



JPB Board of Directors
Meeting of July 1, 2021

Correspondence as of June 30, 2021

Subject

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- 3 One Community
- 4 Item #8 Contract with Alstom Signaling Operation LLC for Signal Systems Modification
- 5 Baby Bullet Service
- 6 City of Sunnyvale Request for Baby Bullet Stops
- 7 Regional Governance Request from Bay Area Council

From: [Stephen Taber](#)
To: Board1@caltrain.com
Subject: Governance
Date: Saturday, June 26, 2021 12:11:47 PM

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

I have been invited to submit my ideas regarding Caltrain governance. Below is a published summary of my thoughts on this issue. It would be most effective for Caltrain and BART to be governed and operated as an integrated regional transit system. This means that both systems are under the control of one entity, with one board, and one mission. It also means that fares should be coordinated and consistently administered. Likewise, governance should be uniform and under one system.

The most glaring problems with the current arrangement are:

1. BART operates in two counties (San Mateo and Santa Clara) that are outside its jurisdiction, meaning that the residents in those counties have no representation on the BART governing board, and BART has no authority, other than by contract.
2. There is no consistency in financing, fares, and operations between the two systems.
3. BART has no legal jurisdiction over a large part of its own system.
4. There is no free transfer between Caltrain and BART, since they are separate systems.

The solution is to annex San Mateo and Santa Clara to the BART district, with extension of the BART sales tax to those counties (presumably offsetting the payments and taxes that those counties currently pay for Caltrain).

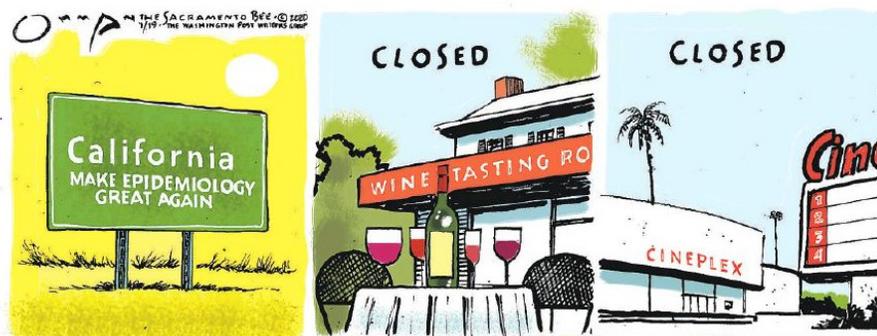
Stephen Taber

LETTERS TO THE EDITOR *Submit your letter at [SFChronicle.com/letters](https://www.sfchronicle.com/letters)*

Regional transit system badly needs repair

The Caltrain funding crisis provides an opportunity to make sense of a fragmented and dysfunctional regional transit system, in which the Caltrain line is operated under a contractual arrangement without stable financing or direct public accountability and BART provides service to two counties that are not even within its jurisdiction. The solution is to annex San Mateo and Santa Clara counties to the BART district, which would operate both BART and Caltrain as integrated components of one regional transit system, with a single governing body and revenue source.

Stephen Taber, San Francisco



Sent from [Mail](#) for Windows 10

From: [Roland Lebrun](#)
To: [Board \(@caltrain.com\)](#)
Cc: [SFCTA Board Secretary](#); [Baltao, Elaine \[board.secretary@vta.org\]](#); [MTC Info](#)
Subject: March 2021 PMOC report
Date: Monday, June 28, 2021 11:48:32 AM

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Dear Caltrain Board,

Please direct staff to post the March 2021 PMOC report released by the FTA on April 27th to the REPORTS & PRESENTATIONS section of the CalMod web page.

https://www.caltrain.com/projectsplans/CaltrainModernization/CalMod_Document_Library.html

CalMod Document Library - Caltrain

PMOC Reports. PMOC Reports are provided to the JPB by the Federal Transit Administration (FTA) Region 9 and posted to this page upon receipt.. September 2020*; The delay referenced on page 2 of the report does not affect the 2022 project delivery date, and does not reflect actual or projected progress toward completion of this work.

