



JPB Board of Directors  
Meeting of October 3, 2019

Correspondence as of October 2, 2019

#    Subject

1.    Caltrain Business Plan and Service Vision
2.    Seamless Bay Area
3.    More Capacity

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**From:** Thursday, October 3, 2019 3:14 PM  
**Sent:** Board (@caltrain.com)  
**To:** FW: Caltrain Business Plan\_Adoption of Long Range Service Vision Letter  
**Subject:** Caltrain Business Plan\_Adoption of Long Range Service Vision.pdf  
**Attachments:**

**From:** Rice, Danille [<mailto:Danille.Rice@CityofPaloAlto.org>]  
**Sent:** Tuesday, October 01, 2019 9:06 AM  
**To:** [gillian.gillett@sfgov.org](mailto:gillian.gillett@sfgov.org)  
**Cc:** Hartnett, Jim; Ledezma, Paola; Petty, Sebastian; Fromson, Casey; Bruins, Jeannie [[jbruins@losaltosca.gov](mailto:jbruins@losaltosca.gov)]; Chavez, Cindy [[cindy.chavez@bos.sccgov.org](mailto:cindy.chavez@bos.sccgov.org)]; Sutherland, Kathy [[kathy.sutherland@bos.sccgov.org](mailto:kathy.sutherland@bos.sccgov.org)]; Kamhi, Philip; Shikada, Ed; Gaines, Chantal  
**Subject:** Caltrain Business Plan\_Adoption of Long Range Service Vision Letter

Dear Honorable Chair Gillian Gillett,  
On behalf of City Manager Ed Shikada, please find attached letter regarding the City's comments to the proposed adoption of the Caltrain Business Plan – Long Range Service Vision scheduled for review at the October 3, 2019 Joint Powers Board meeting.

Best regards,  
Danille



Danille Rice  
Executive Assistant to the City Manager  
250 Hamilton Avenue, Palo Alto, CA 94301  
(650) 329-2105 | [Danille.Rice@cityofpaloalto.org](mailto:Danille.Rice@cityofpaloalto.org)

September 30, 2019

Honorable Chair Gillian Gillett  
Peninsula Corridor Joint Powers Board (Caltrain)  
1250 San Carlos Avenue – P.O. Box 3006  
San Carlos, CA 94070-1306

RE: CALTRAIN BUSINESS PLAN – ADOPTION OF LONG RANGE SERVICE VISION

Dear Chair Gillett:

The City of Palo Alto appreciates the opportunity to share with you its comments regarding the proposed adoption of the Caltrain Business Plan - Long Range Service Vision scheduled for review at the October 3, 2019 Joint Powers Board meeting. Producing a long range vision is a difficult endeavor, and we want to thank Caltrain staff for the high caliber work in preparing this document. As you proceed with reviewing adoption of this and other Caltrain Business Plan documents, we request that you consider the following issues:

1. **Grade separations:** Grade separations are essential to providing safe and reliable service, especially considering the increases in service frequency envisioned in the Long Range Service Vision. The Long Range Service Vision acknowledges that it is dependent on grade separations but does not commit to addressing grade separations prior to the adoption of the Long Range Service Vision. Due to the criticality of grade crossings to an enhanced service vision, we request that a commitment to address these issues be included with the adoption of this document.
2. **A coordinated approach to funding and construction:** As Caltrain moves forward with the remaining components of the Business Plan, it is necessary for Caltrain to consider incorporating options for a corridor-wide approach to grade crossing design criteria, funding, and timely implementation/construction. We support the revised staff recommendations which provides enhanced language towards “Completing the Caltrain Business Plan including additional analyses of issues related to funding, connectivity and access, and equity as well as the identification of a detailed implementation program of next steps and follow on work.” As Caltrain conducts additional analyses of funding, we would request that Caltrain also investigate its ability to participate in grade separation bond financing.

September 30, 2019

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- 3. Evolving the organization and governance:** The continued development of the business plan represents an opportunity to think broadly and expansively about Caltrain’s governance model for the delivery of rail service on the Peninsula. As such, the City supports the revised staff recommendation which recommends “evolving Caltrain in a manner that best prepares the railroad to deliver the service vision by deliberately and transparently addressing the issues of service delivery, internal organization and governance.” We look forward to seeing a robust inter-agency engagement process for future discussions surrounding this issue.

