



JPB Board of Directors
Meeting of June 4, 2020

Correspondence as of June 3, 2020

- | # | <u>Subject</u> |
|---|----------------------------------|
| 1 | Zoom Closed Sessions |
| 2 | Reducing Caltrain Schedule |
| 3 | Caltrain Curfew |
| 4 | Correspondence Link |
| 5 | Joint Affordable Housing Efforts |
| 6 | Idling Trains |
| 7 | Caltrain Raw Data |
| 8 | Slow Streets Proposal |

From: [Roland Lebrun](#)
To: [Board \(@caltrain.com\)](#)
Cc: [SFCTA Board Secretary](#); [VTA Board Secretary](#); [MTC Info](#)
Subject: Conducting closed session meetings via Zoom teleconference
Date: Sunday, May 31, 2020 10:54:03 AM

Dear Chair Pine,

Further to the violation of Government Code section 54957.1. at the conclusion of the May Caltrain Board meeting

(https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV§ionNum=54957.1.) and this month's bizarre Board meeting agenda(s),

please consider avoiding further violations by adopting the following procedure for adjourning to and reporting from closed sessions via Zoom teleconference:

- 1) Staff provide Board members and the general public with a link to the Board meeting teleconference.
- 2) Staff provide Board members only with a separate link for the closed session.
- 3) Board members join the Board meeting by clicking on the link in 1) above.
- 4) At the appropriate time, Board members adjourn to closed session by clicking on the closed session link in 2) above.
This will result in an automatic disconnection from the Board meeting teleconference.
- 5) At the conclusion of closed session, Board members rejoin the Board meeting by clicking on the link in 1) above.
This will result in an automatic disconnection from the closed session meeting teleconference.
- 6) Board Members and/or staff report back from closed session.

Respectfully presented for your consideration.

Roland Lebrun

CC

SFCTA Commissioners

VTA Board of Directors

MTC Commissioners

From: [Raymond Chang](#)
To: [Public Comment](#)
Subject: Question Regarding Caltrain's Current Schedule / Ridership Numbers
Date: Monday, June 1, 2020 10:30:39 PM

Hi,

I wanted to ask if Caltrain is considering any reduction in service during non-peak hours? For example, BART currently is running a reduced schedule, with last trains departing at 9 PM, and as another example, TriRail out in Florida is running 1 train every 2 hours during non-commute hours and 1 train every 3 hours during the weekends:

<https://www.tri-rail.com/pages/view/reduced-service-weekday-schedule>

<https://www.tri-rail.com/pages/view/reduced-service-weekend-schedule>

Currently, Caltrain has made no adjustments to the weekday schedule since 3/30, and no changes to the weekend schedule pre-COVID-19. I do want to ensure that Caltrain is available for essential workers to get to work, but I believe that reducing the current schedule can help Caltrain save costs + reduce diesel emissions (because a near empty train traveling for 50+ miles isn't a very efficient use of fuel). A reduction in the schedule could also have the side benefit of allowing more work to be done on electrification / maintenance.

On a secondary note, does Caltrain have any ridership statistics post-COVID-19?

Thanks,
-Raymond

From: [Board \(@samtrans.com\)](mailto:Board (@samtrans.com))
To: [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))
Subject: FW: Disappointed in SamTrans's Curfew
Date: Tuesday, June 2, 2020 7:47:06 AM

From: Cliff Bargar <cliff.bargar@gmail.com>
Sent: Monday, June 1, 2020 11:20 PM
To: Public Comment <PublicComment@samtrans.com>
Subject: Disappointed in SamTrans's Curfew

CAUTION: This email originated from outside of the San Mateo County Transit District. Unless you recognize the sender's email address and know the content is safe, do not click links, open attachments or reply.

