



JPB Board of Directors
Meeting of October 5, 2023

Correspondence as of October 5, 2023

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3	in support of expanded schedules
4	5Oct Board Meeting
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15	Appeal Issue
16	Electric schedule

From: [Apoptosis Now](#)
To: [Public Comment](#)
Subject: Support for Caltrain weekend service
Date: Wednesday, October 4, 2023 3:08:15 PM

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Dear Caltrain staff:

I live in Mountain View and I would like to take Caltrain into San Francisco on the weekends. Prior to Covid, on multiple occasions I took Caltrain to Millbrae and switched to the BART to go to San Francisco. However, I found that Caltrain's slowness and infrequency on the weekends made it difficult to travel back and forth to San Francisco. Now when I go to San Francisco on weekends, I drive to Daly City and take the BART from there.

I'd prefer to take Caltrain to the Millbrae BART station over driving and I would resume riding Caltrain on weekends if service between Millbrae and Mountain View were faster, more frequent, and coordinated for transfers between BART and Caltrain. Please don't let Caltrain enter a "transit death spiral" with overly infrequent and slow service that drives away riders. I support public transit and would like to ride a fast and convenient electric Caltrain.

Thank you,
Rachel Gilbert

From: [Adina Levin](#)
To: [Public Comment](#)
Subject: Agenda #9 - Electric Caltrain service
Date: Wednesday, October 4, 2023 3:17:58 PM
Attachments: [Caltrain board 10 5 23 Agenda 9 - Electrified Caltrain - taking steps toward world class service.pdf](#)

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Honorable board members,

Attached please find a letter from multiple organizations on agenda item #9, Proposed Electrified Service Plan.

Thank you for your consideration,

- Adina

Adina Levin

Friends of Caltrain

<https://greencaltrain.com>

650-646-4344



October 5, 2023

Agenda #9 - Electrified Caltrain - taking steps toward world class service

Honorable board members,

We are excited to see the schedule being planned for electrified Caltrain service, for decision by the end of the year, with electric service slated to go live in September 2024

We are pleased to see that the proposed schedule provides faster service, and more frequency for many stations that were underserved. We support the new schedule improvements within budget constraints, with peak service every 15 minutes at major stations, and 30 minute service in the early morning, mid-day and evenings.

But the new schedule falls well short of the [international "regional rail" best practice](#) of frequent, all-day service that has helped rail services around the world recover from Covid, as experts discussed [at a recent expert panel](#).

As Caltrain finalizes the schedule, here are several recommendations:

Provide more frequent weekend service

So far, Caltrain has been silent about weekend service - which has seen the fastest ridership recovery on other regional services including BART and ferries. Observing weekend freeway and bridge traffic, it is obvious that there is substantial unmet demand for regional mobility on weekends, that Caltrain is currently not capturing. Weekend service should be the same as other off-peak weekday service, and shouldn't stay at the inconvenient hourly level.

Work with BART to improve Millbrae connection

The new, simpler, more regular service pattern will help facilitate connections. However, BART's recent move to spread out service throughout the day - which changes service at Millbrae to every 20 minutes - makes the Millbrae connection worse, with 18 minute connections for half of the trains. We urge Caltrain and BART to work closely to improve the connection. From the perspective of riders, there is one core backbone regional rail system with two brands of trains.

Near-term vision for increased frequency

With an anticipated revenue crunch in FY25 as Covid relief funding runs out, Caltrain is holding off on increasing frequency further. This is particularly problematic with 30 minute off-peak service. People who are meeting friends for dinner or taking the train to a doctor's appointment are less likely to take the train if they have to wait 30 minutes for the next train home.

By contrast, the [international "regional rail" model](#) for trains that look like Caltrain provides frequent all-day, all-week service, serving many commuters and also a wider array of riders and trip purposes. Regions with this all-day, all-week service model have seen stronger post-Covid ridership recovery, even in regions that have many white collar jobs and significant increase in working from home.

Even if Caltrain does not have the budget next year, it would make sense to create a "world class schedule goal" of all-day, all-week frequent service that could be funded with a regional ballot measure or state sources, and/or with local sources if ridership and fare revenue improves.

This vision will motivate and inspire members of the public and help bring in the funding, rather than leaving people disappointed that the \$2 billion investment is leaving us short of world-class service.

