



JPB Board of Directors  
Meeting of October 7, 2021

Correspondence as of September 10, 2021

# Subject

- 1 Addition of one BART and one Capitol Corridor director to the TJPA Board of Directors
- 2 SB 339 Gas Tax Alternative Pilot letter
- 3 Draft In-Use Locomotive Regulation letter
- 4 Violation of Government Code Section 6253(c) - Two Counts
- 5 Train Left Early
- 6 Ridership Promotion feedback

**From:** [Roland Lebrun](#)  
**To:** [Transbay Info](#)  
**Cc:** [BART Board](#); [SFCTA Board Secretary](#); [MTC Info](#); [CHSRA Board](#); [ccjpaboard@capitolcorridor.org](mailto:ccjpaboard@capitolcorridor.org); [Board \(@caltrain.com\)](#)  
**Subject:** Addition of one BART and one Capitol Corridor director to the TJPA Board of Directors  
**Date:** Tuesday, September 7, 2021 1:52:07 AM

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Dear Chair Gee,

Further to the November 9, 2017 amendment to the TJPA bylaws to add a representative of the High Speed Rail Authority to the TJPA Board of Directors ([https://tjpa.org/uploads/2017/11/Item8.3\\_Amendments-to-TJPA-Bylaws-and-Rules-of-Order.pdf](https://tjpa.org/uploads/2017/11/Item8.3_Amendments-to-TJPA-Bylaws-and-Rules-of-Order.pdf)) and BART and Capitol Corridor's increasing involvement in the LINK21 Transbay crossing, please consider agendizing a motion to amend the TJPA bylaws to add one BART and one Capitol Corridor Director to the TJPA Board of Directors.

Thank you in advance for your consideration of this recommendation.

Roland Lebrun

CC

- BART Board of Directors
- CCJPA Board of Directors
- SFCTA Commissioners
- MTC Commissioners
- CHSRA Board of Directors
- Caltrain Board of Directors



September 7, 2021

The Honorable Gavin Newsom  
Governor, State of California  
1303 10th Street, Suite 1173  
Sacramento, CA 95814

2021 BOARD OF DIRECTORS

DEVORA "DEV" DAVIS, CHAIR  
STEVE HEMINGER, VICE CHAIR  
GLENN HENDRICKS  
CINDY CHAVEZ  
JEFF GEE  
DAVE PINE  
CHARLES STONE  
SHAMANN WALTON  
MONIQUE ZMUDA

MICHELLE BOUCHARD  
ACTING EXECUTIVE DIRECTOR

**Re: SB 339 (Wiener) – Gas Tax Alternative Pilot – Request for Signature**

Dear Governor Newsom:

On behalf of the Peninsula Corridor Joint Powers Board (Caltrain), I am writing to request you sign Senate Bill 339 (Wiener), the Gas Tax Alternative Pilot.

This bill will extend the State's ability to pilot a road user charge system, allowing for a more robust understanding of how such a system would operate and the potential benefits from replacing the gas tax with a fee associated with road use. The bill takes another step forward by allowing the practitioners of the pilot to collect the fee associated with a road user charge to test collection methodology and study revenue streams.

Although the gas tax has been the primary source of transportation infrastructure funding, the necessities for adjustment through SB 1 (Beall, 2017) showed inherent faults with our current system. As gasoline consumption continues to plummet, and electric vehicles (EV) continue to become more commonplace, the gas tax will need significant alterations, or a new system for transit funding must be adopted. Further, in its current state, the gas tax allows those with the upfront money to escape the tax through the purchase of an EV.

This transition away from combustion engines has been encouraged through policies such as your recent executive order banning the sale of new internal combustion engine vehicles by 2035, however, this shift in California's fleet has yet to be fully reflected in our road funding, outside of small EV registration fees. This outdated reliance on the gas tax is resulting in the burden of transportation infrastructure funding being placed on the shoulders of our lower income communities. A road user charge system allows for road funding to be based on how much our roads are used by a particular individual, rather than their gasoline consumption and their vehicles fuel efficiency.

For these reasons, Caltrain supports SB 339 and hopes you will take the opportunity to sign this bill into law.

Please contact Government and Community Affairs Manager Jadie Wasilco at [WasilcoJ@samtrans.com](mailto:WasilcoJ@samtrans.com) if you have any questions or need additional information.