Dear Members of the SamTrans Board of Directors,

As a rider of both Caltrain and SamTrans I was very disappointed to see SamTrans cut off tonight's service to match the curfew in place in San Francisco. Under [Mayor Breed's order](#), essential workers - including medical personnel and journalists - are still allowed to travel during the hours that the curfew is in place. Recognizing that many essential workers rely on transit, both [Muni](#) and BART have continued to operate service in San Francisco past 8 PM.

Even more relevant is Caltrain, which has made no indication that there was any change to rail service in response to the curfew (as I write this at 11:14 PM I can hear a train rolling through the 16th Street grade crossing in San Francisco from my home in Potrero Hill). Is SamTrans really certain that there are no essential workers who rely on their service and need to travel between San Francisco and San Mateo County after 8 PM? There are riders who rely on both bus and rail service; I don't understand how leadership at Caltrain and SamTrans has determined that bus riders should be left behind while rail service continues to operate as "normal."

Thank you,
Cliff Bargar

From: Roland Lebrun <ccss@msn.com>
Sent: Monday, June 1, 2020 5:37 PM
To: Board (@caltrain.com) <BoardCaltrain@samtrans.com>
Subject: Missing Correspondence Packet Link

Dear Chair Pine and Board members,

Kindly be advised that the link to the *Correspondence as of 05-22-2020, approx. 4.50 pm* is missing from the Board of Directors Meeting Calendar Minutes/Agendas web page https://www.caltrain.com/about/bod/Board_of_Directors_Meeting_Calendar.html

Sincerely,

Roland Lebrun

From: Board (@caltrain.com)
Sent: Tuesday, June 2, 2020 8:59 AM
To: Roland Lebrun <ccss@msn.com>
Subject: RE: Missing Correspondence Packet Link

Dear Mr. Le Brun – thank you for letting us know, the link has been fixed as of earlier this morning.

Best,

Dora

From: [Roland Lebrun](#)
To: [VTA Board Secretary](#)
Cc: [Board \(@caltrain.com\)](#); [MTC Info](#); [CHSRA Board](#); [AllCouncilMembers@ci.gilroy.ca.us](#); [general@morganhill.ca.gov](#)
Subject: VTA 6/4 Board item 6.11 MOU on Joint affordable housing efforts
Date: Tuesday, June 2, 2020 12:19:00 PM
Attachments: [image.png](#)
[image.png](#)
[image.png](#)
[Item 6.11 MOU on affordable housing efforts.pdf](#)
Importance: High