www.caltrain.com

Thank you

Roland Lebrun

CC

MTC Commissioners

SFCTA Commissioners

VTA Board of Directors

From: [Aaron VanDevender](#)
To: [Board \(@caltrain.com\)](#)
Subject: One Community
Date: Monday, June 28, 2021 3:44:45 PM

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Dear August Caltrain Board Members,

We in the Bay Area are one big community. Despite Giants vs A's rivalries, and peninsula cities clashing with SF and San Jose over land use, there is much more that unites us than divides us. People who live in Redwood City commute to San Francisco for work and vice versa. People that live in the east bay go to school and shop on the peninsula. People that live in Oakland care for family members in Marin and civic organizations in Mountain View. There is not a Caltrain community separate and apart from the BART community or the SamTrans community. We are one big Bay Area community, who all have places to go and people to see and need access to the amazing opportunities all around the Bay. We deserve one integrated transit network who can serve our community as a whole. For this reason, I believe the community as a whole would best be served by integrating Caltrain with BART so fare, schedules, maintenance, and future expansion planning can be optimized to serve the Bay Area Community!

Thank you!

-Aaron

From: [Roland Lebrun](#)
To: [Board \(@caltrain.com\)](#)
Cc: [MTC Commission](#); [Baltao, Elaine \[board.secretary@vta.org\]](#); [CHSRA Board](#); [SFMTA Municipal Transportation Agency](#); [SFCTA Board Secretary](#); [SFCTA CAC](#); [cacsecretary \[@caltrain.com\]](#)
Subject: Item #8 Contract with Alstom Signaling Operation LLC for Signal Systems Modification
Date: Tuesday, June 29, 2021 3:25:59 AM
Attachments: [Electrification RFP list of suitable manufacturers.pdf](#)
Importance: High

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

Dear Caltrain Board,

Further to my email of August 1, 2018 (below) which closed with a recommendation to "***Decouple all resignaling from the DB electrification contract and reach out to Siemens (and Wabtec) for a Constant Warning Time solution for electrified territory.***" and the **SYSTEMATIC MISREPRESENTATION OF FACTS by Ms. Bouchard and her staff**, I am **STRONGLY** recommending that the Board amend the staff recommendation as follows:

1. Accept MRS agreement to transfer responsibility for signal conversion to the JPB
2. **Suspend all future contracts with Alstom Signaling LLC (formerly GE Signaling) until the gate activation issues at Virginia and Auzerais have been resolved at no cost to the JPB** (separate email will follow)
3. **Enter into a sole source contract with Siemens**, including **FUNCTIONAL** Constant Warning Time (CWT) equipment at every crossing between San Francisco and San Jose

Background

The staff recommendation states: "***Because Alstom is the legacy manufacturer of Caltrain's existing rail system requiring modification to accommodate electrification, Alstom is the only firm that can perform this Signal System Work and as such, the JPB has negotiated this contract with Alstom on a single source basis.***"

THIS IS ABSOLUTELY FALSE for the following reasons:

1) **Alstom is NOT "the legacy manufacturer of Caltrain's existing rail system"**

Specifically, **GE divested GE Signaling to Alstom** as part of its acquisition of Alstom's power generation facilities on November 2, 2015:

"This activity, representing 1,200 employees, opens the

SIGNALING FREIGHT MARKET to Alstom, while strengthening its presence in North America."

<https://www.alstom.com/press-releases-news/2015/11/alstom-refocused-on-rail-transport-with-strong-leadership-positions>

2) **Alstom is NOT "the only firm that can perform this Signal System Work"**

Specifically, **Section 34 42 23.01, Signal Systems Miscellaneous Products** of the Caltrain

Electrification RFP mentions TWO firms suitable for the manufacture and supply of AC track circuits (see list of suitable manufacturers attached for your convenience):

“2.22 AUDIO FREQUENCY OVERLAY TRACK CIRCUITS

*A. Audio frequency overlay track circuits shall be AFTAC-II manufactured by Alstom (formerly GETS Global Signaling), **PSO manufactured by Siemens** (formerly Invensys Rail), or equivalent.*

2.23 AUDIO FREQUENCY ISLAND TRACK CIRCUITS

*A. Audio frequency island track circuits shall be AFTAC-II manufactured by Alstom, **PSO manufactured by Siemens**, or equivalent.*

2.24 AC TRACK CIRCUITS

*A. AC Track Circuits shall be steady energy 100 Hz such as the **SE-3 manufactured by Siemens** (formerly Invensys Rail) or equivalent. **Vane Relays shall not be used.”***

The last sentence in section 2.24 is particularly significant because it **specifically EXCLUDES Alstom Vane Relays as devices suitable for AC track circuits.**

Thank you in advance for your careful consideration of this recommendation.