Thank you for the opportunity to comment on the adoption of Caltrain’s Long Range Service Vision.

Sincerely,



Eric Filseth, Mayor  
City of Palo Alto

cc: Jim Hartnett, Caltrain Executive Director  
Sebastien Petty, Caltrain Director of Policy Development  
Casey F Casey Fromson, Caltrain Government and Community Affairs Director  
Jeannie Bruins, JPB Board Member, representing a city in Santa Clara County  
Cindy Chavez, JPB Board Vice Chair, representing Santa Clara Board of Supervisors  
Palo Alto City Council  
Ed Shikada, Palo Alto City Manager  
Chantal Gaines, Assistant to the City Manager  
Philip Kamhi, Chief Transportation Official



**From:** [Greg M. Bell](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** Thank you for your expanded vision regarding bay area commute options  
**Date:** Wednesday, October 2, 2019 8:42:50 PM

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You are planning for the future, so much appreciated.

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I type less and talk more by phone.

Greg M. Bell  
[SustainTimes.net](#) Sustainable Actions Made Easy!

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**From:** Susan Setterholm <susan.setterholm@gmail.com>  
**Sent:** Wednesday, October 2, 2019 6:27 PM  
**To:** Board (@caltrain.com)  
**Cc:** friends@friendsofcaltrain.com  
**Subject:** Thank you. Please follow through.

Sent from my iPhone

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**From:** Erik Ulman <erik.ulman@gmail.com>  
**Sent:** Wednesday, October 2, 2019 4:58 PM  
**To:** Board (@caltrain.com)  
**Subject:** a note of thanks

Thank you, Caltrain, for the new plans, of which I've just read a sketch. As a regular rider, I'm glad to hear of your plans to increase ridership and equity of access. All best wishes, and in the hope that you can implement the boldest and most welcoming vision---

Erik Ulman



**BOARD OF DIRECTORS 2019**

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GENERAL MANAGER/CEO

October 2, 2019

Gillian Gillett, Chair  
Peninsula Corridor Joint Powers Board  
1250 San Carlos Ave.  
San Carlos, CA 94070

Re: Caltrain Business Plan Service Vision

Dear Chair Gillett and Members of the Board of Directors:

Thank you for the work of the Peninsula Corridor Joint Powers Board (JPB) to define the long term service needs of the Caltrain corridor. The Caltrain Business Plan is an historic opportunity to plan the future of rail service on the Peninsula in a way that helps accommodate regional growth responsibly and sustainably. Adoption of a long term service vision will provide regional stakeholders with a clear understanding of how rail service will evolve to support our collective needs. It will also allow staff of the JPB to complete the Caltrain Business Plan, and to participate collaboratively with regional partners to plan significant rail and station area improvements throughout the corridor. To facilitate this, the San Mateo County Transit District (District) Board of Directors enthusiastically supports adoption of the staff-recommended Long Term Service Vision.

The District has a long history of leading our region as a steadfast supporter of the Caltrain service and system. The District takes pride in its leadership role on a number of levels including policy, political, administrative and financial. As the mobility manager for San Mateo County, which hosts 13 of Caltrain's 32 stations and 24 miles of the 51-mile JPB-owned right of way, the District views Caltrain as an essential asset in moving people in and through our service area. In that context, the District has been watching the development of the Caltrain Business Plan with great interest and applauds this undertaking as an exciting, visionary and transformative step towards the future of the region and its railroad.

The District's Board has reviewed the Long Term Service Vision now being proposed for adoption by the JPB on October 3, 2019. With great enthusiasm, the District's Board has taken action to support the Service Vision as presented by JPB staff, and hopes that the JPB Board of Directors will approve it at its meeting tomorrow morning.

The District stands ready to do its part as a Member Agency of the JPB in facilitating the JPB's accomplishment of the Long Term Service Vision, but our excitement is tempered by Caltrain's economic reality today: As we all know, Caltrain's lack of a stable, dedicated funding source to support even its current operations has presented the JPB with a year-to-year challenge to simply balance the budget. It is critical that the JPB and its Member Agencies move forward in tandem and with deliberate haste to secure a dedicated funding source for Caltrain. Absent a new, steady revenue stream to sustain and support the Caltrain operating budget, system expansion consistent with the proposed Service Vision will be no more than an empty dream.

