

**Bicycle and Active
Transportation Advisory
Committee**

Correspondence as of

March 18, 2024

NEWS

January 17, 2024

Media Contact: Mahmoud Abunie, 650.730.6201

Caltrain Citizens Advisory Committee to Revisit Public Comment Process

Caltrain staff will be presenting at the Citizens Advisory Committee (CAC) [meeting](#) this evening at 5:40 p.m. on an updated Public Comment Process policy. This policy serves as a guide for staff on the consideration and solicitation of public comments prior to making fare and major service changes, and other specified decisions that impact riders and the community. The Office of Civil Rights is updating this policy from 2013.

To fulfill best practices of public participation, the Office of Civil Rights is seeking public comment on the new Public Comment Process policy at the CAC meeting. Public engagement is an essential piece of the decision-making process and is required as part of the Public Participation Plan in Caltrain's [Title VI Program](#). The updated Public Comment Process policy reflects the minimum public comment requirements to adopt changes related to fare and service.

Comments and questions may be sent to titlevi@samtrans.com.

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides rail service from San Francisco to San Jose, with commute service to Gilroy. Serving the region since 1863, Caltrain is the oldest continually operating rail system west of the Mississippi. Looking to the future, Caltrain is set to electrify the corridor by 2024, which will reduce diesel emissions and add more service to more stations while advancing the agency's equity goals.

Like us on Facebook at www.facebook.com/caltrain and follow on X [@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
SamTrans, 1250 San Carlos Ave, San Carlos, CA 94070, United States
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Dear Chair Zmuda,

Please allow me to start by congratulating you and your staff on the most welcome (and long overdue) appointment of Nadine Fogarty as Caltrain's dedicated Director of Real Estate and Transit Oriented Development.

Moving on to the relocation of Caltrain Headquarters presentation (<https://www.caltrain.com/media/32626/download>), I would like to bring the issue of geographical equity to your attention, specifically that Caltrain is a 78-mile line, so the geographical center of the line is Sunnyvale (mile 39), not Millbrae (mile 13) <https://calhsr.com/resources/caltrain-row-maps/>

With regards to a suitable location for Board meetings, I believe that the City of Mountain View (mile 35) may be open to hosting these meetings in the City Council Chambers as a financially responsible alternative to a dedicated Board room. It should also be noted that the Mountain View Caltrain station provides a connection to the VTA light rail and that **Castro Street offers amenities among the best in the immediate vicinity of any Caltrain station, so the 400 Castro Street location** (<https://www.loopnet.com/Listing/400-Castro-St-Mountain-View-CA/25703980/>) would be an excellent choice **at approximately half of the SamTrans rent** (slide 11)



[400 Castro St, Mountain View, CA
94041 - Silicon Valley Center |](https://www.loopnet.com/Listing/400-Castro-St-Mountain-View-CA/25703980/)

[LoopNet](https://www.loopnet.com)

400 Castro St, Mountain View, CA 94041. This Office space is available for lease. Office building in Downtown Mountain View, CA.

www.loopnet.com

Thank you in advance for your consideration.

Roland Lebrun

Thanks for the message, Baltazar, but if the cars have no handholds, it's too late to add them. It could be done with screws or strong Velcro, but if these people had the utter temerity to commission train cars without them, they are not going to have the imagination to do the unexpected and put them in after the fact. I mean, come on. These people are bureaucrats who think themselves unaccountable.

I have requested the relevant official records in hopes of determining when and by whom this pathetic path was embarked upon.

Dave Boyce

On Mon, Feb 5, 2024, 13:52 Caltrain, Bac (@caltrain.com) <baccaltrain@samtrans.com> wrote:

Hello David,

Thank you for letting us know, I am looking into it now and report back when I hear from my team.

Baltazar

From: David Boyce <boycedaveboyce@gmail.com>

Sent: Monday, January 22, 2024 11:19 AM

To: Caltrain, Bac (@caltrain.com) <baccaltrain@samtrans.com>

Subject: Re: Query on bike cars in electrified trains

You don't often get email from boycedaveboyce@gmail.com. [Learn why this is important](#)

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

How typical of an entrenched transportation bureaucracy: A good-faith followup when your initial response did not address all of the tax-paying public's questions? No chance.

On Wed, Jan 17, 2024, 06:49 David Boyce <boycedaveboyce@gmail.com> wrote:

Apologies for the rant. I hope I have communicated the level of frustration and utter hopelessness of ever getting anywhere uplifting with the seemingly deaf and daft local railroad.