The Honorable Gavin Newsom  
September 7, 2021  
Page 2

Sincerely,

A handwritten signature in black ink, appearing to read 'MB', with a long horizontal flourish extending to the right.

Michelle Bouchard, Acting Executive Director

cc: Peninsula Corridor Joint Powers Board of Directors  
Peninsula Corridor Joint Powers Board State Legislative Delegation



DEVORA "DEV" DAVIS, CHAIR  
STEVE HEMINGER, VICE CHAIR  
GLENN HENDRICKS  
CINDY CHAVEZ  
JEFF GEE  
DAVE PINE  
CHARLES STONE  
SHAMANN WALTON  
MONIQUE ZMUDA

MICHELLE BOUCHARD  
ACTING EXECUTIVE DIRECTOR

September 7, 2021

Cari Anderson, Branch Chief  
Freight Transport Branch  
California Air Resources Board  
1001 I Street  
Sacramento, CA 95814

**RE: Draft In-Use Locomotive Regulation**

Dear Ms. Anderson:

On behalf of the Peninsula Corridor Joint Powers Board (Caltrain) I'm writing regarding CARB's Draft In-Use Locomotive Regulation. Caltrain is currently undergoing a \$2 billion Electrification Project that will replace diesel trains with high-performance electric trains and install 51 miles of new electrical infrastructure. This transformational project will provide a more environmentally-friendly, fast, reliable service. While Caltrain is in strong support of reducing rail emissions, we only support the regulation in concept due to questions/concerns about the regulation's timeline and process and the complexity of phasing out diesel locomotives.

In 2019, the Peninsula Corridor Joint Powers Board adopted Caltrain's Long Range Service Vision – the culmination of a multi-year planning process known as the Caltrain Business Plan. This ambitious Service Vision is a blueprint for growth that outlines how Caltrain will work with its partners and communities to build upon the ongoing investment in Caltrain Electrification, linking individual projects and investments into a cohesive corridor-wide program that will ultimately deliver the high-frequency blend of regional rail and statewide high-speed service that our corridor, region and state need. When fully achieved in 2040, the Service Vision will provide electrified rail service from Downtown San Francisco to Gilroy, improve regional and statewide connectivity, reduce travel times, and support ridership of 180,000 Caltrain passengers every weekday – the equivalent of adding 5.5 new freeway lanes worth of capacity to US 101. The Service Vision will also deliver tremendous environmental benefits, reducing 110 metric tons of GHG emissions every day and taking nearly a million vehicle miles off of Bay Area roads.

By 2030, Caltrain anticipates that the majority of our service will be electrified, including the Peninsula Main Line from the current terminal at 4<sup>th</sup> and King Streets in San Francisco to Tamien station in south San Jose. However, while the 2040 Business Plan assumes a blended service with High-Speed Rail from San Francisco to Gilroy, the section of track between Tamien Station and Gilroy Station is owned by the Union Pacific Railroad and the electrification of this corridor is highly contingent upon negotiations between High-Speed Rail, Union Pacific, and the State of California. Caltrain's current Fleet Management Plan assumes the need to run diesel trains beyond 2030 to provide service on non-electrified territory for the foreseeable future, even after the Electrification Project is completed. Moreover, there is still substantial uncertainty regarding the type of equipment that will be used by the High-Speed Rail operator, which makes it difficult to address potential interoperability issues between the existing Caltrain diesel fleet, the Caltrain electric fleet that is currently in construction, the future High-Speed Rail fleet, and any new zero emission or Tier 4 locomotives that may be procured in the future.

PENINSULA CORRIDOR JOINT POWERS BOARD  
1250 SAN CARLOS AVE  
SAN CARLOS, CA 94070 (650) 508-6200

Cari Anderson, Branch Chief  
September 7, 2021  
Page 2

Additionally, the Transportation Agency of Monterey County (TAMC) is working with the California State Department of Transportation to study a potential extension of rail service south of Gilroy Station to Salinas, which Caltrain would operate using existing diesel-powered equipment. This study assumes minimal infrastructure improvements to this section of track and does not include any scope for electrification in the near or long-term future.

