



JPB Board of Directors  
Meeting of November 4, 2021

Correspondence as of October 22, 2021

- | #  | <u>Subject</u>   |
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| 1  | Sunnyvale Lawrence Station Area Plan Update  |
| 2  | East Grand Avenue Traffic Signals Project: Lane closures this week, October 21-22, 7:00 a.m. - 3:00 p.m. |
| 3  | Maintenance of Locomotives   |
| 4  | Regional Fare Study  |
| 5  | To Enlarge Ridership   |
| 6  | Muni/Caltrain Link Suspension  |
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| 8  | Caltrain Special Meeting 10/22/21  |
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| 13 | LINK21 planning is \$1B hence the Requirement For New Megaproject Delivery Model                         |
| 14 | LINK21 \$600M Professional Services Agreement  |

**From:** [George Schroeder](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Cc:** [Trudi Ryan](#)  
**Subject:** Sunnyvale Lawrence Station Area Plan Update  
**Date:** Tuesday, October 19, 2021 12:01:06 PM  
**Attachments:** [image001.png](#)  
[image002.png](#)  
[image003.png](#)  
[image004.png](#)

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

Dear Board of Directors,

The City of Sunnyvale would like to inform you of the Sunnyvale City Council's recent adoption of the Lawrence Station Area Plan (LSAP) plan amendments which increase housing opportunities around Lawrence Station. The plan area now has the total capacity to accommodate 5,935 new residential units, an increase from the previous maximum of 2,323 units. To date, 1,261 of these units have been approved in two recent development projects. The purpose of the LSAP remains the same – promote greater use of the Lawrence Caltrain Station and guide the development of a new urban neighborhood with a mix of land uses that allow people to access their homes, jobs, recreational facilities, and neighborhood goods and services within proximity of one another, reducing their dependence on the automobile.

The Council also adopted the Lawrence Station Sense of Place Plan, which addresses streetscape enhancements around the station area with improved mobility and wayfinding for transit users, pedestrians, and bicyclists. The improvements do not affect Caltrain facilities – only private property and public right-of-way in the City of Sunnyvale's jurisdiction near Lawrence Station.

The updated plan and sense of place plan can be found on the project website at:

<https://sunnyvale.ca.gov/business/projects/lawrence.htm>

Please let me know if you have any questions.

George



**George Schroeder**  
**Senior Planner**  
Community Development Department

Phone: 408-730-7443

[Sunnyvale.ca.gov](https://sunnyvale.ca.gov)

Follow us on:



\* The Sunnyvale Planning Division continues to provide virtual services, such as electronic

permit submittals and virtual meetings. Limited in-person services (masks required) are also available at the One Stop Permit Center - <https://sunnyvale.ca.gov/news/topics/coronavirus.htm>. General zoning information is also available on the Planning Division webpage - <https://sunnyvale.ca.gov/business/planning/default.htm>. Due to high call/email volumes, a Planner will respond to you within 4 business days, please be patient with us during this time.

**From:** [City of South San Francisco](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** East Grand Avenue Traffic Signals Project: Lane closures this week, October 21-22, 7:00 a.m. - 3:00 p.m.  
**Date:** Tuesday, October 19, 2021 1:33:57 PM