On Tue, Jan 16, 2024, 23:42 David Boyce <boycedaveboyce@gmail.com> wrote:

Thanks, Lori. It's good to know the details as to number of bike cars and the method of securing bikes.

The critical part of my inquiry concerns handholds, their presence or complete absence (!!!) as things are today. This is unforgivable on a train. Unforgivable.

And you said nothing about this. Did you look into it? My source was adamant!

I am sick and tired of standing next to my bike as the train is one stop away from my destination and having NOTHING TO HOLD ON TO OTHER THAN MY BIKE, WITH THE EVER PRESENT LOW OVERHEAD WITH NO HAND HOLDS!!!!

Do you understand me now?

I am going to start a PRA request. This has the earmarks of a smoking gun as to the attitude toward passengers from decision makers.

I am sick and tired of this STUPIDITY!

Dave Boyce

Menlo Park

On Tue, Jan 16, 2024, 23:01 Caltrain, Bac (@[caltrain.com](https://twitter.com/caltrain)) <baccaltrain@samtrans.com> wrote:

Dear David,

Thank you for your inquiry, and for making a bike and Caltrain part of your commute. Bikes are an excellent first and last mile solution, and riders who use their bikes to access Caltrain reduce pollution, relieve congestion, and help promote healthy, active transportation.

The [new electric trains](#) will have two bike cars per trainset, and the securing system will be the same as what's used today. You can learn more about the bike cars on the high-performance electric trains by clicking on the bike tab on [this page](#).

Receiving input from the public is extremely important to Caltrain and was instrumental in the electric train 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 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 an increase in onboard bike capacity over today which is achieved through train frequency.

The Caltrain board also approved spending at least \$3.5M towards bike station parking / micromobility improvements before the start of electrified service. There are now over 300 on-demand electronic bike lockers at Caltrain stations, with more to come.

Caltrain is continuously trying to improve service to all its riders and 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: David Boyce <boycedaveboyce@gmail.com>

Sent: Saturday, January 6, 2024 5:10 PM

To: Caltrain, Bac (@caltrain.com) <batac@caltrain.com>

Subject: Query on bike cars in electrified trains

You don't often get email from boycedaveboyce@gmail.com. [Learn why this is important](#)

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

Hello. I have heard that the new electrified trains will include just one bike car per train and that bike securing will be a step or two backwards from what is available today. And lime today's cars, there will be no handholds or handrails, overhead or otherwise. Where else are they cutting corners???

If these allegations — from a credible source — are true, I don't see how this is not a cause for outrage and denunciation of the decision makers who chose this path.

Can you please inform me? I had planned to make a public records act request, but maybe if you respond that won't be necessary.

I am definitely going to follow up on this, wherever it leads.

Thanks.

Dave Boyce

Menlo Park

NEWS

February 28, 2024

Media Contact: Dan Lieberman, 650.622.2492

Caltrain Suspends Early Morning and Late-Night Train Service on Weekend of March 9-10 to Expedite Electrification Project

On the weekend of March 9-10, Caltrain will be [suspending](#) early morning and late-night trains to accommodate the testing of the new electric fleet.

The first four northbound trains (#221, 225, 229, 233) and the first three southbound trains (#224, 228, 232) between San Francisco to Mountain View will be replaced by bus service. The last northbound (#281) and southbound (#284) trains will be cancelled, and the southbound #280 will be renumbered as #680 and will depart San Francisco a half hour early at 10:28 p.m. Riders should avoid Caltrain and seek alternative transportation if they are planning to travel during these times.

Limited capacity replacement bus service will stop at selected stations: San Francisco, Millbrae, Hillsdale, Redwood City, Palo Alto, and Mountain View. There will be no replacement bus or train service at other stations between San Francisco and Mountain View during these times.

Buses will have limited capacity for luggage and bikes. Riders can use bike parking options, which are available at most stations. Buses will have ADA accessible vans available for each route.

Caltrain's historic Electrification Project is the first undertaking in North America in a generation in which diesel trains and their infrastructure components are transitioned to an electrified system. Electrification means [faster and more frequent service](#), including doubling the frequency on weekends. The passenger experience will be greatly improved as well with the [new trains](#) featuring Wi-Fi, power outlets at every seat, onboard displays with digital trip information, increased storage capacities.

Electrification will also help meet ambitious regional and state climate action goals by lowering greenhouse gas emissions, improving air quality and relieving traffic congestion. Additionally, electrified service will advance equity along the corridor by reducing noise and air pollution while increasing access for priority equity communities. It will also set the framework for California's future High Speed Rail network that will run on the Caltrain corridor.