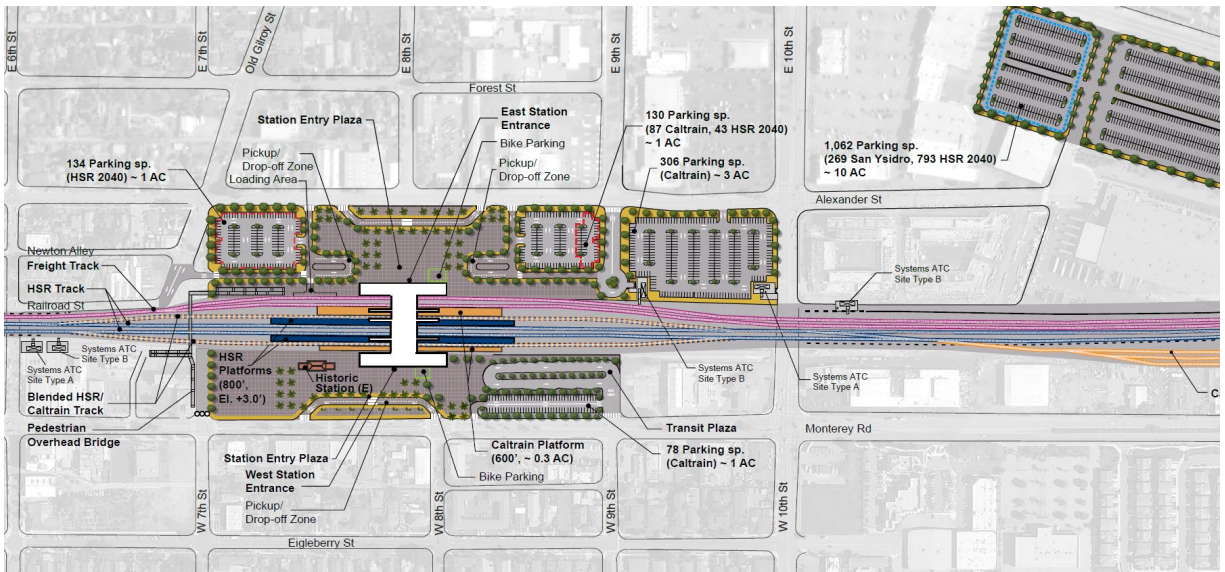
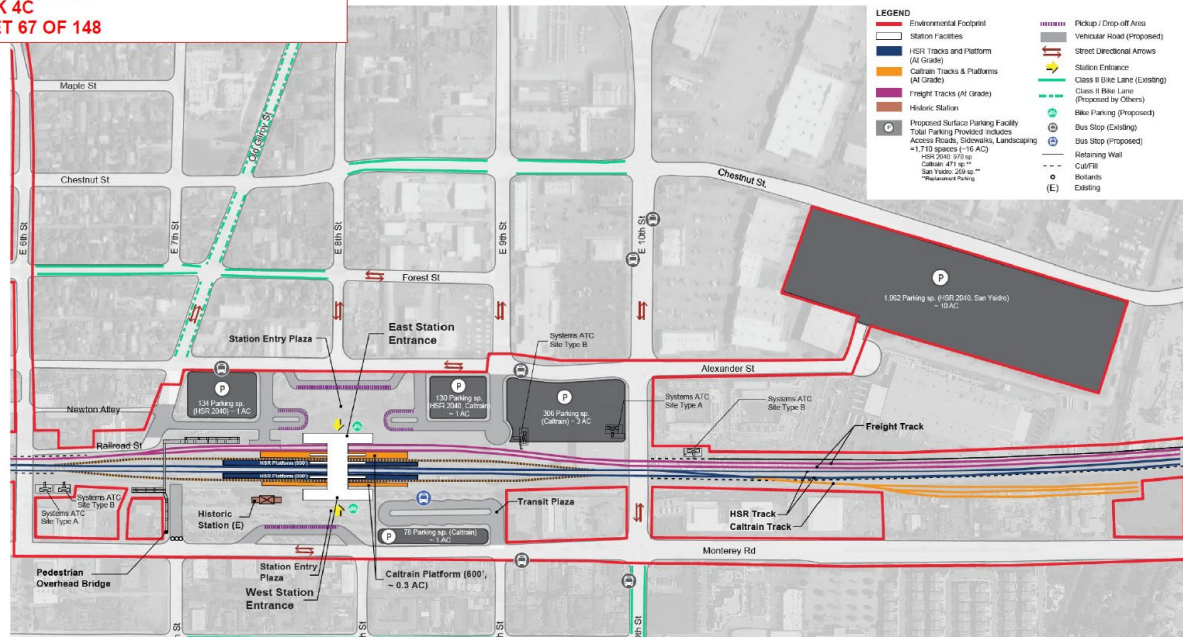
Dear Chair Chavez and Board members,

While I do support affordable housing development at Berryessa, Capitol and Branham,

I am strongly opposed to VTA having anything to do with ANY DEVELOPMENT ANYWHERE NEAR A CALTRAIN STATION after what happened at Tamien.



Please refer to the attached preliminary drawings of the future downtown Gilroy HSR station extracted from the San Jose to Merced draft EIR for additional information.



