

Bicycle Advisory Committee

**Correspondence
as of**

November 18, 2019

Mccauley, Ryan

From: Mccauley, Ryan
Sent: Monday, November 18, 2019 4:56 PM
To: 'Cliff Bargar'
Cc: Caltrain, Bac (@caltrain.com); Board (@caltrain.com)
Subject: RE: Please pursue highest possible ridership in business plan

Hi Cliff,

Thank you for your feedback and interest in the [Caltrain Business Plan](#). As you may know, in October 2019, the Board adopted a long-term “[Service Vision](#)” for the corridor. The [Caltrain Business Plan’s 2040 Service Vision](#) sets a target for the railroad that ensures [Caltrain](#) can continue to meet the growing mobility needs of the region while making the best use of the many projects and investments planned and under construction along the corridor.

Under the 2040 Service Vision, Caltrain service would evolve to look very different from what the railroad operates today. Caltrain currently operates five trains per hour during peak commute times, and over the last 15 years, ridership has more than doubled to nearly 65,000 daily riders. The 2040 Service Vision calls for fast and frequent service to be the standard on the line every day, all day. Service during peak hours would grow to a minimum of eight trains per direction per hour, with all day express service every 15 minutes, and increased off-peak and weekend services. The vision would also expand the corridor’s capacity by an additional four trains per hour in each direction to connect Peninsula communities with statewide high-speed rail service. The vision also includes end-to-end, electrified service from Gilroy to the Salesforce Transit Center in San Francisco, with four trains per hour, per direction between Blossom Hill and Tamien Stations; and two trains per hour, per direction between Gilroy and Blossom Hill Stations.

By 2040, this increased service, frequency, and longer trains, would allow ridership to almost triple to 180,000 daily riders. Ridership growth of this magnitude would eliminate 825,000 car trips and 110 metric tons of carbon emissions every day, and would put an estimated 5.5 lanes worth of commuter traffic onto Caltrain instead of the region’s highways.

Caltrain’s 2040 Service Vision also prepares the railroad to expand and integrate into a regional rail network that includes the planned extension to the Salesforce Transit Center in Downtown San Francisco, integration with a potential renewed rail service across the Dumbarton Bridge and the rebuilding of Diridon Station in San Jose. In addition to preparing Caltrain for a future shared corridor with high speed rail, the vision also acknowledges that a number of adjacent and connecting systems are engaged in long term planning of their own. In recognition of opportunities presented by a second Transbay crossing, expanded service to Monterey County, and the potential growth of Altamont Corridor Express and Capital Corridor services, the vision also includes a commitment to work with the region to better define and be prepared for even higher levels of service on the corridor, and to work with the Board to periodically reaffirm the vision as needed.

Caltrain intends to accomplish these goals through incremental development of corridor projects and infrastructure, including an improved signal system, station modifications such as platform lengthening and level boarding, improved maintenance and storage facilities, and a series of short, 4-track stations that allow express trains to overtake locals.

The 2040 Service Vision is possible thanks to Caltrain’s ongoing work to transition the service from diesel operations to high-performance electric trains. In 2017, Caltrain secured full funding to complete the electrification of the Caltrain corridor. Electrification is under way and will be complete by 2022.

Phase two of the Business Plan is now underway, where additional technical and policy analysis is being pursued focusing on areas that were highlighted as important through stakeholder outreach. This includes an analysis of

connections to other systems & station access options, equity analysis & focus on growing ridership by making Caltrain accessible to all, and a review of funding options and revenue generation opportunities with a 10-year financial projection and funding plan.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service and plan for the next generation of ridership.

For more information, visit www.caltrain2040.org. The full Business Plan will be completed in 2020 and we hope you still stay engaged in the process.

Thank you,
Ryan

Ryan McCauley, Gov. & Community Affairs Specialist

1250 San Carlos Ave. San Carlos, CA 94070
Direct: 650.622.8087 Cell: 650.730.4022
San Mateo County Transit District



From: Cliff Bargar <cliff.bargar@gmail.com>
Sent: Wednesday, July 31, 2019 6:18 AM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Cc: Caltrain, Bac (@caltrain.com) <BAC@caltrain.com>
Subject: Please pursue highest possible ridership in business plan

Dear members of the JPB Board of Directors,

The Caltrain Business Plan effort has yielded a lot of interesting findings and possibilities. I encourage you to set goals for the highest possible ridership levels in determining a long range service vision. We know that more frequent Caltrain service has the potential of taking multiple lanes' of traffic worth of cars off of 101 and 280, helping more people get to where they need to be safely and sustainably while helping grow our economy.