Finally, Caltrain has serious concerns regarding the timeline of the proposed regulation, given the lengthy procurement process that it must go through as a public agency for any new vehicle purchases. Caltrain has developed a long-term budget forecast assuming that a portion of our existing diesel fleet will remain in service for at least the next decade, and there has not been any design effort or alternatives analyses started for new locomotives. There is no money currently available for additional vehicle procurement, so any funds set aside to create a Spending Account for new locomotives in 2023 would need to be diverted from other critical infrastructure renewal projects that keep the railroad in a State of Good Repair. We are certainly interested in exploring zero emissions technology (beyond our current commitment to the electric fleet program), but it will require a substantial amount of research to determine if there are proven products currently on the market that will achieve the railroad's operational and reliability needs.

As a participant in the Caltrans Rail Fleet Consortium and Zero Emissions working group, Caltrain is eagerly looking forward to learning from other railroads who have already embarked on fleet modernization programs, including the potential for joint procurements when feasible. However, this knowledge sharing has only recently begun in earnest, and it will take time for all the railroads in the State to get in alignment with fleet modernization activities. Until this process becomes more developed, we recommend that CARB convene a separate meeting with each commuter rail agency to learn about their specific challenges, given that they all face unique circumstances that constrain their abilities to undertake locomotive modernization programs.

As stated above, Caltrain has been a leader in advancing clean rail technologies through its electrification program, and we are in support of the Draft In-Use Locomotive Regulation in concept. However, this work should be recognized through a more individualized process, so we would appreciate meeting with you together with other rail agencies to further discuss our comments. Please don't hesitate to reach out to Jadie Wasilco, Government and Community Affairs Manager at (650) 465-6301 if you have any questions, and we look forward to scheduling a meeting with you.

Sincerely,



Michelle Bouchard  
Acting Executive Director

cc: Peninsula Corridor Joint Powers Board of Directors  
Peninsula Corridor Joint Powers Board State Legislative Delegation  
Heather Arias, Chief, Transportation and Toxics Division, California Air Resources Board  
Layla Gonzalez, Air Pollution Specialist, Transportation and Toxics Division, California Air Resources Board  
Dillon Miner, Air Pollution Specialist, Transportation and Toxics Division, California Air Resources Board

**From:** [Roland Lebrun](#)  
**To:** [Transbay Info](#)  
**Cc:** [MTC Info](#); [Board \(@caltrain.com\)](#); [BART Board](#); [ccjboard@capitolcorridor.org](#); [SFCTA Board Secretary](#); [SFCTA CAC](#); [cacsecretary \[@caltrain.com\]](#); [TJPA CAC](#)  
**Subject:** Violation of Government Code Section 6253(c) - Two Counts  
**Date:** Thursday, September 9, 2021 2:59:51 AM  
**Attachments:** [image003.png](#)  
[image004.png](#)  
[June 15th, 2020 Phasing Study Workshop 0 minutes \(last page\).pdf](#)  
[TJPA September 2021 Item11 Phase-2-Phasing-Study page 112.pdf](#)

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

Dear Chair Gee and Directors,

Further to the TJPA's September 8th response (below) to my Public Records Act request of September 3rd, I am hereby citing the TJPA with two violations of Government Code Section 6253(c) ([https://leginfo.legislature.ca.gov/faces/codes\\_displaySection.xhtml?lawCode=GOV&sectionNum=6253](https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV&sectionNum=6253)) as follows:

#### Count #1

Please refer to the last page (attached for your convenience) of the June 15th, 2020 Phase 2 DTX Rail Project IMPT Phasing Study Workshop 0 minutes and provide copies of ALL recordings located in the IPMT library pursuant to Government Code §6250 et seq.

**"(SPo) – Recording of Presentation will be saved to the IPMT library"**

#### Count #2

Further to my requests of August 16th and September 3rd (below), please refer to page 112 (attached for your convenience) of item 11 on today's Board meeting agenda ([https://tjpa.org/uploads/2021/09/Item11\\_Phasing-Study-Recommendations-Approval.pdf](https://tjpa.org/uploads/2021/09/Item11_Phasing-Study-Recommendations-Approval.pdf)) and provide a copy of the following document pursuant to Government Code §6250 et seq: (**THIRD request**).

- **Deutsche Bahn.**
  - **2021. DTX–Salesforce Transit Center Operations Analysis. Draft Final Report, May 5, 2021.**

Thank you once again for your immediate compliance with these requests under the California Public Records Act.