Sincerely,

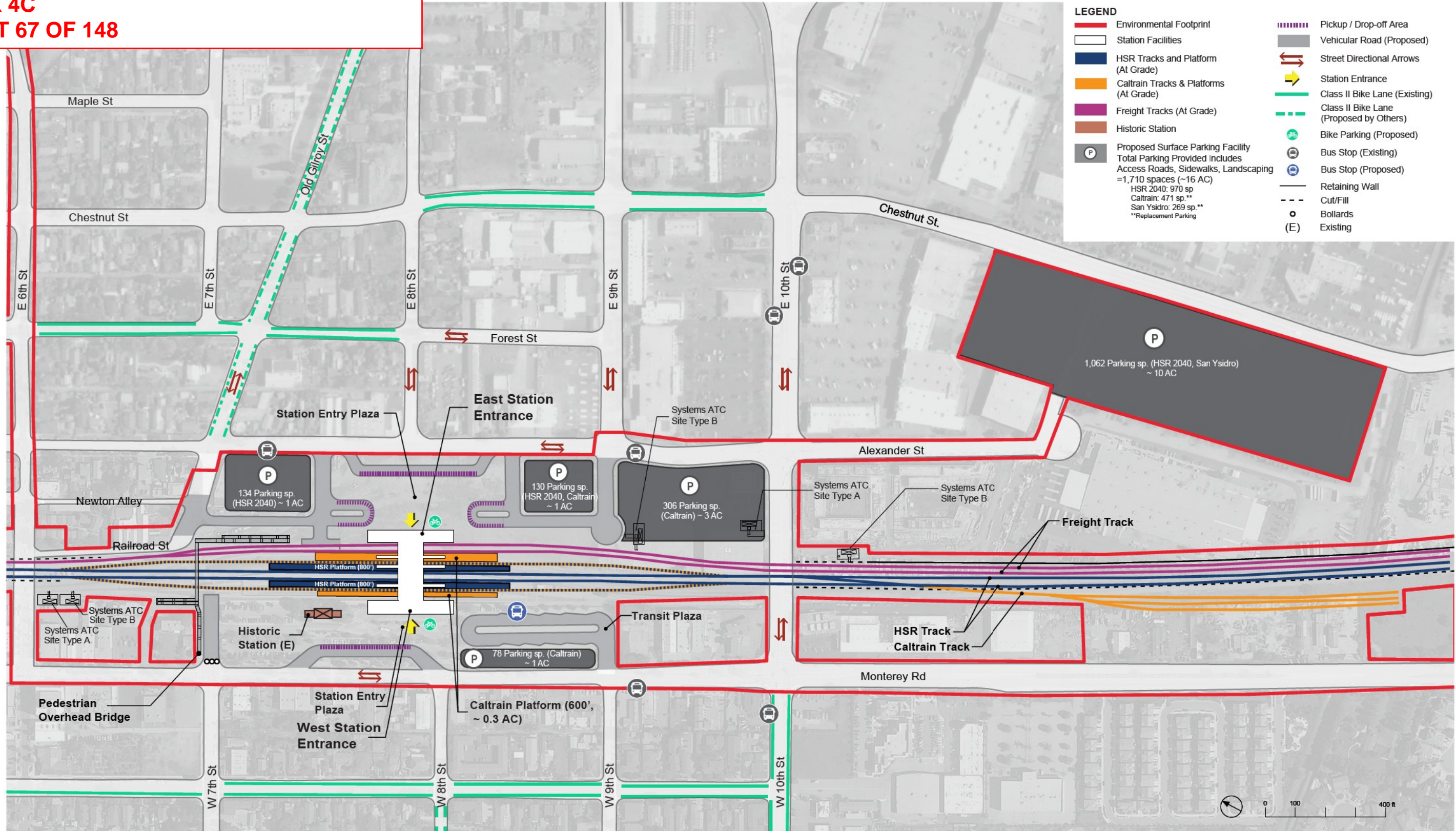
Roland Lebrun

cc

- Caltrain Board
- MTC Commissioners
- CHSRA Board of Directors
- City of Gilroy
- City of Morgan Hill