Please also set policies for fares and connections to help Caltrain serve more people with a wider range of incomes and trip needs and to work towards better integration into our entire transit network. We have the potential to transform our regional transportation but only if we aim high!

Thanks,
Cliff Bargar
Caltrain BAC Vice Chair

Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Monday, November 18, 2019 9:22 AM
To: 'Bert Hill'; Caltrain, Bac (@caltrain.com)
Subject: RE: Reconsideration of the Bike-Car Layout For Electric Trains

Dear Bert,

Thank you for your feedback. On June 6, 2019, the Board approved a bicycle access policy that will *increase peak-hour bike capacity* when Caltrain electrifies, and will provide more bike amenities at stations.

Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since that time, Caltrain heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into the staff recommendation that was presented to the CAC and BAC in May 2019.

In response to requests from cyclists concerned about bike security, the Board approved reconfiguring the electric train bike cars to add more seats. The electric trains will maintain 72 bike in the two bike cars while increasing the number of seats to 14 total (original design was 6 seats total). The Board also approved spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service. In addition, Caltrain's bike security task force will continue to explore and implement possible improvements to the bike program. For more information, you can view the Board [presentation](#).

Per the latest Caltrain Electrification Project monthly report, the overall schedule remains unchanged from last month. **The forecasted revenue service date remains May 2022.** The program critical path runs through the manufacturing and testing of the EMU trainsets. Even if there was a delay to the infrastructure work, the timing of the vehicle manufacturing is important. Additionally, if major EMU design changes were implemented at this point there would be significant cost and schedule impacts as even more trains have advanced through manufacturing, compared to earlier in the year when the design change was finalized.

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders and is currently developing a [Business Plan](#), that is working to identify opportunities and strategies to meet the needs of the corridor, as [future ridership growth projections](#) show a potential for up to a 300% increase by 2040. Caltrain has also begun an effort to work towards bike/micromobility share for the entire Caltrain corridor.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori Low

From: Bert Hill [mailto:echill@sfhills.org]
Sent: Wednesday, November 13, 2019 5:01 AM
To: Caltrain, Bac (@caltrain.com)
Subject: Reconsideration of the Bike-Car Layout For Electric Trains

Dear Chair Bargar and Members of the Caltrain BAC,

I would like to request your endorsement of the SF BAC's resolution (attached) calling for reconsideration of Caltrain bike-car layout for electric trains. Could you please consider this at your next committee meeting on November 21?

Eight organizations endorsed the SF BAC's 2017 resolution calling for increased capacity and better car layout on electrified Caltrain. Caltrain moved forward with some parts of that resolution (added a seventh car to electric trains and eliminated hanging bikes in bike cars), but went backwards on other parts (reduced bike capacity and eliminated most seats within view of bikes compared with today's diesel trains). The layout continues to allow unacceptably minimal space for travelers to be able to sit within sight range of their bicycles, promoting bike theft and component theft.

The SF BAC's new resolution asks Caltrain to reconsider bike-car layout, given that Caltrain's contractor has advised that there will be a one-year delay in implementing electrical infrastructure. This delay creates an opportunity to reconsider bike-car layout while cars are still being manufactured.

We hope you are willing to add your endorsement to the list of other organizations in support of this resolution. We intend to present this to the Joint Powers Board at its meeting on December 5.