Roland Lebrun

CC

MTC Commissioners  
SFCTA Commissioners  
Caltrain Board of Directors  
BART Board of Directors  
CCJPA Board of Directors  
SFCTA CAC  
Caltrain CAC  
TJPA CAC

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**From:** Transbay Info <info@tjpa.org>  
**Sent:** Wednesday, September 8, 2021 2:27 PM  
**To:** Roland Lebrun <ccss@msn.com>  
**Subject:** RE: DTX Executive Steering Committee Meeting - August 20, 2021- Missing materials

Dear Mr. Lebrun,

The TJPA has received your September 3 request under the California Public Records Act for specified records in the agency's files. The attached PDF includes Meeting Minutes and presentations for Workshops 0, 1 and 2. The TJPA does not have any video or audio recordings of these events.

We believe this response satisfies your request. Thank you for your interest in the Transbay Program.

Sincerely,

Transbay Joint Powers Authority  
425 Mission Street, Suite 250  
San Francisco, CA 94105  
E: [info@tjpa.org](mailto:info@tjpa.org)  
O: 415-597-4620  
[www.tjpa.org](http://www.tjpa.org)



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**From:** Roland Lebrun <ccss@msn.com>  
**Sent:** Friday, September 3, 2021 1:01 PM  
**To:** Transbay Info <info@tjpa.org>  
**Cc:** SFCTA Board Secretary <clerk@sfcta.org>; MTC Info <info@bayareametro.gov>  
**Subject:** Re: DTX Executive Steering Committee Meeting - August 20, 2021- Missing materials

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**CAUTION:** This email originated from outside of the TJPA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear DTX ESC,

Please provide copies of all audios, videos and transcripts of Workshops 0, 1 and 2 pursuant to Government Code §6250 et seq.

Thank you in advance for your prompt response to this request.

Roland Lebrun

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**From:** Transbay Info <[info@tjpa.org](mailto:info@tjpa.org)>

**Sent:** Friday, August 20, 2021 10:37 AM

**To:** Roland Lebrun <[ccss@msn.com](mailto:ccss@msn.com)>

**Subject:** RE: DTX Executive Steering Committee Meeting - August 20, 2021- Missing materials

Dear Mr. Lebrun:

The TJPA has received your August 16 request under the California Public Records Act for specified records in the agency's files. The TJPA has determined that it possesses certain identifiable, non-exempt records that are responsive to your request. You may view, download, and print the majority of the records at this link: <https://transbaycenter.box.com/s/mid3s99l04zcg660s8ciuqrubthc2hul>.

The TJPA has not yet produced the records noted below, because it is reviewing the records to determine whether they also may contain sensitive security information subject to withholding/redaction. Upon completion of this review, the TJPA will make the non-exempt portions of the records available to you. The TJPA expects to complete its review within two weeks. The records are:

- 2012. Phase 1 95% Construction Cost Estimate. \* Duplicate Reference, Davis Langdon is a joint reference with this line item.
- Davis Langdon/AECOM. 2012. Transbay Transit Center Phase 1 95% CD Reconciled Estimate. Rev 1, April 6, 2012.

Otherwise, the TJPA has not withheld any responsive records.

The records will remain available at the above link for at least 10 days after the TJPA completes its production. The TJPA may need to take the files down after that time. Thus, you are encouraged to review/download/print the files promptly, as necessary.

Sincerely,

Transbay Joint Powers Authority  
425 Mission Street, Suite 250

San Francisco, CA 94105

E: [info@tjpa.org](mailto:info@tjpa.org)

O: 415-597-4620

[www.tjpa.org](http://www.tjpa.org)



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**From:** Roland Lebrun <[ccss@msn.com](mailto:ccss@msn.com)>

**Sent:** Monday, August 16, 2021 4:49 AM

**To:** Donald Pollitt <[DTX@tjpa.org](mailto:DTX@tjpa.org)>

**Cc:** Caltrain Board <[board@caltrain.com](mailto:board@caltrain.com)>; SFCTA Board Secretary <[clerk@sfcta.org](mailto:clerk@sfcta.org)>; MTC Info <[info@bayareametro.gov](mailto:info@bayareametro.gov)>

**Subject:** DTX Executive Steering Committee Meeting - August 20, 2021- Missing materials

**CAUTION:** This email originated from outside of the TJPA. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Chair Chang and members of the ESC Committee,

Further to the omission of every single Appendix from the DTX Phasing Study draft report ([https://tjpa.org/uploads/2021/08/Item5\\_DTX-Phasing-Study.pdf](https://tjpa.org/uploads/2021/08/Item5_DTX-Phasing-Study.pdf)), please provide electronic copies of the following documents **pursuant to Government Code §6250 et seq:**