**SAN JOSE TO CVY EIR/S: VOLUME III
ALTERNATIVE 4
BOOK 4C
SHEET 67 OF 148**

- LEGEND**
- Environmental Footprint
 - Station Facilities
 - HSR Tracks and Platform (At Grade)
 - Caltrain Tracks & Platforms (At Grade)
 - Freight Tracks (At Grade)
 - Historic Station
 - Proposed Surface Parking Facility
 - Total Parking Provided Includes Access Roads, Sidewalks, Landscaping =1,710 spaces (~16 AC)
HSR 2040: 970 sp
Caltrain: 471 sp.**
San Ysidro: 269 sp.**
**Replacement Parking
 - Pickup / Drop-off Area
 - Vehicular Road (Proposed)
 - ↔ Street Directional Arrows
 - ➔ Station Entrance
 - Class II Bike Lane (Existing)
 - Class II Bike Lane (Proposed by Others)
 - ⊙ Bike Parking (Proposed)
 - Bus Stop (Existing)
 - Bus Stop (Proposed)
 - Retaining Wall
 - Cut/Fill
 - Bollards
 - (E) Existing



REV	D-TE	BY	CHK	-PP	DESCRIPTION

DESIGNED BY
DR-WN BY
CHECKED BY
IN CH-RGE
D-TE

**RECORD P&PD
SUBMITTAL**
MAY 3, 2019
**NOT FOR
CONSTRUCTION**

HNTB
1111 Broadway
9th Floor
Oakland, CA 94607



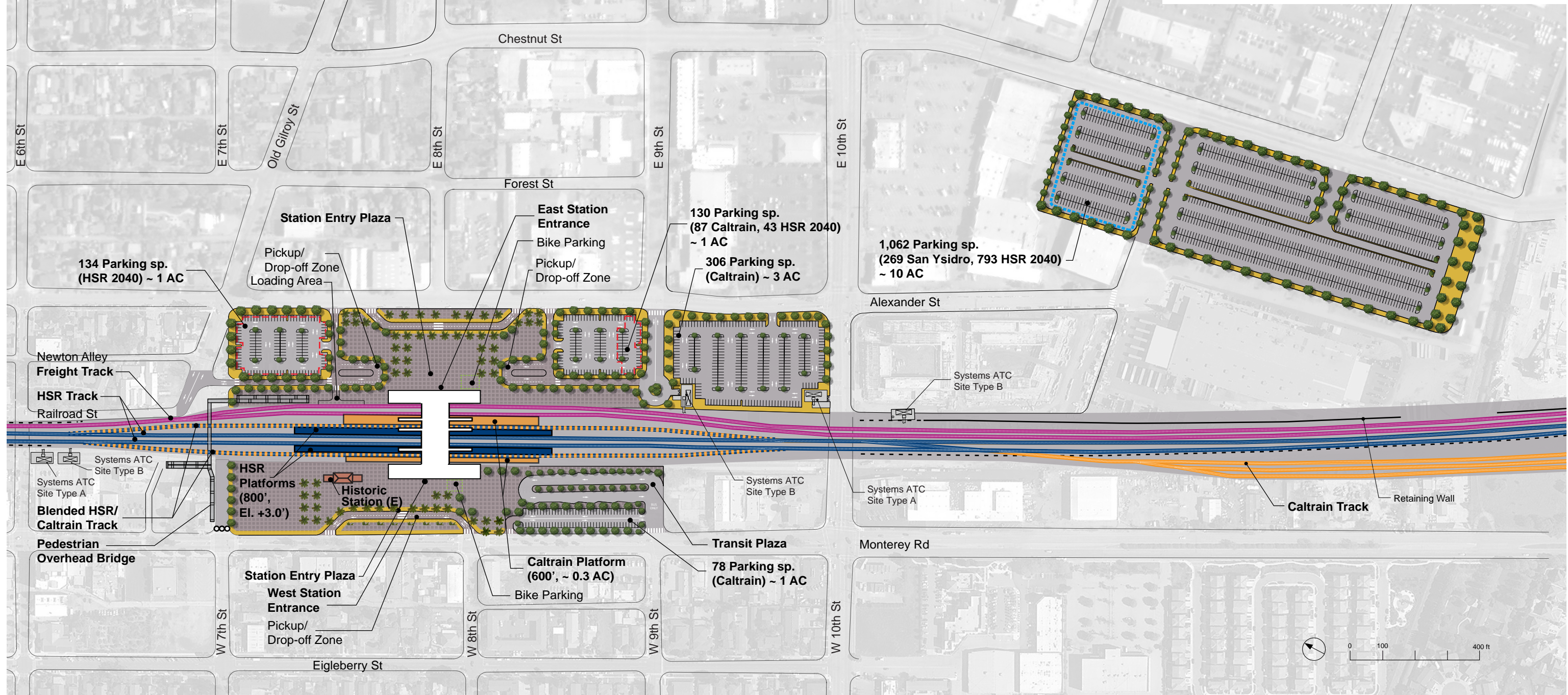
CALIFORNIA HIGH-SPEED TRAIN PROJECT
SAN JOSE TO MERCED
MORGAN HILL AND GILROY
BLENDED AT-GRADE ALTERNATIVE
DOWNTOWN GILROY STATION
GENERAL SITE PLAN