Sincerely,

Roland Lebrun

CC

MTC Commissioners
SFCTA Commissioners
VTA Board of Directors
CHSRA Board of Directors
VTA PAC
Caltrain CAC
SFCTA CAC
VTA CAC

From: Roland Lebrun <ccss@msn.com>
Sent: Wednesday, August 1, 2018 5:12 AM
To: Caltrain Board <board@caltrain.com>
Cc: MTC Commission <info@mtc.ca.gov>; Steve Stamos, Clerk of the Board <clerk@sfcta.org>; VTA

Board Secretary <board.secretary@vta.org>; CHSRA Board <boardmembers@hsr.ca.gov>; SFMTA Municipal Transportation Agency <sfmta@public.govdelivery.com>

Subject: item #7 (d) CHANGE ORDER FOR INSTALLATION OF INSULATED JOINTS

Dear Chair Bruins and Members of the Caltrain Board of Directors,

The only known device capable of supporting Constant Warning Time (CWT) in electrified territory does not require insulated rail joints:

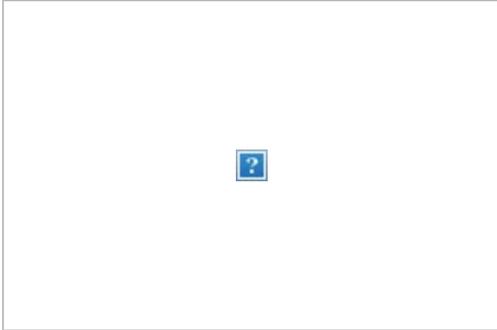
*"The PSO 4000 couples to the track with a bandpass, low impedance connection—**you don't have to have insulated rail joints on the track.**"*

http://download.siemens.com.au/index.php?action=filemanager&doc_form_name=download&folder_id=5633&doc_id=17039

Please consider deferring your vote on item #7 (d) **CHANGE ORDER FOR INSTALLATION OF INSULATED JOINTS** until after confirming the requirement for insulated rail joints with VTA signal engineers (the VTA purchased a PSO 4000 for \$38,688.32 last year).

On a related note, Balfour Beatty continue to experience difficulties at RTD in Denver and are now in arbitration after requesting a \$40M 599-day contract extension.

<http://www.cpr.org/news/story/rtd-and-contractor-battle-over-blame-for-n-line-commuter-train-delays>



RTD And Contractor Battle Over Blame For N Line Commuter ...

www.cpr.org

The Regional Transportation District and a private contractor are in the midst of a dispute over which party is responsible for construction delays on the \$343 million N Line commuter train line from Denver to Thornton. The

Recommendation:

Decouple all resignaling from the DB electrification contract and reach out to Siemens (and Wabtec) for a Constant Warning Time solution for electrified territory.

Sincerely,

Roland Lebrun

cc

Metropolitan Transportation Commission

VTA Board of Directors

SFCTA Board of Directors

High Speed Rail Authority Board of Directors

1. ABB Secheron
2. Siemens Transportation Systems
3. Balfour Beatty Rail Power Systems
4. Areva T & D
5. Powell Industries (Traction Power Systems)
6. Or approved equal

PART 2 – PRODUCTS

2.1 GENERAL REQUIREMENTS

- A. The pre-packaged switchgear shall consist of an assembly of air insulated, vacuum circuit breaker switchgear and associated components. Switchgear shall be complete with draw-out type vacuum circuit breakers, current and potential transformers, control switches, indicating lamps, protective apparatus and all other devices as indicated on the Contract Drawings and as required for the intended operation. The switchgear shall be housed in a pre-fabricated switchgear building with integral control room.
- B. The design of the switchgear shall provide features for safety of personnel during operation, maintenance and repair and be constructed in accordance with the applicable requirements of ANSI C37.20.2 and/or IEC 298.