Thank you for your consideration,

Adina Levin
Friends of Caltrain

Ian Griffiths
Seamless Bay Area

Laura Tolkoff
SPUR

Zack Deutsch-Gross
TransForm

Dylan Fabris
San Francisco Transit Riders

From: [Susanna M](#)
To: [Public Comment](#)
Cc: friends@friendsofcaltrain.com
Subject: in support of expanded schedules
Date: Wednesday, October 4, 2023 3:26:48 PM

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Hi CalTrain decision-makers,

I am writing as someone who regularly tries to see my family on weekends but is thwarted by the need for more frequent service, particularly on weekends -- trains run too infrequently or not late enough for getting home after dinner.

I also encourage you to work closely with BART to make the Millbrae connections as close as possible.

Thanks for your improvement efforts to date and for doing your best to create world class, frequent, coordinated service for Caltrain and Bay Area transit.

Susanna Marshland, Kensington CA

From: [kristine.pederson](#)
To: [Public Comment](#)
Subject: 5Oct Board Meeting
Date: Wednesday, October 4, 2023 1:41:22 PM

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Hello -

Please provide more frequent weekend service in 2024.

So far, Caltrain's proposal is silent about weekend service - which has seen the fastest ridership growth on other regional services including BART and ferries. There is substantial pent-up demand for weekend travel - weekend service should be the same as other off-peak weekday service, and shouldn't stay at the inconvenient hourly level.

Caltrain staff are saying in public committee meetings that weekend service has been the most frequent request from riders, and they are working to include this in the next version of the staff proposal for 2024 service!

Please work with BART to improve the Millbrae connection.

Caltrain's new, simpler, more regular service pattern will help facilitate connections. However, BART's recent move to spread out service throughout the day makes the Millbrae connection worse, with 18 minute connections for half of the trains. Urge Caltrain and BART to work closely to improve the Millbrae connection as soon as feasible.

Gratefully -

kristine

From: [Adina Levin](#)
To: [MTC-ABAG Info](#); [Public Comment](#); [Public Comment](#); [Baltao, Elaine \[board.secretary@vta.org\]](#); [Board Meeting](#); [myvoice@actransit.org](#); [MTABoard@sfmta.com](#)
Subject: Support for Clipper BayPass Pilot Phase 2
Date: Wednesday, October 4, 2023 3:33:43 PM
Attachments: [Clipper BayPass Pilot Phase 2 Support Sign-on letter .pdf](#)

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Honorable Transit Agency Board members, Fare Integration Task Force Members, and MTC Commissioners,

Attached please find a letter from multiple organizations in support of the Clipper Bay Pass Pilot Phase 2.

Thank you for your consideration,

- Adina

Adina Levin

Friends of Caltrain / <https://greencaltrain.com>

Seamless Bay Area / <https://seamlessbayarea.org>

650-646-4344



October 3, 2023

Dear Fare Integration Task Force members, Transit Agency Board Members, and MTC Commissioners,

Thank you very much for advancing the Clipper BayPass all-agency transit pass pilot, expanding from the initial participant base of public higher education and affordable communities to include up to 10 employers and transportation management associations with up to 20,000 participants.

We are very pleased to see the dramatic success of the first phase of the BayPass pilot showing a 35% increase in transit ridership among people whose access was expanded from a single agency to all agencies, improving mobility for people, helping the transit system regrow ridership, and advancing our region's goals on climate, equity and congestion relief.

Our organizations strongly believe that an all-agency institutional pass is one of the fastest and most meaningful options available to the region to regrow transit ridership and expand access to the transit system. While we are glad that this next phase of the pilot is advancing we urge MTC and transit

operators to maintain their focus on this effort and to work expediently toward a full scale launch and region-wide formalization of the BayPass program as soon as possible. We understand that this will require formalizing a pricing and revenue distribution structure for the program as well as addressing long term implications for existing institutional pass programs.

We are confident that MTC and operators can come together to creatively overcome these implementation hurdles without further delay or compromise to the overall program. The need to rebuild ridership and strengthen public trust in the region's transit system is an imperative and mutual responsibility that all operators share. Transit is not on a sustainable course and the need for public investment in the system has never been greater- showing that we have the capacity to work together and change is essential.