CONTRACT NO.
HSR15-34
DRAWING NO.
AR-C1201
SCALE
AS SHOWN
SHEET NO.

SAN JOSE TO CVY EIR/S: VOLUME III
ALTERNATIVE 4
BOOK 4C
SHEET 68 OF 148

LEGEND

- Total Parking (Surface) = 1,710 spaces (~16 AC)
 HSR 2040: 970 sp.
 Caltrain: 471 sp.**
 San Ysidro: 269 sp.**
**Replacement Parking
- Station Facilities
- HSR Tracks and Platform (At Grade)
- Caltrain Tracks & Platform (At Grade)
- Freight Track (At Grade)
- Sidewalk
- Public Space
- Bike Parking
- Solar Panel Area
- Retaining Wall
- Cut/ Fill
- (E) Existing
- Bollards



REV	D-TE	BY	CHK	-PP	DESCRIPTION

DESIGNED BY	
DR - WN BY	
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RECORD PERIOD SUBMITTAL

NOT FOR CONSTRUCTION

HNTB

1111 Broadway
9th Floor
Oakland, CA 94607

CALIFORNIA

High-Speed Rail Authority

CALIFORNIA HIGH-SPEED TRAIN PROJECT

SAN JOSE TO MERCED

MORGAN HILL AND GILROY
BLENDED AT-GRADE ALTERNATIVE
DOWNTOWN GILROY STATION
DETAILED SITE PLAN

CONTRACT NO.	HSR15-34
DRAWING NO.	AR-C1202
SCALE	AS SHOWN
SHEET NO.	

On Thu, May 21, 2020 at 4:19 PM Tietjen, Brent <TietjenB@samtrans.com> wrote:

Hi Raymond,

Our operations team went to the station earlier this week and worked with the field crews to review the schedule and minimize the need for idling when possible. They confirmed that, in general, trains should not be idling more than an hour prior to departure or an hour after arrival. There may be some extraordinary circumstances that may require idling for longer periods of time, however, this should not be the norm.

For your first question, there are a number of factors that require us to complete the light maintenance work at the terminal stations. The main reason is that to service all trains at the maintenance facility in San Jose would require us to run trains back and forth from the facility prior to each day of service. The maintenance facility in San Jose is also used for more intensive maintenance/inspections, such as wheel grinding and engine repairs. The daily operations of our service does not allow us to utilize that facility for the lighter maintenance activities that occurs at the terminal stations. There are no alternative locations to perform this work. There is some construction for Caltrain Electrification nearby and that can affect the ability for trains to come in and out of the station, but overall the maintenance activities have been occurring at the station for many years .