1. **Appendices**

- A Workshop 0 Documentation
- B Workshop 1 Documentation
- C Workshop 2 Documentation
- D Integrated Program Management Team Subcommittee for Phasing Study Evaluation Criteria
- E Not Used
- F Capital Cost Deviation Calculations
  - F.1 Defer BART/Muni Pedestrian Connector
  - F.2 Reduce Train Box Extension
  - F.3 Defer or Reduce Intercity Bus Facility (IBF)
  - F.4 Defer Fit-out of the Fourth and Townsend Street Station
  - F.5 Defer CHSRA-related Infrastructure
  - F.6 Two-Cell DTX Tunnel
- G Annotated Source Material for Capital Cost Deviation
- H Operations and Maintenance Annual Savings Calculation I Annotated Source Material for Operations and Maintenance Annual Savings Calculation

2. **References**

- Armistead, Bruce
  - 2017. (email) October 30, 2017.

- Cambridge Systematics, Inc.
  - 2008. Caltrain Downtown Extension and Transbay Ridership Analysis.
- Davis Langdon/AECOM.
  - 2012. Transbay Transit Center Phase 1 95% CD Reconciled Estimate. Rev 1, April 6, 2012.
- Deutsche Bahn.
  - 2021. DTX–Salesforce Transit Center Operations Analysis. Draft Final Report, May 5, 2021.
- Greyhound Design & Construction Department.
  - 2005. Greyhound Bus Slip Design, May 2005.
- ISES Corporation.
  - 2016. Transbay Transit Center Program Operations and Maintenance Report. January 2016.
- Menotti, Val Joseph.
  - 2020. Response on Transbay Program Phase 2/DTX Phasing Options. October 1, 2020. (Letter from BART Chief Planning & Development Officer to Skip Sowko, Senior Design & Engineering Manager, Transbay Joint Powers Authority).
- Parsons Transportation Group
  - 2007. Final RLPA Cost Report. December 14, 2007.
  - 2008a. Loop Concept Summary Report. May 12, 2008.
  - 2008b. DTX Loop Track Cost Report. May 14, 2008.
  - 2008c. Transbay Transit Center Program Technical Memorandum Station Operations and Maintenance Costs
  - 2010a. Preliminary Engineering Report. July 30, 2010.
  - 2010b. Preliminary Engineering Plans. July 27, 2010.
  - 2010c. Preliminary Engineering Construction Cost Estimate. July 30, 2010.
  - 2014. Fourth and Townsend Refinement Study. April 18, 2014.
  - 2016. Parsons construction cost estimate. April 29, 2016
  - 2017. Tunnel Options Study. Prepared for the Transbay Joint Powers Authority. November 8, 2017.
  - 2018a. Refine TBM+SEM and SEM Concepts Addendum to the Tunnel Options Study. Prepared for the Transbay Joint Power Authority. March 7, 2018.
  - 2018b. Cost and Schedule Refinements Addendum to the Tunnel Options Study. Prepared for the Transbay Joint Power Authority. March 23, 2018.
  - 2018c. Conceptual Engineering Construction Cost Estimate—BART/Muni pedestrian connector. April 25, 2018
  - 2020. DTX East Bay Connection 2020 Update. June 30, 2020. Technical memorandum to Skip Sowko, TJPA.
  - 2021. ROM estimate for reduced IBF concept
- Pelli Clarke Pelli Architects
  - 2010. Transbay Transit Center, Transportation Elements, Issued for 50%