**SAN MATEO COUNTY TRANSIT DISTRICT**  
1250 San Carlos Ave. – P.O. Box 3006  
San Carlos, CA 94070-1306 (650)508-6200

Gillian Gillett, Chair

October 2, 2019

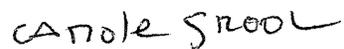
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At this time, the District Board urges the JPB to make financial stability its first and most urgent priority, and encourages the JPB Board to focus on getting a funding measure before the region's voters on the November 2020 ballot to provide critical and stable financial support for Caltrain for years to come.

In recognition that the JPB cannot accomplish this goal by itself, the District requests the JPB Board to seek from each of the Member Agencies immediate action and commitment to implement the requisite steps to place a measure on the November 2020 ballot.

As evidenced by our unswerving support of Caltrain since its inception, the District Board is eager to assist the JPB and our regional partners with this effort in any way we can.

Sincerely,

A handwritten signature in black ink that reads "Carole Groom". The signature is written in a cursive, slightly slanted style.

Carole Groom  
Chair, Board of Directors

cc: Members of Peninsula Corridor Joint Powers Board of Directors



September, 27, 2019

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

Dear Chair Gillett:

Genentech urges you to support the Moderate Growth Service Vision scenario in the Caltrain Business Plan, including the recommendation for an increase of Caltrain service to eight stops per hour via express and regular trains.

Genentech was established in San Francisco in 1976, and moved to South San Francisco two years later. South City has been our company's home since 1978 and we remain committed to South San Francisco and to continuing our journey in this city as an engaged and valued corporate partner.

To date, Genentech has been a leader in reducing employee car trips by offering a robust system of commute options. Our GenenBuses provide service to many cities across all nine Bay Area counties. We have robust vanpool, carpool and ferry programs, plus incentives for employees who bike and walk to work. In addition to these private options, Genentech also operates frequent first/last mile service to Caltrain, BART, and the Ferry terminal, carrying over 1,000 riders per day. What's more, to promote use of public transit, our employees are reimbursed for 100% of their public transit costs.

In 2018 alone, employees in the east of US 101 business area, including Genentech, took 73,435 Caltrain trips to/from the Millbrae Transit Center. These trips should be direct to South San Francisco. To that end, Genentech is looking forward to a new Caltrain station in South San Francisco. But that's just the beginning. Caltrain must also have frequent and timely service to this new station, which is why Genentech strongly

urges the Peninsula Corridor Joint Powers Board to adopt the recommendation for Caltrain's moderate growth Service Vision scenario, which calls for fast and frequent, direct service to South San Francisco.

Sincerely,

A handwritten signature in black ink, appearing to read "Veronica McCright". The signature is fluid and cursive, with the first name "Veronica" written in a larger, more prominent script than the last name "McCright".

Veronica McCright  
Vice President, Site Services  
Genentech

**From:** [Ken Kershner](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Cc:** [adina.levin@friendsofcaltrain.com](#)  
**Subject:** Thanks from Another Supporter of Seamless Bay Area  
**Date:** Wednesday, October 2, 2019 6:15:24 PM

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Dear Caltrain Board Members,

I want to express my thanks and support for the expanded and strengthened policy direction you are considering.

We need the boldest possible vision - right up to the edge and beyond what the business-as-usual constituents will tolerate.

Our planet needs it and this is the only window of timely action that will matter in mitigating climate crisis we face.

One additional suggestion - please expand the scope of the network integration work to include close collaboration work with each city for safe bike lane routes to transit.

To get the most mode shift possible from the investment in Caltrain we cannot stop at the stations. We must consider physically separated, Class IV bike lanes for getting riders to and from their origin and destinations with the Caltrain trunk line travel as the middle leg.

This means assigning staff to analyze where current car trips could be replaced with a multimodal first leg / Caltrain /the last leg. And then assigning more staff time to coordinate the quick build-out of protected lane networks to get riders where they need to go after they get off Caltrain.

[Research](#) shows that Protected lanes make all the difference in changing rider behavior when they feel safe.

best,  
Ken Kershner  
Menlo Park Resident

**From:** [David Watson](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** More capacity ASAP!  
**Date:** Thursday, October 3, 2019 8:37:37 AM

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Caltrain should stop being so timid in it's ridership and capacity goals. Move to increase capacity and ridership by as much as possible, as quickly as possible.