2.2 SINGLE-POLE SWITCHGEAR RATINGS

- A. The minimum ratings for the single-pole switchgear assemblies shall be as follows:

1.	Nominal Voltage U_n	25 kV
2.	Rated Voltage U_{Ne}	27.5 kV
3.	Maximum Non-permanent Voltage U_{max2}	29 kV
4.	Rated Insulation Voltage U_{Nm}	27.5 kV
5.	Rated Impulse Withstand Voltage/BIL	200 kV
6.	Rated Power Frequency Withstand Voltage	95 kV
7.	Internal Arc Classification	25kA
8.	Rated Busbar and Feeder Normal (Continuous) Current	As indicated on the Contract Drawings
9.	Frequency, Hz	60
10.	Rated Short Circuit Breaking Current I_{Nss}	25 kA

- D. Catalog Cuts: Provide catalog information for the following as a minimum:
 - 1. Circuit breakers
 - 2. Protective devices
 - 3. Control switches
 - 4. Switchgear lights
 - 5. Switchgear heaters
 - 6. Switchgear convenience outlets
 - 7. Instrument transformer characteristic curves and burdens
 - 8. Switchgear fuses
 - 9. Relays and meters
 - 10. Test switches
- E. Operating and maintenance (O&M) manuals for circuit breakers, relays, meters, transducers, ground and test devices: The manual shall provide comprehensive detailed information on the approved installation, operation and use, troubleshooting, parts list, lubrication and periodic maintenance, source of replacement parts and service for the items of equipment covered. Fifteen copies of O&M manuals shall be submitted by the Contractor to PCJPB.

1.5 ACCEPTABLE MANUFACTURERS

- A. Subject to compliance with requirements of the Contract Documents, vendors offering products and services which may be considered for this Project include, but are not limited to, the following:
 - 1. Siemens Transportation Systems
 - 2. ABB Secheron
 - 3. Balfour Beatty Rail Power Systems
 - 4. Or approved equal

PART 2 - PRODUCTS

2.1 GENERAL REQUIREMENTS

- A. The pre-packaged switchgear shall consist of an assembly of air insulated, vacuum circuit breaker switchgear and associated components. Switchgear shall be complete with draw-out type vacuum circuit breakers, current and potential transformers, control switches, indicating lamps, protective apparatus and all other devices as indicated on the Contract Drawings and as required for the intended operation. The switchgear shall be housed in a pre-fabricated switchgear building with integral control room.
- B. The design of the switchgear shall provide features for safety of personnel during operation, maintenance and repair and be constructed in accordance with the applicable requirements of IEC 62271-200.

1.5 SUBMITTALS

- A. The Contractor shall prepare detailed designs for each of the required assemblies based on the information specified on the Contract Documents, including details for mounting switches, insulators, operating mechanisms and other related assemblies on the structure, including necessary catenary feeding/sectionalizing jumpers, showing details and dimensions of the parts and their relationship to each other, and describing the material composing the various parts, together with technical, mechanical and electrical characteristics.
- B. The Contractor shall include the following:
 - 1. Complete manufacturer's descriptions, catalog data, and information including model and parts numbers.
 - 2. Manufacturer's general and detail arrangement drawings, and installation instructions.
 - 3. Operation and maintenance manual with a list of recommended spare parts.
- C. Submit details of tests proposed and the procedures and forms to be used during tests and inspection.
- D. Specific warranties, guarantees, spare parts list and manuals.

1.6 ACCEPTABLE MANUFACTURERS

- A. Alstom
- B. Artwell Electric
- C. S&C Electric Company
- D. Turner Switch
- E. Southern States
- F. Siemens Electric
- G. Or, approved equal

PART 2 - PRODUCTS

2.1 GENERAL

- A. Materials shall comply with UL testing and product requirements.
- B. Disconnect switch insulators shall be station post type NEMA TR-208, or approved equal.

2.9 INSULATED TEST LINK

- A. Type 024620-1X as manufactured by Siemens (formerly Invensys Rail) or equivalent.