Thank you in advance!
Bert Hill, Chair
SF Bicycle Advisory Committee
415-672-3458 Mobile/Text



San Francisco Bicycle Advisory Committee
City Hall, Room 408
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

RESOLUTION: CALLING FOR RECONSIDERATION OF CALTRAIN BIKE CAR LAYOUT FOR ELECTRIC TRAINS

WHEREAS, Caltrain, the San Francisco Peninsula rail transit service, provides a vital public transportation link and has provided onboard carriage of bicycles since 1992; and

WHEREAS, Caltrain's onboard bicycle service has economic advantages by reducing the burden on heavily subsidized feeder buses and shuttles, and by reducing the demand for more parking lots; and

WHEREAS, Caltrain's onboard bicycle service is socially and environmentally beneficial in eliminating reliance on the automobile, thereby effecting reductions in petroleum use, traffic congestion, pollution, and climate change; and

WHEREAS, 15% of Caltrain passengers bring their bikes on board according to the 2016 Caltrain Triennial Onboard Customer Survey; and

WHEREAS, 88% of bikes-on-board passengers need their bikes at both ends of their trips according to the 2016 Caltrain Bike Car Intercept Survey; and

WHEREAS, customers with bicycles and paid tickets in hand routinely get left behind on the platform due to insufficient onboard bike capacity while all walk-on passengers are allowed to board; and

WHEREAS, in 2015, the Joint Powers Board unanimously approved an increase in bike capacity on future electric trains at a ratio of 8 to 1 seats-to-bike-spaces; and

WHEREAS, in June 2019, the Joint Powers Board voted to decrease bike capacity by 7% on electric trains at a ratio of 9.4 to 1 seats-to-bike-spaces, reneging on the Board's promise to the public made in 2015; and

WHEREAS, a lower percentage of bike spaces compared with seats will likely result in a decrease in bicycle mode share; and

WHEREAS, the bike-car layout approved by the Joint Powers Board in June 2019 has only seven folding seats within view of 36 bicycles; and

WHEREAS, seats within view of bikes are critical for passengers to guard their bikes against theft and to help rearrange bikes throughout their trips to keep trains on time; and



San Francisco Bicycle Advisory Committee
City Hall, Room 408
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102

WHEREAS, only seven folding seats within view of bikes will cause congestion in bike cars by forcing passengers to stand in the aisles to guard their bikes during both peak and off-peak travel; and

WHEREAS, the San Francisco Bicycle Advisory Committee approved a resolution in October 2017 calling for “at least 84 bike spaces per train distributed among all cars to allow seats within view of bikes”; and

WHEREAS, some Joint Powers Board members asked for more time to make a decision on electric train layout, but the Board was told that a decision in June 2019 was critical to avoid delaying electrified service; and

WHEREAS, contractor Balfour Beatty Infrastructure has recently informed Caltrain that electrical infrastructure may be delayed by one year; and

WHEREAS, the infrastructure delay creates an opportunity to reconsider electric train layout;

THEREFORE BE IT RESOLVED, the San Francisco Bicycle Advisory Committee recommends that Caltrain reconsider electric train layout and implement a compromise layout with four bike cars, 80 bike spaces per train at a ratio of 8.4 to 1 seats-to-bike-spaces, with adequate fixed seats within view of bicycles and emergency exit windows not blocked by stacked bikes (see appendix for drawings); and

BE IT FURTHER RESOLVED that the San Francisco Bicycle Advisory Committee supports continued implementation of the 2017 Bicycle Parking Management Plan to encourage passengers who do not need to bring their bikes on board to park their bikes at the stations.

A handwritten signature in black ink that reads "Bert Hill".

Bert Hill, Chair

ADOPTED ON OCTOBER 28, 2019 BY THE FOLLOWING VOTE:
AYES: Henriquez, Hill, Mendoza, Serafini, Taliaferro, Tieche, Wells
ABSENT: Brandt, Deffarges, Brask, Chin

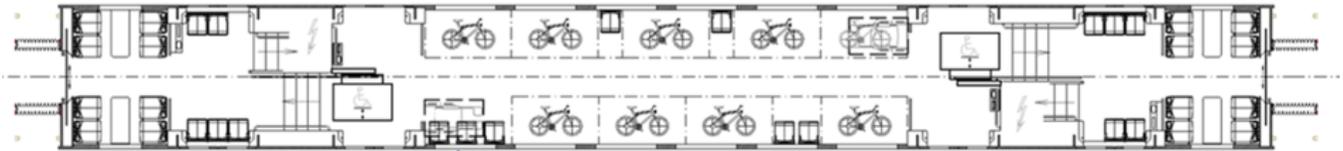
Appendix: Caltrain Electric Train Configuration

6-car electric train, 7th car to be added is E (powered)