Thank you for your consideration,

John Ristow
**San Jose Department of
Transportation**

Amy Buckmaster
**San Mateo County Chamber
of Commerce**

Alyssa Sherman
Salesforce

Ian Griffiths
Seamless Bay Area

Amy Thomson
TransForm

Laura Tolkoff
SPUR

Tiffany Rodriguez
**San Jose State Associated
Students**

Dave Sorrell
**Association of Commuter
Transportation**

Adina Levin
Friends of Caltrain

Ewan Barker Plummer
**San Francisco Youth
Commission**

**Sonoma County Climate
Activist Network**

From: [Adina Levin](#)
To: [Public Comment](#)
Subject: Fwd: Support for Clipper BayPass Pilot Phase 2
Date: Wednesday, October 4, 2023 3:35:47 PM
Attachments: [Clipper BayPass Pilot Phase 2 Support Sign-on letter .pdf](#)

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This item pertains to Agenda #6g on the consent calendar for the board meeting for October 5, 2023.

Thanks,
- Adina
Adina Levin
Friends of Caltrain

----- Forwarded message -----

From: Adina Levin <adina.levin@friendsofcaltrain.com>
Date: Wed, Oct 4, 2023 at 3:33 PM
Subject: Support for Clipper BayPass Pilot Phase 2
To: MTC-ABAG Info <info@bayareametro.gov>, <publiccomment@caltrain.com>, Public Comment <PublicComment@samtrans.com>, Board.Secretary <board.secretary@vta.org>, Board Meeting <board.meeting@bart.gov>, <myvoice@actransit.org>, <MTABoard@sfmta.com>

Honorable Transit Agency Board members, Fare Integration Task Force Members, and MTC Commissioners,

Attached please find a letter from multiple organizations in support of the Clipper Bay Pass Pilot Phase 2.

Thank you for your consideration,
- Adina
Adina Levin
Friends of Caltrain / <https://greencaltrain.com>
Seamless Bay Area / <https://seamlessbayarea.org>
650-646-4344



October 3, 2023

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operators to maintain their focus on this effort and to work expediently toward a full scale launch and region-wide formalization of the BayPass program as soon as possible. We understand that this will require formalizing a pricing and revenue distribution structure for the program as well as addressing long term implications for existing institutional pass programs.

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Thank you for your consideration,

John Ristow
**San Jose Department of
Transportation**

Amy Buckmaster
**San Mateo County Chamber
of Commerce**

Alyssa Sherman
Salesforce

Ian Griffiths
Seamless Bay Area

Amy Thomson
TransForm

Laura Tolkoff
SPUR

Tiffany Rodriguez
**San Jose State Associated
Students**

Dave Sorrell
**Association of Commuter
Transportation**

Adina Levin
Friends of Caltrain

Ewan Barker Plummer
**San Francisco Youth
Commission**

**Sonoma County Climate
Activist Network**

From: [Kai Marshland](#)
To: [Public Comment](#)
Subject: Support for increase to caltrain hours
Date: Wednesday, October 4, 2023 3:48:08 PM

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

To whom it may concern:

I live right next to a caltrain station, as do many of the people I visit most, yet almost, yet almost every time I visit them, I drive. I would love to take caltrain, but the hours are far too limited. There's rarely a train available at a convenient time, so I would have to do both research and precise timing to get on one. All too often, the lack of hours and frequency means I don't take the train at all, even though I would prefer to.

If caltrain hours & frequency were expanded, I would increase my ridership dramatically. I strongly recommend that you do so.

Best,
Kai Marshland

From: [Katherine Dumont](#)
To: [Public Comment](#)
Subject: Train scheduling feedback
Date: Wednesday, October 4, 2023 4:05:22 PM

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Dear Board Members,

As a Bay Area native, I've always found it difficult to explain to visitors why we don't have a world-class transit system that matches our reputation as a booming, tech-centric metropolis.

Both residents and visitors alike deserve a rail system that serves commuters *and* supports those who travel for business and pleasure who want to get around without a car.

As someone currently residing along the CalTrain corridor on the Peninsula, I appreciate the consideration currently being given to service schedules that focus on underserved areas and that consider current and future travel patterns.

To that end, we need to improve weekend service on CalTrain, we need better connections to Bart and SFO, and we need more frequent service overall.

Current weekend and mid-day schedules are so inadequate and inconvenient, it pushes me and many other folks to drive to San Jose, San Francisco, Oakland, and Berkeley, which just feeds into a vicious cycle of devoting more precious land to driving and parking, reduces the general quality of life for everyone in the area, and generates more of the greenhouse gases that are killing our planet.

Thank you for your consideration.