We appreciate the comments about reducing service, but at this time there are no plans for further reductions.

I hope this helps. Let me know if you'd like to discuss further via a call.

Thanks,

Brent

From: Raymond Chang <raymond.cj.chang@gmail.com>

Sent: Tuesday, June 2, 2020 2:28 PM

To: Tietjen, Brent <TietjenB@samtrans.com>

Cc: Public Comment <PublicComment@samtrans.com>

Subject: Re: Idling Trains at San Francisco Station Caltrain

Hi Brent,

Hope you are doing well - just wanted to follow up on my previous email. I have seen some improvements in regards to idling trains, but the improvements seem to be sporadic (I've noticed over the previous weekends that trains seem to be idling less, but the weekdays are a different story - seems like there's little to no improvement in that regard). A lot of the nearby residents share the same sentiments as me, so I created a petition here: <https://www.change.org/p/caltrain-reduce-caltrain-idling-at-4th-and-king> and managed to get close to 50 signatures.

I've been recording video of the trains idling and sharing them on my Twitter account, and here are several examples:

https://twitter.com/ray_chang/status/1267546836169920512
https://twitter.com/ray_chang/status/1267348376577732608
https://twitter.com/ray_chang/status/1265361206753157120

(there's a lot more examples and I can share video proof from my apartment. Granted, I can't tell exactly how many trains are idling at a given time, but I can definitely hear them...)

Another resident of the area has also shared with me images of the trains idling without using available wayside power:

<https://twitter.com/hadlock/status/1267291792879128577>

I've shared correspondence with another nearby resident, Toby Levine (who previously shared her sentiments about the excessive idling in this [SF Chronicle article from 2017](#)) and this is what she observed over the years:

When we moved here in 2007, we were shocked by the Caltrain noise and pollution, much of which was caused by engine idling. We organized a lot of complaints and protests. Eventually, Caltrain began to listen. We came to agreements that included the use of ground power. By using ground electric power, they could really limit their engine idling, which they did. However, the diesel engines were still filthy and very, very old and continued to cause pollution. Then two things happened. Funds began to be available to switch to all electric power, and that is what they have been doing for the past several years. However, they also switched to an outside firm to manage the trains, rather than Caltrain doing so. We observed that they were idling much more and had little interest in maintaining the old reduced idling schedules and using their ground power.

At this point, I'm not sure how strictly these anti-idling measures have been enforced. Given the current schedule, there should be 1-2 trains idling at once max, but sometimes it seems like there are 5+ trains idling all at once. This makes it really hard for the people in our community to have our windows open (and given that summer is approaching, there are times where we need to have our windows open), due to both the noise and pollution. Even with all windows closed, I can still hear a constant rumbling noise (using my phone, it measures at around 91hz, which can't be easily blocked with just windows, and sounds similar to this [90hz test tone](#)).

I would appreciate some sort of resolution on this matter - and if trains are indeed only idling for 1 hour pre-departure and post-arrival, I would like to get some proof of that, because from what I can tell, it just doesn't seem to be the case. I truly appreciate your time to listen to my concerns (and the concerns of those who live near the station).

Thanks,
-Raymond

From: [Jeff Carter](#)
To: [Board \(@caltrain.com\)](#); [Hartnett, Jim](#); [Bouchard, Michelle](#)
Cc: [Seamans, Dora](#)
Subject: Key Caltrain Performance Statistics, Raw Data
Date: Tuesday, June 2, 2020 3:35:55 PM

Dear Caltrain/JPB Board of Directors and Staff,

I have been requesting this for over two years and have yet to see a response.