2.10 LIGHTNING ARRESTERS AND EQUALIZERS

- A. Siemens (formerly Invensys Rail) Clearview No. 022485-28X, Equalizer No. 022700-1X, or equivalent. Lightning arresters and equalizers shall be mounted on a type of base indicated by JPB's action in accordance with the SONO or SOO defined in the General Provisions and shall be in accordance with the recommendations of AREMA C&S Manual Part 11.3.1.

2.11 SURGE PROTECTORS

- A. Siemens (formerly Invensys Rail) SP-17, SP-18, SP-19, SP-20, or equivalent. Surge Protectors shall be in accordance with the recommendations of AREMA C&S Manual Part 11.3.3.

2.12 TERMINALS FOR WIRES AND CABLES

- A. Solderless terminals shall be in accordance with the recommendations of AREMA C&S Manual, Part 14.1.1, unless otherwise specified herein.
- B. Terminals shall be of the solderless crimp-on type. Samples of all solderless terminals shall be submitted for the JPB's action in accordance with the SONO or SOO defined in the General Provisions.
- C. Stranded copper wire shall be fitted with a type of terminal indicated by the JPB's action in accordance with the SONO or SOO defined in the General Provisions at all points where the wires are to be terminated on terminal binding posts.
- D. The terminating means shall be of four types:
 - 1. A lug for terminating heavy wires or signal power wires.
 - 2. A solderless type of terminal as manufactured by TE Connectivity, Inc., under the trade name of "Pre-Insulated Flags" with translucent insulation similar to Catalog No. 322313, or equivalent, for terminating No. 16 and No. 14, American Wire Gauge (AWG) stranded wires.
 - 3. An AMP Solistrand "Ring Tongue-Flat" terminal, similar to that shown on the AMP Drawing P64-044, together with slip-on nylon post insulator, similar to that shown on AMP Drawing P64-0264, or equivalent, for terminating wires having a diameter larger than No. 14 AWG to a maximum diameter over the insulation of 0.40-inch.
 - 4. An AMP preinsulated; diamond grip ring nylon insulated wire terminal shall be used for terminating other stranded wires, No. 20 and No. 18 AWG, having maximum diameter of 0.125-inch. AMP Catalog No. 320554, or equivalent, shall be furnished for No. 8 studs and AMP Catalog No. 320571, or equivalent, shall be furnished for 1/4-inch studs.
- E. Terminals shall be for attaching to the ends of the conductor in such a manner that the flexibility of the conductor will not be destroyed and the possibility of breakage at the terminal will be reduced to a minimum.

- B. Junction boxes shall be provided to terminate underground cables at all switch-and-lock movements and all switch circuit controllers.
- C. Junction boxes shall be provided with means for applying padlock.

2.20 LUBRICATION

- A. Lubrication for switch tie plates for all switch-and-lock movement layouts installed by the Design-Builder shall be a graphite lubricant, similar to Dixon's Graphite "Railroad 60" per the JPB's action in accordance with the SONO or SOO defined in the General Provisions.

2.21 ENVIRONMENTAL PROTECTION (CORROSION PREVENTIVE COMPOUND)

- A. Protection, as hereinafter specified for machine-finished surfaces, threaded rods, nuts, and other parts that are susceptible to rusting or corroding, shall be a corroding preventive compound, NO-OX-IDE No. 90918, or equivalent. The product shall have sufficient body to resist weather and rusting for at least 6 months.

2.22 AUDIO FREQUENCY OVERLAY TRACK CIRCUITS

- A. Audio frequency overlay track circuits shall be AFTAC-II manufactured by Alstom (formerly GETS Global Signaling), PSO manufactured by Siemens (formerly Invensys Rail), or equivalent.

2.23 AUDIO FREQUENCY ISLAND TRACK CIRCUITS

- A. Audio frequency island track circuits shall be AFTAC-II manufactured by Alstom, PSO manufactured by Siemens, or equivalent.

2.24 AC TRACK CIRCUITS

- A. AC Track Circuits shall be steady energy 100 Hz such as the SE-3 manufactured by Siemens (formerly Invensys Rail) or equivalent. Vane Relays shall not be used.

PART 3 - EXECUTION

3.1 INSTALLATION

- A. Material and apparatus specified herein shall be installed by the Design-Builder in accordance with the details of respective Sections of the Specifications, other Contract Documents, manufacturer's recommendations, and in accordance with the Design-Builder's installation drawings per the JPB's action in accordance with the SONO or SOO defined in the General Provisions.