Caltrain's Approved Layout: Two Bike Cars

D/F car (unpowered) -- two per trainset

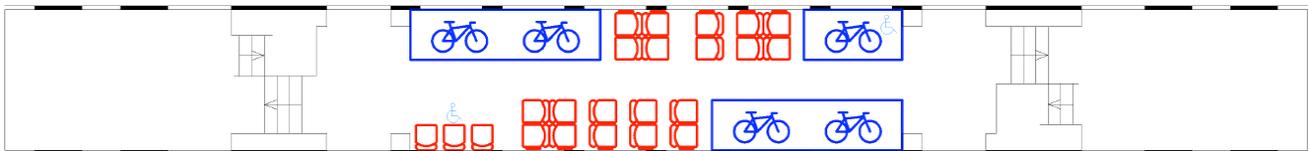


Problems:

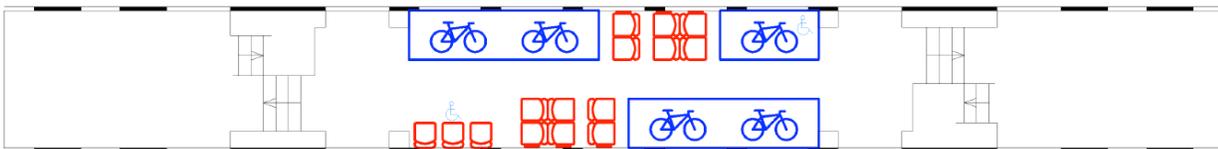
- x Increases risk of bike theft with only seven folding seats within view of 36 bikes
- x Causes congestion in bike cars with people standing to guard their bikes during both peak and off-peak
- x Increases dwell time by forcing people with bicycles to board at only two cars
- x Emergency exit windows blocked by stacked bikes
- x Only 72 bike spaces per train, fewer than today's diesel trains which have 77 bike spaces per train

Recommended Compromise Layout: Four Bike Cars

D/F car (unpowered) -- two per trainset



E car (powered) -- two per trainset



Features:

- ✓ Each bike car has at least half as many fixed seats as bikes (same as today) to deter bike theft
- ✓ Minimal congestion in bike-car aisles to keep trains on time
- ✓ Reduces dwell time by enabling people with bicycles to board at four cars
- ✓ Emergency exit windows accessible, not blocked by stacked bikes
- ✓ 80 bike spaces per train, a nominal increase over today's diesel trains

Mccauley, Ryan

From: Alex Eisenhart <eisenharta@samtrans.com>
Sent: Friday, November 15, 2019 10:41 AM
To: Caltrain, Bac (@caltrain.com)
Subject: NEWS: Caltrain to Hold Open House on Burlingame Broadway Grade Separation



November 15, 2019

Media Contact: Alex Eisenhart, 650.622.7850

Caltrain to Hold Open House on Burlingame Broadway Grade Separation

Caltrain is hosting an open house on the Burlingame Broadway Grade Separation Project that will improve safety and traffic flow, and reduce horn noise. The open house will include a brief presentation with an update on designs and schedule for the new vehicle, pedestrian and bike underpass and station.

Burlingame Broadway Grade Separation Project Open House

November 19, 2019
6:30 p.m. to 7:30 p.m.
Burlingame Library (Lane Room)
480 Primrose, Burlingame, CA

High traffic volumes at Burlingame's Broadway grade crossing result in some of the worst traffic congestion in the region. A preferred design alternative was approved by the Burlingame City Council in 2017 for the project, which will separate the tracks from the street by partially raising the tracks and partially lowering the road.

This will improve safety for pedestrians and bicyclists, reduce train gate down-time and horn noise, restore weekday service at Broadway Station and improve traffic flow. The project will also construct a new elevated Broadway Station with updated amenities that better serve the community.

For more information or to sign up for project updates, visit www.caltrain.com/BBGS. For questions call Caltrain Customer Service at 1-800-660-4287 or email BBGS@Caltrain.com.

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides commuter rail service from San Francisco to San Jose, with limited commute service to Gilroy. While the Joint Powers Board assumed operating responsibilities for the service in 1992, the railroad celebrated 150 years of continuous passenger service in 2014. Planning for the next 150 years of Peninsula rail service, Caltrain is on pace to electrify the corridor, reduce diesel emissions by 97 percent by 2040 and add more service to more stations.