Please provide the raw numbers used to compile the charts contained in the monthly "Key Caltrain Performance Statistics " either in the report or as backup to the report on the Caltrain website. Also requested is the raw data used to create the charts showing the effects of COVID that were provided to Finance Committee meetings in March, April, and May, 2020.

I have been quite patient, and I understand that staff is quite busy dealing with the effects COVID pandemic has had on ridership and revenue. It is quite simple to include the spreadsheet of origin related to each graph/chart. While the charts give the reader a quick visual, there are some of us that like to delve into the raw data. Caltrain has been great at providing the raw data spreadsheets for the annual passenger counts, and most recently the raw data from the May 2019 Customer Satisfaction Survey, why not the raw data for the monthly key performance statistics?

I look forward to a quick response from Caltrain.

Thank-You,

Jeff Carter

May 21, 2020

Peninsula Corridor Joint Powers Board
Caltrain Citizens Advisory Committee
1250 San Carlos Ave.
San Carlos, CA 94070

A Proposal for “Slow Streets” for Bicycling and Walking Along the Caltrain Corridor

Dear Peninsula Corridor Joint Powers Board and Caltrain Citizens Advisory Committee,

As you are aware Caltrain has seen a precipitous drop in ridership since our local county shelter in place orders went into effect in March, with [ticket sales dropping by 95%](#). While we hope that our collective success in flattening the curve will lead to a rebound over the course of the summer and fall there is still much uncertainty in how soon riders will return to Caltrain and other public transit.

Ordinarily we would reach out to local jurisdictions to encourage improving connections for biking to and from individual Caltrain stations. This work is still important and we hope to see it continue. Right now the need is even greater to facilitate bicycle trips between destinations along the corridor that might normally be taken by train. As businesses reopen and residents gradually return to work and other destinations it's crucial that viable alternatives to driving be made available. Given that the estimated average (mean) trip was [22.9 miles in 2019](#) it's likely that a substantial number of trips could be substituted on a bicycle or e-bike, particularly during the dry summer months. Routes like Old County Road in Belmont and San Carlos and Evelyn Avenue in Mountain View and Sunnyvale could be made more enticing so that typical train commuters feel safe riding a bike instead of driving.

We applaud the jurisdictions along the Caltrain Corridor who have already begun some sort of [“slow streets” program](#) to enable more people to safely walk and bike. But we would like to see this taken a step further - jurisdictions must work with their neighboring cities and counties to make sure that there are safe bike routes up and down the Peninsula and through the South Bay.

Sincerely,
The Caltrain Bicycle Advisory Committee

Cc: San Francisco [Board of Supervisors](#), [Municipal Transportation Agency](#),
[Mayor London Breed](#), [BAC](#)
San Mateo County Board of Supervisors, [County BPAC](#), [CCAG BPAC](#)
Brisbane [City Council](#) and [Complete Streets Committee](#)
South San Francisco [City Council](#) and [BPAC](#)
San Bruno City Council and [BPAC](#)
Millbrae [City Council](#) and Parks and Recreation Committee

Burlingame [City Council](#) and [Traffic Safety and Parking Commission](#)
San Mateo [City Council](#) and [Sustainability and Infrastructure Commission](#)
Belmont [City Council](#) and [Parks and Recreation Commission](#)
San Carlos [City Council](#) and Transportation & Circulation Committee
Redwood [City Council](#) and [Complete Streets Committee](#)
Atherton [City Council](#) and [BPAC](#)
Menlo Park [City Council](#) and [Complete Streets Commission](#)
Santa Clara County Board of Supervisors
Palo Alto [City Council](#) and [BPAC](#)
Mountain View [City Council](#) and [BPAC](#)
Sunnyvale [City Council](#) and [BPAC](#)
Santa Clara [City Council](#) and [BPAC](#)
San Jose City Council and [BPAC](#)
Morgan Hill City Council and [BPAC](#)
Gilroy [City Council](#) and [BPAC](#)