Best regards,
Katherine Dumont
Menlo Park

From: [Lauren Carroll](#)
To: friends@friendsofcaltrain.com; [Public Comment](#)
Subject: Electric train schedule
Date: Wednesday, October 4, 2023 3:45:50 PM

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Dear Caltrain Board,

As a frequent Caltrain rider, I am so looking forward to the new electrified schedule, and I'm grateful for the work you're putting in to improve speed and frequency of service. There are two primary issues I ask you to consider as you continue to tweak the schedule. First: BART transfers at Millbrae. I transfer from BART at Millbrae to get to work in Redwood City. The new BART schedule has increased my commute by about 10-15 minutes, largely because of the transfer wait times. Please work with BART to minimize transfer wait times as much as possible. Second: More frequent evening and weekend service. I would like to consider living closer to my office in Redwood City. But my Number 1 reason I haven't done so is because I value using public transit in my day-to-day life, not just commuting to work, and Caltrain evening and weekend service is too infrequent to be reliable, and there's no limited/bullet train on the weekends. I'd like to be able to take Caltrain to meet friends for dinner or run errands in another part of San Mateo County or San Francisco.

Thank you for your consideration!

Best,
Lauren Carroll

From: [Jennifer](#)
To: [Public Comment; Board \(@smcta.com\)](#)
Subject: Comment on Agenda item 5.e- 101 Widening Project
Date: Wednesday, October 4, 2023 10:55:50 PM

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Please take all freeway widening alternatives off of the table for the managed lanes project north of I-380. While managed lanes are a good thing, widening the freeway to make them is completely counterproductive. According to the VMT calculator recommended by Caltrans' [environmental impact analysis framework](#), adding a lane, even a managed one, will induce more demand and significantly *increase* the very congestion that the project is trying to reduce. This would not only be a waste of money and resources, it would be active sabotage of the region's goals for sustainability and congestion management.

Thank you for your consideration
--Jennifer Garstang
South San Francisco resident

From: [Kevin Ma](#)
To: [Public Comment](#)
Subject: Comment on Board Item 9 - Proposed Service Plan
Date: Wednesday, October 4, 2023 10:06:57 PM

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Dear Caltrain Board Members,

As a person who commutes to work via company shuttle, I mainly use Caltrain on the weekends to be able to visit amenities all across the Peninsula. As such, I am interested to see better service than the current hourly all-stops schedule, though the proposed service plan is missing any mention of weekend improvements.

Separately, while I recognize that Caltrain's current fiscal status means that it may be difficult now to plan for greater off-peak service, I would like to see a general vision of what minimum level of service Caltrain should be targeting at all times of the day. For the times I use Caltrain on the weekdays, they are mainly at night; having 30-minute headways is generally inconvenient and gets compounded if a train gets cancelled.

Sincerely,
Kevin Ma

From: [Mignon Belongie](#)
To: [Public Comment](#)
Subject: comments for tomorrow's board meeting
Date: Wednesday, October 4, 2023 7:10:06 PM

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Two requests:

- 1) Improve the BART/Caltrain connections.
- 2) Increase weekend trains.

Thanks!

Mignon Belongie

From: [Walter Huf](#)
To: [Public Comment](#)
Cc: friends@friendsofcaltrain.com
Subject: New Caltrain schedule considerations
Date: Wednesday, October 4, 2023 6:53:36 PM

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I am very excited about the scheduling possibilities with the new electric Caltrain! Living near Tamien station, I currently only have hourly service, and I look forward to having more service more often.

The biggest motivator for users to choose transit is convenience: When the train comes more often, people don't need to choose to wait a long time to catch the train. The main reason I don't use the Caltrain to visit SF is the risk of being stranded when the trains shut down at midnight, so having late night service run later would convert me (and many others) to riding the train for a fun night on the town. And, once Caltrain starts enabling social events, adding weekend express service would further exponentially increase ridership.

The new Caltrain EMUs provide much more flexibility for train sizing, allowing cheaper shorter trains to run during lulls yet still run more often, and granting Caltrain the flexibility to start small and grow the trains as ridership picks up.

I look forward to seeing the new Caltrain schedules and letting me skip the drive by riding the new trains!