END OF SECTION

- C. Furnish one test tool or relay wrench for each shelter where relays are installed.
- D. Furnish 12 inserting/extracting tools for each type of contact requiring a special tool.

PART 2 - PRODUCTS

2.1 GENERAL

- A. Relays shall be in dustproof enclosures, except a provision shall be made for ventilation where required for heat dissipation.

2.2 VITAL DC RELAYS

- A. General:
 - 1. Vital Relays shall be Alstom Type B, Siemens (formerly Invensys Rail) Type "ST", or equivalent. Design-Builder shall use relays for the intended application, e.g. line, switch control, or track.
 - 2. Vital dc relays shall be of the plug-in type and rack-mounted. Relays shall have a transparent dust cover made of a composition that will not support combustion.
 - 3. Vital Relays, with a nominal operating voltage of 10 to 16 volts, shall be capable of operating continuously without resultant damage, with a minimum voltage range of 7 to 21 volts inclusive, applied to their operating circuits.
 - 4. Vital relays shall have a test terminal to allow convenient measurement of the coil voltage.
 - 5. Design biased neutral vital relays so that gravity alone will prevent the armature from picking up if the permanent magnet is de-energized or if no current is applied to the coil, due to interruption of the normal magnetic circuit.
 - 6. All front contacts shall be silver-to-metal carbon, meeting the recommendations of the AREMA C&S Manual Part 6.2.1.
 - 7. When three dc vital relays, suppressed as specified herein, are connected in parallel and operated as a test load from normal working voltage, a vital relay front or back contact that breaks this load shall be capable of at least five million operations at this load without the contact resistance, measured with 10 milliamp current, exceeding 5 ohms.
 - 8. Arc suppression for vital relays shall be built into the relay or into its plugboard.
 - 9. Equip vital plug-in relays, except vital time-element relays and special application relays, with front current testing facilities. Provide facilities to enable the testing of voltage from the front of the relay, without having to remove the relay or remove adjacent relays.
 - 10. Equip vital relays with a registration plate to prevent relays of the wrong style, contact arrangement, or operating characteristics, from being inserted into the plugboard.

1.5 DELIVERY, STORAGE, AND HANDLING

- A. Properly fasten and brace equipment shipped within shelters and cases to prevent damage during transit. The Design-Builder shall replace any equipment damaged during transit or prior to in-service operation at no cost to the JPB.
- B. The Design-Builder shall package all vital relays, batteries, and electronic plug-in modules in separate containers for shipment and do not install until the shelter is set at its final location.

PART 2 - PRODUCTS

2.1 GENERAL

- A. Furnish factory-wired equipment shelters or cases, as described herein and as required by the Design-Builder's design. These shelters shall be complete with all the equipment required to provide the necessary functionality. Wiring shall conform to NEMA Standard ICS-70, or National Electrical Code (NEC), and the recommendations of the AREMA C&S Manual, as applicable. All signal shelters containing electronic equipment shall be supplied with an air conditioning system. AC units shall be placed in a vandal-proof cage readily accessible for maintenance.
- B. Equipment shelters shall be products manufactured by P.T.M.W., Siemens (formerly Invensys Rail) or equivalent.
- C. The Design-Builder shall develop equipment shelter sizes and layouts in accordance with site-specific requirements.
- D. Equipment shelters shall be rain-tight and dust-tight, National Electrical Manufacturers Association (NEMA) 3R, ventilated, and have hinged doors with three-point latch and handle that include support to securely lock the doors with standard JPB signal padlocks.
- E. Equipment shelters shall be constructed of 12-gauge galvanized steel for floors, walls, and doors. Roofs shall be no less than 14-gauge galvanized steel with a minimum of 50 lb/ft² load rating.
- F. The entire structure shall be powder coated on the outside with TGIC Polyester Powder (or equal polyester powder) with a nominal thickness of four (4) mils, but no less than three (3) mils at any point on the surface of the enclosure in accordance with AREMA C&S Manual Part 1.5.10. The exterior color shall be light gray.
- G. The steel instrument enclosures shall be complete with moveable shelves, wire chase, and backboard.
- H. The equipment shelters shall provide access to underground and aerial cable entrance behind the main terminal racks. The top and sides shall be lined with heat and cold insulating material and constructed to prevent sweating. Provide ventilation openings as required for the size of the shelter proposed. No ventilation opening shall be made in the roof of the shelter. Provide lift rings to facilitate the movement of the shelter.
- I. Provide ventilation openings in each door. The exterior of the ventilation openings shall be hooded to minimize the entrance of precipitation. Equip the interior of ventilation opening with sliding plate to allow the adjustment of airflow and with a replaceable dust filter. The doors shall be hinged and gasketed so that they will provide a dust proof and