Follow Caltrain on [Facebook](#) and [Twitter](#).

This email was sent to bac@caltrain.com
San Mateo County Transit District, 1250 San Carlos Ave, San Carlos, CA 94070, USA
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Mccauley, Ryan

From: Caltrain, Bac (@caltrain.com)
Sent: Thursday, November 14, 2019 2:07 PM
To: 'Annette Torrence'; Caltrain, Bac (@caltrain.com); Board (@caltrain.com)
Cc: janice@sfbike.org
Subject: RE: Caltrain needs to take bike theft seriously

Dear Annette,

Thank you for your feedback. On June 6, 2019, the Board approved a bicycle access policy that will increase peak-hour bike capacity when Caltrain electrifies, and will provide more bike amenities at stations.

Receiving input from the public is extremely important to Caltrain and has been instrumental in the vehicle design. Prior to 2015, there was a two-year outreach effort that included public meetings, multiple surveys, and station outreach. Over 10,000 comments were received and this process directly fed into the original train design. Various rider communities had requests, and Caltrain tried to accommodate them while balancing the needs of all riders. Then in 2017, after 56 meetings, surveys, and station events; staff heard from the bicycle community that maximizing bicycle capacity on the electric trains was of the utmost importance. Thus, the Electrification Project brings a [17% increase in onboard bike capacity](#) over today which is achieved through train frequency.

Since that time, Caltrain heard from the bicycle community concerns about security and requests to have additional seats next to bikes on the electric trains. A public process began in February examining the possibility of reconfiguring the already-designed two electric train bike cars and the new seventh car. On April 17, Caltrain held a Joint Citizens Advisory Committee and Bicycle Advisory Committee Workshop which included an interactive activity and robust discussion of possible reconfiguration options for these cars, as well as station bike and micromobility improvements. Insights and feedback from this workshop, along with general public input, survey results, project schedule, funding partner and CAC/BAC feedback, Business Plan information, and financial impacts and feasibility of the recommendations were considered and factored into the staff recommendation that was presented to the CAC and BAC in May.

In response to requests from cyclists concerned about bike security, the Board approved reconfiguring the electric train bike cars to add more seats. The electric trains will maintain 72 bike in the two bike cars while increasing the number of seats to 14 total (original design was 6 seats total). The Board also approved spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service. In addition, Caltrain's bike security task force will continue to explore and implement possible improvements to the bike program. For more information, you can view the Board [presentation](#).

Caltrain values cyclists and supports bikes as an excellent first and last mile solution. With one of the most extensive onboard bicycle programs among passenger railroads in the nation, Caltrain is continuously trying to improve service to all its riders and is currently developing a [Business Plan](#), that is working to identify opportunities and strategies to meet the needs of the corridor, as [future ridership growth projections](#) show a potential for up to a 300% increase by 2040.

Again, we thank you for taking the time to send us your thoughts. Your feedback is valuable, and Caltrain is eager to improve service for all its riders.

Best,
Lori

From: Annette Torrence [mailto:annette.torrence@gmail.com]
Sent: Monday, November 04, 2019 5:45 AM
To: Caltrain, Bac (@caltrain.com); Board (@caltrain.com)
Cc: janice@sfbike.org
Subject: Caltrain needs to take bike theft seriously

Dear Caltrain Board,

As a new bike commuter, I endorse the below message and thank you for your consideration.

I am writing to you to urge you to reject the staff recommendation at your upcoming board meeting. I have serious concerns that Caltrain is not taking bike theft seriously. Instead, I urge you to approve three or more bike cars to provide adequate seating in view of bike spaces. Caltrain has also made commitments to improving bike parking and bike share connections at stations but I urge the board to direct staff to actual implement these improvements immediately.

Annette Torrence
Sunnyvale

Mccauley, Ryan

From: Dan Lieberman <liebermand@samtrans.com>
Sent: Thursday, November 14, 2019 1:51 PM
To: Caltrain, Bac (@caltrain.com)
Subject: NEWS: Caltrain Seeks Santa Clara Representative for Bicycle Advisory Committee



November 14, 2019

Media Contact: Dan Lieberman, 650.508.6385

Caltrain Seeks Santa Clara Representative for Bicycle Advisory Committee

Caltrain is seeking people who live or work in Santa Clara County to apply for its Bicycle Advisory Committee (BAC), which serves as the primary venue for the interests and perspectives of bicyclists to be integrated into the Caltrain planning processes.