- Construction Documents. December 2010.
  - 2011. Train Box Extension Estimate, Phase 1 50% Construction Documents.
  - 2012. Phase 1 95% Construction Cost Estimate.
  - 2016. Phase 2 Estimate to Complete the Transbay Transit Center (not including DTX or Future Utility Relocations in Main Street). April 15, 2016.
- Polechronis, Stephen.
  - 2020. Phasing Study and Operations Analysis Update. Memorandum to the Executive Steering Committee. October 23, 2020.
- San Francisco County Transportation Authority (SFCTA)
  - 2019. Report of Expert Panel: Downtown Rail Extension (DTX) Program Review. October 2019.
- San Francisco Planning Department.
  - 2018. Railyard Alignment and Benefits (RAB) Study.
- TBD Consultants.
  - 2016. BART/Muni Pedestrian Connector. May 26, 2016
- Transbay Joint Powers Authority
  - 2007. Second Addendum to the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project Final Environmental Impact Statement/Environmental Impact Report (SCH #95063004). April 19, 2007.
  - 2016. Presentation of the cost estimate, budget, delivery plan, and funding plan for Phase 2 of the Transbay Transit Center Program. Staff report to the TJPA Board. June 9, 2016.
- Transbay Joint Powers Authority, Metropolitan Transportation Commission, San Francisco County Transportation Authority, Peninsula Corridor Joint Powers Board, California High-Speed Rail Authority, City and County of San Francisco.
  - 2020. San Francisco Peninsula Rail Program Memorandum of Understanding.
- T.Y. Lin International.
  - 2020. Intercity Bus Facility Reduced Layout Concept. December 21, 2020.
- URS.
  - 2008. DTX Value Management/Peer Review Report. Prepared for the Transbay Joint Powers Authority. Revision 0, June 30, 2008.
- U.S. Department of Transportation - Federal Transit Administration.
  - 2005. Record of Decision for the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project.
  - 2019. Amended Record of Decision for the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project.
- U.S. Department of Transportation - Federal Transit Administration, City and County of San Francisco, Peninsula Corridor Joint Powers Board, and San Francisco Redevelopment Agency.
  - 2004. Transbay Terminal/ Caltrain Downtown Extension/Redevelopment Program Final Environmental Impact Statement/ Environmental Impact Report and Section

4(f) Evaluation.

- U.S. Department of Transportation - Federal Transit Administration, Federal Railroad Administration, California State Historic Preservation Officer, and Transbay Joint Powers Authority.
  - 2004, amended 2010 and 2016. Memorandum of Agreement for the Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project in San Francisco County, California.
- U.S. Department of Transportation - Federal Transit Administration and Transbay Joint Powers Authority.
  - 2018. Final Supplemental Environmental Impact Statement/Environmental Impact Report for the Transbay Transit Center Program.

Thank you in advance for your prompt attention to this request.

Roland Lebrun

CC

SFCTA Commissioners  
Caltrain Board of Directors  
MTC Commissioners  
TJPA Board of Directors

- (SPo) – Recording of Presentation will be saved to the IPMT library
- (SW) – is the underground storage included in environmental clearance document(s)?
  - (CU/DP) - Underground storage was eliminated from EIS
  - (MM) – Tail tracks were deferred for later construction in environmental clearance document(s). Environmental clearance would need to be revisited with the FTA.
- (DJ) – Impressed by the amount of work that has been done and hopes to harness all the decisions made and information gathered.
- (SPo) Evaluation Criteria (Themes) review preference – would the IPMT prefer to review the previously developed points now or wait until next week?
  - (DJ) – A week to think about the material covered and evaluation criteria would be more efficient, need to be specific about which aspect of the project we are addressing.

## 8. REFERENCES

Armistead, Bruce (email) October 30, 2017.

Cambridge Systematics, Inc. 2008. Caltrain Downtown Extension and Transbay Ridership Analysis.

Davis Langdon/AECOM. 2012. Transbay Transit Center Phase 1 95% CD Reconciled Estimate. Rev 1, April 6, 2012.

Department of General Services (DGS). California Construction Cost Index.  
<https://www.dgs.ca.gov/RES/RESOURCES/Page-Content/Real-Estate-Services-Division-Resources-List-Folder/DGS-California-Construction-Cost-Index-CCCI>

Deutsche Bahn. 2021. DTX-Salesforce Transit Center Operations Analysis. Draft Final Report, May 5, 2021.

Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), Federal Transit Administration (FTA). 2019. NEPA re-evaluation Joint Guidance for FHWA, FRA and FTA. Issued on August 14, 2019.  
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Federal Transit Administration. 2013. Notice of Funding Availability for Resilience Projects in Response to Hurricane Sandy. <https://www.transit.dot.gov/funding/grants/applying/notice-funding-availability-resilience-projects-response-hurricane-sandy>

Greyhound Design & Construction Department. 2005. Greyhound Bus Slip Design, May 2005.

ISES Corporation. 2016. Transbay Transit Center Program Operations and Maintenance Report. January 2016.

Menotti, Val Joseph. 2020. Response on Transbay Program Phase 2/DTX Phasing Options. October 1, 2020. (Letter from BART Chief Planning & Development Officer to Skip Sowko, Senior Design & Engineering Manager, Transbay Joint Powers Authority).