From: [Abby Renteria](#)
To: [Public Comment](#)
Subject: Baby Bullet Service
Date: Tuesday, June 29, 2021 9:14:23 AM

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Hello,

My name is Abby Renteria. I am a CalTrain rider from San Jose.

I would like the Board to address if and when the Baby Bullet Service will return. I started a new job in Redwood City. Like many, I am returning to the office. To avoid traffic, I utilize public transportation. But the Limited Service takes too long. When will the Baby Bullet return?

--

Abby Renteria
Bioengineering, B.S
E: 100abigailrenteria@gmail.com
C: (949) 735-5820
<https://www.linkedin.com/in/abigail-renteria/>

From: [Jennifer Nunez](#)
To: [Davis, Dev \[dev.davis@sanjoseca.gov\]](mailto:dev.davis@sanjoseca.gov)
Cc: [Connie Verceles](#)
Subject: City of Sunnyvale Request for Baby Bullet Stops
Date: Tuesday, June 29, 2021 5:41:45 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[PCJPB-BB-Request-20210629.pdf](#)

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Good evening Chair Davis,

Please find attached letter from Mayor Klein requesting Baby Bullet stops in the City of Sunnyvale. Thank you.



Follow us on:



JENNIFER NUÑEZ (she/her/hers)
Executive Assistant – Mayor & City Council
Office of the City Manager

Phone (Direct): 408-730-7913
Mayor & Council : 408-730-7473
Sunnyvale.ca.gov

June 29, 2021

Devora “Dev” Davis, Chair
Peninsula Corridor Joint Powers Board
1250 San Carlos Ave
P.O. Box 3006
San Carlos, CA 94070-1306

Dear Ms. Davis:

On behalf of the City of Sunnyvale, I am writing to request Baby Bullet stops be added in Sunnyvale. As the world returns to a new “normal,” and with employees and students returning to work and to campuses, once again we realize the lack of morning southbound and evening northbound Baby Bullet does not support the needs of commuters to and from the City. Although Baby Bullet express trains are not currently running due to COVID-19 revised schedules, now is an ideal time to reevaluate our request as future schedules are being defined.

Larry Klein
Mayor

Glenn Hendricks
Vice Mayor

Gustav Larsson
Councilmember

Russ Melton
Councilmember

Mason Fong
Councilmember

Alysa Cisneros
Councilmember

Omar Din
Councilmember

Sunnyvale’s main Caltrain station (Sunnyvale Station), located at 121 W. Evelyn Avenue, currently has three northbound Baby Bullet stops in the mornings, but zero southbound Baby Bullet stops with the same conditions in the evening with zero northbound Baby Bullet stops and three southbound Baby Bullet stops. These schedules clearly do not support commuters traveling southbound in the mornings, or northbound in the evenings.

Sunnyvale has numerous large businesses, including Apple, LinkedIn, Northrop Grumman, Uber, Synopsis, and 23andMe that have thousands of employees commuting from the northern Peninsula and San Francisco. The current lack of Baby Bullets into Sunnyvale to serve these employees has required that many employers establish shuttles out of Sunnyvale to the Mountain View Caltrain Station in the mornings and in the evenings to allow employees to reach their destination. The above businesses and numerous other midsize and smaller business are all within walking distance from the Sunnyvale Caltrain station. These businesses have asked for the City’s assistance in working with Caltrain to increase the number of Baby Bullet stops.