The committee is comprised of nine volunteer members from San Francisco, San Mateo and Santa Clara counties. One member from each county represents a public agency staff member, a bicycle advocacy organization member and a Caltrain bike passenger from the general public who uses a bicycle or bike share. Currently, the committee has an opening for the Santa Clara County general public member.

Applications are due **Sunday, December 15**, and are available at www.caltrain.com/bac or by calling 650.508.6391.

The BAC meets every other month at 5:45 p.m. in San Carlos, just one block from the San Carlos Caltrain Station. All meetings are open to the public.

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides commuter rail service from San Francisco to San Jose, with limited commute service to Gilroy. While the Joint Powers Board assumed operating responsibilities for the service in 1992, the railroad celebrated 150 years of continuous passenger service in 2014. Planning for the next 150 years of Peninsula rail service, Caltrain is on pace to electrify the corridor, reduce diesel emissions by 97 percent by 2040 and add more service to more stations.

Like us on Facebook at www.caltrain.com and follow on Twitter [@Caltrain](https://twitter.com/Caltrain).

Free translation assistance is available.

Para traducción llama al 1.800.660.4287; 如需翻譯,請電 1.800.660.4287.

This email was sent to bac@caltrain.com
San Mateo County Transit District, 1250 San Carlos Ave., San Carlos, California 94070, USA
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Mccauley, Ryan

From: Alex Eisenhart <eisenharta@samtrans.com>
Sent: Tuesday, October 22, 2019 12:48 PM
To: Caltrain, Bac (@caltrain.com)
Subject: NEWS: Caltrain Delivers Warriors Fans to Chase Center



October 22, 2019

Media Contact: Alex Eisenhart, 650.622.7850

Caltrain Delivers Warriors Fans to Chase Center

The Golden State Warriors have a new home at the [Chase Center](#), and Caltrain is ready to drop fans off at their doorstep. They'll face off against the Los Angeles Clippers for their home opener game at 7:30 p.m. on Thursday, October 24.

Fans can take [Caltrain](#) to the San Francisco Station, where they can walk less than a mile to Chase Center or transfer to Muni Light Rail, which is free with a Warriors ticket.

Following the game, Caltrain's last train departs from the San Francisco Station at 12:05 a.m.

Caltrain is a proof-of-payment system; tickets are not sold onboard trains but can be purchased at station ticket machines. To save time on the return trip, passengers are encouraged to buy a Day Pass or utilize the [Caltrain mobile app](#). Clipper card users are reminded to tag on and tag off.

Parking at Caltrain stations costs \$5.50 for the day, and permits can be purchased through ticket machines onsite. Paid parking rules are enforced throughout the day.

To help make it a pleasant trip for all, Caltrain reminds fans to drink responsibly and to remember that open alcoholic beverages are prohibited on trains beginning at 9 p.m.

For more information about Caltrain schedules and fares or for help planning your trip, call Caltrain Customer Service at 1.800.660.4287 (TTY 650.508.6448) or visit www.caltrain.com.

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Follow Caltrain on [Facebook](#) and [Twitter](#).

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Mccauley, Ryan

From: Dan Lieberman <liebermand@samtrans.com>
Sent: Monday, October 14, 2019 12:43 PM
To: Caltrain, Bac (@caltrain.com)
Subject: NEWS: Caltrain Promotes Bike Registration with Project 529



October 14, 2019

Media Contact: Dan Lieberman, 650.508.6385

Caltrain Promotes Bike Registration with Project 529

Caltrain Rail Operations and the San Mateo County Sheriff's Department are holding more outreach events to encourage bike riders to register their bikes in partnership with [Project 529](#).

This app-based system allows bike owners to input identifying information about their bike and report theft. The San Mateo County Sheriff's Department, which contracts with Caltrain to serve as the agency's Transit Police unit, has access to the 529 database for both Caltrain and several other bike communities already registered with the program in the event that a bike is reported stolen in the area.

