equipment procurement, along with integrated fares, coordinated/timed transfers, and common signage/wayfinding. The single board would have representation from all areas served, so representation would not be reduced and would be fair. The single agency should realize some major cost savings in the mid and long term.

Please work with the other rail agencies to make Example D a reality.





Thank you and Best Regards,

**Remi Tan**, AIA, LEED AP BD+C  
*Architecture, Green/Sustainability Consulting, and Real Estate Investment  
Pacifica, CA*

650-291-3097

**From:** [Jonathon Kass](#)  
**To:** [Public Comment](#)  
**Cc:** [Zmuda, Monique](#); [Heminger, Steve \[stevheminger1@gmail.com\]](#); [waltonstaff@sfgov.org](#); [Shamann Walton](#); [Charles Stone](#); [Dave Pine](#); [Gee, Jeff \[jgee@redwoodcity.org\]](#); [Davis, Dev \[dev.davis@sanjoseca.gov\]](#); [Glenn Hendricks](#); [Chavez, Cindy \[cindy.chavez@bos.sccgov.org\]](#); [Hope Cahán](#); [Cindy Chavez](#); [Petty, Sebastian](#)  
**Subject:** Regional Governance options and urgency  
**Date:** Friday, October 22, 2021 9:18:46 AM

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Dear Boardmembers,

SPUR applauds your willingness to consider stronger regional integration of Caltrain service and oversight, including what resources, structural changes, and analyses are necessary for success.

**I am sending this [link to SPUR's recent article](#) discussing the urgency of this matter.** The article acknowledges that Caltrain's significant successes over the past 15 years is a primary reason the railroad has evolved to this point of needing a new model for regional engagement. Capital projects, financial constraints, and travel patterns of the future are likely to be vastly different from those of the past. SPUR encourages you to earnestly consider all options, commit to ongoing engagement in regional governance discussions, and authorize senior staff to explore these issues freely with their peers at other transportation agencies.

Sincerely,

Jonathon Kass

SPUR Transportation Policy Manager

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Jonathon Kass  
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**SPUR**

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**From:** [Barb Singleton](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** Please consider my thoughts - Meeting Friday 10/22  
**Date:** Friday, October 22, 2021 9:41:26 AM

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[You don't often get email from [barbsingleton@gmail.com](mailto:barbsingleton@gmail.com). Learn why this is important at <http://aka.ms/LearnAboutSenderIdentification>.]

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Hello Caltrain Board,

Thank you for all of your hard work on the complex transit issues that face our Bay Area.

I am Barb Singleton, a Mountain View resident, full-time public transit rider since January 2019 and San Francisco Bay Area resident for 25 years. I gave up my car to help with climate change and challenge myself to be more physically fit.

I currently use the following:

Bicycle, Caltrain, Caltrain + app, Transit app, VTA, MV Community Shuttle, Stanford Marguerite, Bike Locker at MV Caltrain, BART, SF-MTA, Lyft, and now Bay Wheels. I have used AC Transit for appointments in Alameda and getting around in Berkeley. (Car drop off - Transit app - BUS - car pick up on the other side of town.) I have used a Clipper card since it's inception.

The issues that are important to me involve how to make it easier to ride any transit to get to where I am going easily, with more accessible times, better connections and for a low reasonable fare.

The Caltrain connections to BART at Millbrae have improved. Thank you.

I'd like to be able to get from Mountain View to San Francisco faster in the middle of the day and if I stay late at an event there, not worry about waiting an hour for a train to get back home. My total ride time to get back home, door to door is about 2 hours. Recently, I missed the SF Caltrain so I took BART to Millbrae and paid Lyft \$30 to get home at 9pm. I do not want to be waiting at stations at night for safety concerns.

Please consider Integrated fares, more coordinated schedules with connecting transit agencies, and getting the capital projects done faster so I can experience them in my lifetime!

I made a positive choice to give up my car and do not miss the traffic, car exhaust, car payment, maintenance, insurance and gas costs. I have the chance to interact with other human beings on Caltrain and am proud to be part of bike culture and public transit community.

There is so much good with Caltrain now. Please help make riding even better, faster and less expensive as soon as possible.

Please make it happen for the riders!

Thank you,

Barb Singleton  
Mountain View, CA