The City of Sunnyvale has a history of doing its part in planning with emphasis of new residential and business-oriented development projects near major transit stations. We currently have more than 1 million square feet of office space and thousands of residential units that are walking distance to the Downtown Caltrain Station. In August 2020, the City adopted an amendment to the Downtown Specific Plan that allows for the development of:

- 2,682 residential units
- 1.6 million sf. of office
- 991,000 sf. of commercial

Subsequent to the adoption of the plan, the City already has development applications (some already approved) for several sites within the plan area that propose a total of 1,272 residential units and 1,018,500 sq. ft. of office space.

We have partnered with the City of Cupertino on their VIA Shuttle to transport commuters and residents to and from the Sunnyvale Caltrain station to stops within Cupertino’s job centers and residences. We are also working closely with our own job centers and residential neighborhoods north of the Caltrain corridor such as Peery Park to implement shuttle services to and from the Sunnyvale Station. Our close partnership with the Santa Clara Valley Transportation Authority (VTA) focuses on improving transit speed and reliability serving the Caltrain station and north Sunnyvale employment centers.

In November 2019, the City of Sunnyvale requested additional Baby Bullet stops. Caltrain cited multiple on-going projects that would create difficulty in adjusting the schedule to add additional or reschedule existing Baby Bullet trains. According to the Caltrain website, most of the projects are complete or nearing completion this year, with the main exception of construction of electrification which has been delayed an additional two years.

We strongly encourage the Peninsula Corridor Joint Powers Board (PCJPB) to add southbound Baby Bullet stops in the mornings, and northbound Baby Bullet stops in the evening at our Sunnyvale Station. We are hoping that Sunnyvale businesses won’t need to wait additional years for the Caltrain Electrification to complete before rewarding employees with an easier commute.

Please contact Connie Verceles, Assistant to the City Manager, at 408-730-7256 or cverceles@sunnyvale.ca.gov, to schedule a meeting or for additional information regarding this request.

Sincerely,



Larry Klein
Mayor

cc: Board of Directors, Peninsula Corridor Joint Powers Board
Carter Mau, Acting General Manager/CEO, SamTrans
Michelle Bouchard, Acting Executive Director, Caltrain
Kent Steffens, City Manager
Connie Verceles, Assistant to the City Manager

From: [Gwen Litvak](#)
To: [Public Comment](#)
Subject: Regional Governance Request from Bay Area Council
Date: Wednesday, June 30, 2021 9:01:42 AM
Attachments: [RegionalGovernanceRequest_BAC063021.pdf](#)

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

Dear Chair Davis and Peninsula Corridor Joint Powers Board,
Please see the attached letter respectfully requesting that you reschedule Meeting #3 for July 2021.

Thanks,

Gwen

(she/her)

[Gwen Litvak](#) | Senior Vice President, Public Policy | [BAYAREA COUNCIL](#)

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June 30, 2021

The Peninsula Corridor Joint Powers Board
12509 San Carlos Avenue
San Carlos, CA 94070

Dear Chair Davis and the Peninsula Corridor Joint Powers Board,

On June 24, 2021, the Bay Area Council highlighted our past successful collaboration, affirmed our support for the 2040 service vision and requested that you do not foreclose on regional options while major planning and visioning initiatives are underway that will provide data to Caltrain and all transportation agencies about how to govern and operate more effectively. Regional studies need to be completed, new commute patterns need to be analyzed, and additional data needs to be collected to determine the best future for Caltrain.

With all due respect, the Bay Area Council was disappointed with the outcome of Governance Meeting #3 on Friday, June 25, 2021. If in fact the governance process is real, you cannot wait until the August 2021 Governance Meeting #4 to discuss regional options. The Bay Area Council respectfully requests that you reschedule Meeting #3 for the month of July 2021.

The conversation is critical to Caltrain's success:

- Caltrain's business plan finds that increased ridership and all-day service requires better coordination with local and regional transit.
- Time and time again polls show that Bay Area residents want integrated, seamless, regional transit - regionally coordinated options consistently poll in the high 80 percent range.
- We know all future transit measures must provide regional solutions, given the high public support.
- Providing high-quality regional transit is especially important to retain riders as employees and employers navigate returning to the office.

The Bay Area Council looks forward to next steps. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Gwendolyn Litvak', with a long horizontal flourish extending to the right.

Gwendolyn Litvak
Senior Vice President, Public Policy