The proposed Electrification service plan would see weekday peak hour trains go to 79 stations per hour, an increase from the current 66. Eleven stations

would experience four train arrivals hourly per direction, a notable improvement from seven stations currently. Midday trains would cover 44 stations per hour, up from 34 today.

Caltrain recently began offering four new fare promotions, offering discounts for [families, groups, youth and hybrid workers](#).

###

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Editor's Note: Electric Train Photos available [here](#).

Like us on Facebook at www.caltrain.com and follow on X [@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 batac@caltrain.com
San Mateo County Transit District, 1250 San Carlos Ave., San Carlos, California 94070, USA
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NEWS

February 29, 2024

Media Contact: Mahmoud Abunie, 650-730-6201

Public feedback is next step for project to improve transit connections between San Mateo County and its neighbors

There's a plan in the works to make it easier for people to take transit seamlessly between San Mateo County and the neighboring counties of San Francisco, Santa Clara and Alameda.

The San Mateo County Transportation Authority (TA) is developing the project with the goal of creating a framework for funding future transit-connection improvements through a new grant program.

The [Regional Transit Connections](#) (RTC) Plan is part of the TA's current [Strategic Plan](#). Measure W, a 30-year, half-cent sales tax to fund transportation investments, was approved by San Mateo County voters in 2018. Ten percent of those tax funds are dedicated to regional transit improvements and the TA is the agency responsible for making that happen.

"It's really important that we hear from the public during this process," said the TA Director of Planning and Fund Management Patrick Gilster. "This is how we truly find out which transportation improvements resonate with the community, and this helps guide our funding decisions moving forward."

Regional transit includes [Caltrain](#), [BART](#), express buses like SamTrans' [EPX](#) and [FCX](#), and the [South San Francisco Ferry](#).

Examples of projects that will be considered under the RTC program include improvements to rider experience and station access, enhanced express bus service, and new ferry terminals and vessels.

A virtual [community](#) meeting will take place on April 3. There will be an online [survey](#) open through the end of April. In addition, there will be pop-up events throughout the county during the public input process period.

###

About the Transportation Authority (TA): Created to administer Measure A, San Mateo County's ½ cent sales tax, the TA provides funding for transportation projects and programs in San Mateo County. In 2004, more than 75 percent of San Mateo County voters reauthorize Measure A for an additional 25 years. In 2018, voters approved Measure W, the San Mateo County Congestion Relief Plan an additional ½ cent sales tax. The TA will administer half the revenue of Measure W and the San Mateo County Transit

District will administer the other half to fund and implement the Congestion Relief Plan.

Follow the Transportation Authority on [Facebook](#) and [Twitter](#).

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March 11, 2024

Media Contact: Dan Lieberman, 650.622.2492

Photos/video available at <https://smctd.canto.com/b/NN0B2>

Caltrain Successfully Tests Electric Trains from Redwood City to San Jose

Caltrain met another milestone in the electrification of its system, as it successfully tested electric trains and overhead wires between Redwood City and Mountain View for the first time. This will allow the agency to ramp up the testing of the new fleet as the launch of electrified service this fall grows closer.

Live run tests started at five miles per hour, to ensure the overhead wire and train are properly connected. Once the connection was successfully established, the train increased speed to the corridor's 79 mile per hour maximum limit. 25 such test runs were successfully completed over the course of last weekend.

Each of the 23 electric trainsets must complete 1000 miles of testing before it is allowed to carry passengers. Initial tests were conducted between Santa Clara and College Park Stations on the Santa Clara Drill Track, but Caltrain has steadily been expanding the available testing area from San Jose to Mountain View. With this live run, testing can now take place from San Jose to Redwood City, further accelerating the process and keeping the launch of service on schedule for fall 2024.

"Another test completed marks another step towards a reliable, fast and frequent service for our riders," said Caltrain Executive Director Michelle Bouchard. "I cannot wait for everyone to get to experience the modernized, zero-emission fleet of Caltrain's future for themselves this fall."

Electric trains are quieter than Caltrain's current diesel fleet, so the public is advised to [pay close attention](#) when crossing the tracks and to always wait for the gate to fully rise before crossing.

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[faster and more frequent service](#), including doubling the frequency on weekends. The passenger experience will be greatly improved as well with the [new trains](#) featuring Wi-Fi, power outlets at every seat, onboard displays with digital trip information, increased storage capacities.

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