Metropolitan Transportation Commission. 2020. Plan Bay Area 2050 Final Blueprint.  
<https://www.planbayarea.org/2050-plan/plan-bay-area-2050-final-blueprint>

Metropolitan Transportation Commission. 2020. Plan Bay Area 2050 Growth Geographies.  
[https://www.planbayarea.org/sites/default/files/PBA2050\\_Blueprint\\_Geographies\\_High\\_Resolution.pdf](https://www.planbayarea.org/sites/default/files/PBA2050_Blueprint_Geographies_High_Resolution.pdf)

**From:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**To:** "Scott Yarbrough"; [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** RE: Automatic reply: New schedule  
**Date:** Thursday, September 9, 2021 2:57:39 PM

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Dear Mr. Scott Yarbrough,

Thank you for your feedback.

We're sorry for your experience and have forwarded this to appropriate staff.

Thank you

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**From:** Scott Yarbrough <[yarbrough.scott@gmail.com](mailto:yarbrough.scott@gmail.com)>  
**Sent:** Wednesday, September 8, 2021 6:28 AM  
**To:** Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)>  
**Subject:** Re: Automatic reply: New schedule

You don't often get email from [yarbrough.scott@gmail.com](mailto:yarbrough.scott@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.

I had a conversation on board Caltrain this morning at 6:16 a.m. after the conductor closed the door of the train on me as I boarded a train scheduled to depart 22nd Street at 6:17 a.m.. What is with the conductors' rush to leave stations early? I was literally running down the platform to board a train attempting to leave the station before the scheduled departure time. The train was empty, with only a handful of scheduled stops for the chosen lucky few, so no need to leave the station early that I could identify.

On Wed, Sep 1, 2021, 6:54 AM Board (@caltrain.com) <[BoardCaltrain@samtrans.com](mailto:BoardCaltrain@samtrans.com)> wrote:

Hello – We have received your correspondence addressed to the Caltrain Board of Directors.

For your reference:

- All correspondence received by the Board of Directors is posted online weekly. [http://www.caltrain.com/about/bod/Board\\_of\\_Directors\\_Meeting\\_Calendar.html](http://www.caltrain.com/about/bod/Board_of_Directors_Meeting_Calendar.html)
- Additionally, all correspondence received up to 24 hours before a scheduled Board meeting is provided to the Board of Directors and posted online.

The Board of Directors values your input and appreciates your support for the transportation system in our community.

Caltrain Customer Service: 1-800-660-4287

Information for hearing impaired: (TTY) 650-508-6448

Mailing Address: P.O. Box 3006, San Carlos, CA 94070-1306 or 1250 San Carlos Avenue, San Carlos, CA 94070

Office Phone: 650-508-6200



Mr. Gregory Rice  
260 King Street #751  
San Francisco, CA 94107  
grrice99@gmail.com

September 6, 2021

Dear Caltrain Board of Directors,

Thanks for the attached promotional offer. It's encouraging to see Caltrain service and ridership emerging again. As a rider of Caltrain for several years, I wanted to share my thoughts about other ways to promote ridership, which I request Caltrain to pursue. Underlying these are improved responsiveness and receptivity to customer feedback, a culture focused on delivering exceptional rider experiences, and requiring Caltrain decision-makers to use Caltrain in order to experience first-hand the impact of decisions.

Specifically, Caltrain ridership will increase by performing the following:

- **Introduce and embrace Quiet Cars**, free of cell phones, open audio on electronic devices, and talking, so riders can think and get work done. To achieve this extra Caltrain cars are not needed, nor is extra expense required, as Caltrain has told me in the past as a reason to not do this. Caltrain can easily do this if it wants to. Simply designate one existing car as the Quiet Car with a sign that costs all of \$10 to produce, and announce this Quiet Car along with the many other announcements already made about the Bike Car and everything else during the ride. If Caltrain can spend significant resources on the Bike Car it can also devote attention to a Quiet Car. Many rail services offer this service, such as Amtrak and other municipal railways, which I sent information to Caltrain about in the past. Yet it has consistently been received with dismissiveness. Caltrain invests much to protect the rights of noise makers and bike riders. Those of us on the train to engage in quiet, productive activities are just as important.
- **Replace the newer uncomfortable "cattle cars" with the older, more comfortable model of Caltrain cars** that simply have two seats facing forward and give people adequate space and legroom. The uncomfortable newer cars that force people to sit facing each other with insufficient legroom, forcing people's knees to bang up against each other, leaving no room to move or get work done, and no privacy, demonstrates poor judgement on Caltrain's part in purchasing decisions, a lack of understanding rider needs, a lack of rider empathy, and disincent people from taking both Caltrain and public transportation in general. I sigh every time I see these types of cars coming, knowing finding an adequate seat will be an undertaking and probably unsuccessful.