From: [Giuliano](#)
To: [Public Comment](#)
Subject: My no votes at CAC
Date: Wednesday, October 4, 2023 6:25:29 PM

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Hi TA Board,

I'm a new member of CAC. Last night I voted against filing the applications for funding for 101/92 project and North of I-380 project. I'd like to explain why. And, I hope, convince you to reject these requests. It's well understood that only adding capacity, as these projects do, will in a year or three actually increase congestion. See, for example, CA DOT "[Increasing Highway Capacity Unlikely to Relieve Traffic Congestion](#)". Approving these requests will only start a ball rolling, and make it harder to stop projects that are destined to fail. Rejecting these requests makes it easier to require the changes needed for them to be successful.

I'm not anti-car. I own two cars. I use them both regularly. I support car projects. For example, I fully support the Broadway grade separation project. Which, lets face it, is a car project. Sure, it improves train operations. And has other beneficial effects. But 90% of the intent and benefit is reduced car travel times ... And I fully support that. These sorts of projects are known to reduce congestion.

I'm an engineer. Not a traffic engineer for sure, but engineering principals are the same. I look at data. I look at general principals and outcomes of past projects. Applying that approach to roads, I believe established wisdom is that solely adding capacity only increases congestion. Not theory, but observed fact. Spending 10s and 100s of millions of dollars to reduce congestion, when the project will only cause more congestion is a viscous cycle and not prudent.

To reduce congestion a project may not even need to add capacity. It can, but it's not the extra capacity that reduces congestion. Any successful congestion relief project typically must also reduce demand.

Now, perhaps I am wrong. I'd love to find out if I am and have reached out to Peter Skinner for any research that refutes my belief in general, or that demonstrates how specific projects are different and not covered by the general principal.

So, I voted no on the 101/92 project funding request for two reasons. Firstly, there is no metric in place to measure congestion before and after. How do we determine project outcome, project success or failure, without a metric? Secondly, I could find no data that would demonstrate why this project is special. Why only adding capacity would not lead to increased congestion. Add a bus only lane, add congestion based pricing for all lanes, add some means to reduce demand and I'd be okay with this project.

I voted against the 101 widening project funding request for several reasons. Firstly, it includes an option to increase capacity with no component to reduce demand. Secondly, as above there is no metric to measure congestion and therefor project success/failure. And lastly,

I verified with staff at the meeting that after staff evaluation and selection from project alternatives, the project would immediately move into design phase, with no opportunity for public input. Remove the option to only add capacity, and I'd be fine with this project. Keep the option to add a lane, but also add a component to reduce demand across all lanes and I'd be okay with it. And, it would need to add a step for public input before moving to design

Please, I hope you will reject these requests. Like the saying goes, insanity is trying the same thing and expecting different results. We in the US, indeed throughout the world, have tried over and over increasing capacity to solve congestion. By itself, it just doesn't work. Trying again would just be insanity.

Thank you,

giuliano carlini

From: [Aria Hejazi](#)
To: [Board \(@caltrain.com\)](#)
Subject: Appeal Issue
Date: Wednesday, October 4, 2023 7:30:47 PM

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Hello -- I received a ticket aboard Caltrain in June. The ticket number is 2000282. I appealed the ticket on the same day. I was told that I "should expect to receive a response within 30 days from the above date" and that if I did not receive a response within 30 days I should "call 800-525-8553." It has been 15 weeks since I submitted my appeal.

I have called the above number every week for the past few months and they have given me no information. I really need this issue resolved as soon as possible and have no idea who else to contact because the people on the phone do not give me any information. I would really appreciate some information about when my appeal will be handled, rather than being told to continue waiting or being re-directed to some other office that will not provide me any information.

Please let me know.

From: [Jerry Vail](#)
To: [Board \(@caltrain.com\)](#)
Subject: Electric schedule
Date: Wednesday, October 4, 2023 5:12:00 PM

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The proposed schedule for 2024 electrified service is deficient in two ways. As many have noted, weekend service frequency is inadequate. This is also especially true for the midday weekday schedule. Both should include something like Express A trains at least once per hour. Properly marketed, express service would be very appealing to the public for both peak and non-peak times.

Secondly, the proposed schedules seem to be quite conservative. The 75 minute end to end travel time for local trains is only five minutes faster than the schedule in place when Caltrain acquired the system even with the same number of stops and similar ridership. It would be unfortunate if the massive capital investment for electrification, grade separations, track improvements, and modernized equipment only results in such a small improvement. While there are other factors now like bicycle boarding, current dwell times seem too long. Tightening the schedule would not only attract more riders but would allow reduced costs and/or increased service.

Jerome Vail
San Francisco