To promote the program, Caltrain is hosting four more free bike registration days:

San Jose Diridon Caltrain Station
Tuesday, October 15, 7 a.m. to 10 a.m.

Hillsdale Caltrain Station
Tuesday, October 15, 3:30 p.m. to 7:30 p.m.

Mountain View Caltrain Station
Wednesday, October 16, 3:30 p.m. to 7:30 p.m.

San Francisco Caltrain Station
Thursday, October 17, 3:30 p.m. to 7:30 p.m.

Caltrain riders who use a bicycle are encouraged to take advantage of these events and help deter theft. In addition to the digital registry, the program offers shield stickers, which indicate the bike's secure registration and help deter theft. The first 500 people, per location, to register their bike will receive a free shield sticker.

To download the app or learn more, visit www.Project529.com/Caltrain.

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Mccauley, Ryan

From: Alex Eisenhart <eisenharta@samtrans.com>
Sent: Tuesday, October 8, 2019 4:05 PM
To: Caltrain, Bac (@caltrain.com)
Subject: NEWS: PG&E Public Safety Power Shutoff Not Expected to Impact Caltrain & SamTrans Operations

San Mateo County
TRANSIT DISTRICT



October 8, 2018

Media Contact: Alex Eisenhart, 650.622.7850

PG&E Public Safety Power Shutoff Not Expected to Impact Caltrain & SamTrans Operations

Caltrain and SamTrans will continue to operate during PG&E's [Public Safety Power Outage](#). The utility company has informed the District that planned outages should not affect SamTrans facilities, Caltrain service or train station operations.

The District will be in close contact with PG&E, and will provide more information as needed if conditions change.

For more information about Caltrain schedules and fares or assistance planning your trip, call Caltrain Customer Service at 1.800.660.4287 (TTY 650.508.6448) or visit www.Caltrain.com.

For more information about SamTrans schedules and fares or assistance planning your trip, call SamTrans Customer Service at 1.800.660.4287 (TTY 650.508.6448) or visit www.SamTrans.com.

###

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Follow Caltrain on [Facebook](#) and [Twitter](#).

About SamTrans: SamTrans operates 70 routes throughout San Mateo County. Funded in part by a half-cent sales tax, the San Mateo County Transit District also provides administrative support for Caltrain and the San Mateo County Transportation Authority. SamTrans has provided bus service to San Mateo County customers since 1976.

Follow SamTrans on [Facebook](#) and [Twitter](#).

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Mccauley, Ryan

From: Alex Eisenhart <eisenharta@samtrans.com>
Sent: Tuesday, September 17, 2019 1:58 PM
To: Caltrain, Bac (@caltrain.com)
Subject: NEWS: Caltrain Seeks Representatives for Bicycle Advisory Committee



September 17, 2019

Media Contact: Alex Eisenhart, 650.622.7850

Caltrain Seeks Representatives for Bicycle Advisory Committee

Caltrain is seeking people who live or work in San Mateo County to apply for its [Bicycle Advisory Committee](#) (BAC), which serves as the primary venue for the interests and perspectives of bicyclists to be integrated into Caltrain planning processes.

The committee is comprised of nine volunteer members from San Francisco, San Mateo and Santa Clara counties. One member from each county represents a public agency staff member, a bicycle advocacy organization member and a Caltrain bike passenger from the general public who uses a bicycle or bike share. Currently, the committee is seeking applications for the San Mateo County general public member and bike organization representative.

Applications are due **Friday, October 18**, and are available at www.caltrain.com/BAC or by calling 650.508.6391.

The BAC meets every other month at 5:45 p.m. in San Carlos, just one block from the [San Carlos Caltrain Station](#). All meetings are open to the public.

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About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides commuter rail service from San Francisco to San Jose, with limited commute service to Gilroy. While the Joint Powers Board assumed operating responsibilities for the service in 1992, the railroad celebrated 150 years of continuous passenger service in 2014. Planning for the next 150 years of Peninsula rail service, Caltrain is on pace to electrify the corridor, reduce diesel emissions by 97 percent by 2040 and add more service to more stations.

Like us on Facebook at www.caltrain.com and follow on Twitter [@Caltrain](#).

Free translation assistance is available.

Para traducción llama al 1.800.660.4287; 如需翻譯,請電 1.800.660.4287.

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