More broadly, I've noticed a trend in public transportation agencies over the past few years to replace previously comfortable and useful older cars with newer cars that deliver a much poorer rider experience which disincent people from taking public transportation. This includes delivering less space, cramped seats facing in all sorts of contorted directions (anything but simply facing forward), cars containing enormous amounts of unused, open space for bikes or "standing" that could be used for seats (e.g. the new BART cars and SF Muni/busses), side seating with rock hard

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bench seats that turns a ride into a physical workout (SF Muni) – with nothing to hold on to as the car jerks forward and backwards – causing injuries and stress to passengers (which Muni does nothing about despite hundreds or thousands of complaints), and an obsession with getting riders to “stand” – tiring riders out before they even get to their destination. This all demonstrates poor judgement. This poor experience is why people drive, take Uber/Lyft, or hire competing private transportation companies, all of which public transit officials mock yet bring on themselves.

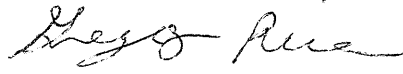
Despite that I prefer public transportation over driving, and enjoyed using Bay Area public transportation for 30+ years, the reasons outlined above are why lately I do not vote for public transportation funding initiatives on the ballot during elections, because I see how public transit agencies take that money to replace perfectly good service with a poorer, unusable public transportation experience. This poor experience also discriminates against older people and physically challenged due to lack of seating in order to force people to “stand”.

- **Prohibit, rather than encourage, use of alcohol on trains.** What is Caltrain thinking, promoting the use of alcohol on trains? No public transportation agencies permit alcohol on vehicles except Caltrain. This delivers a poor rider experience, dealing with obnoxious drunks, loud talking, and smell of alcohol. By eliminating alcohol you also won't have to pay law enforcement to monitor people getting off the train in San Francisco.
- **Install enclosed shelters and sitting areas in the shade at Caltrain stations** so people don't have to wait in the direct sun, wind, or rain, and can get work done.
- **Stop showing preferential treatment for, and over-allocating cars to, a vocal minority of bike riders,** leaving insufficient space for the vast majority of regular riders not riding bikes.
- **Move the Hillsdale station back to its original location,** across the street from Hillsdale Mall. That's putting public transportation within walking distance of stores and other services, not moving it away from them.
- **Reinstate the luggage car.** Apparently Caltrain has removed the luggage car on trains, despite that luggage cars are promoted on your web site. I intended to use the luggage car a few weeks ago and was surprised there was no luggage car on the train. It seems we're now supposed to find a car with open space and use that – even though no car is marked for that purpose. Even the conductor didn't know what to tell me. Before the pandemic there was always a luggage car.
- **Install a fare collection system that does not require conductors to bother passengers asking to see their tickets,** blocking aisles when riders are trying to get off the train, and banging their keys on metal to get people's attention.
- **Install wireless.** We are in the year 2021 and everyone else has wireless. If Caltrain shuttles busses can offer wireless Caltrain should be able to also. It's unclear why the electrification project is needed for this when even old shuttle busses for Caltrain can offer wireless.

Most importantly, please add Quiet Cars, rather than actively resisting them.

Thank you for considering my feedback, requests and concerns.

Sincerely,

A handwritten signature in cursive script that reads "Gregory Rice". The signature is written in black ink and is positioned above the printed name.

Gregory Rice

Attachment

To help you get back to the people, places and things you love, Caltrain is offering huge discounts, more service and more choices than ever before:

- More trains than ever before on weekdays, weekends & evenings!
- The Baby Bullet is Back!
- More peak hour travel options, including local, limited, and express trains.



Promotion valid from  
9/1/2021 to 9/30/2021

**50% OFF**

**ALL FARES\***

\* Excludes GoPass

Caltrain



EMERGENCY EXIT

Window for Emergency Exit

1 Pull down seat cushion to reveal escape route.

2 Pull down seat cushion to reveal escape route.

3 SLIDE SIDE AFT



SAN FRANCISCO CA 9410

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