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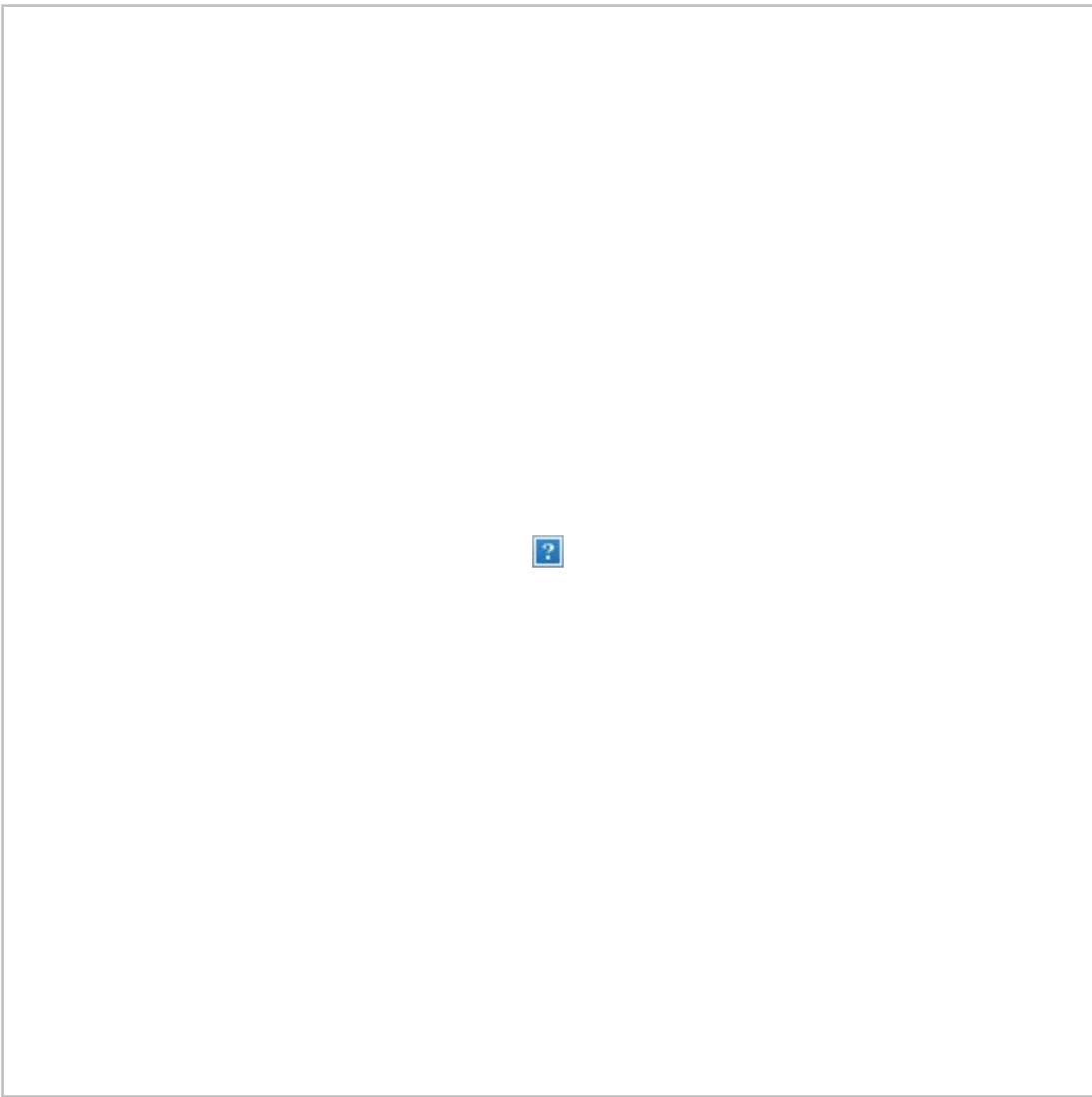


## BUSINESS NOTICE

Weather permitting, road improvements and slurry sealing activity will affect lane closures along East Grand Avenue from Allerton Ave to Haskins Way as follows:

- Thursday, October 21, from 7:00 a.m. to 3:00 p.m., the exterior lanes (curbside) will be temporarily closed in each direction.
- Friday, October 22, from 7:00 a.m. to 3:00 p.m., the interior lanes will be temporarily closed in each direction.

*Please note, this road work will cause some businesses to temporarily lose access to their driveways.*



City of South San Francisco | 400 Grand Avenue, South San Francisco, CA 94080

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**From:** [rksnow1@att.net](mailto:rksnow1@att.net)  
**To:** [Public Comment](#)  
**Subject:** Maintenance of Locomotives  
**Date:** Thursday, October 21, 2021 2:47:30 PM

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You don't often get email from rksnow1@att.net. [Learn why this is important](#)

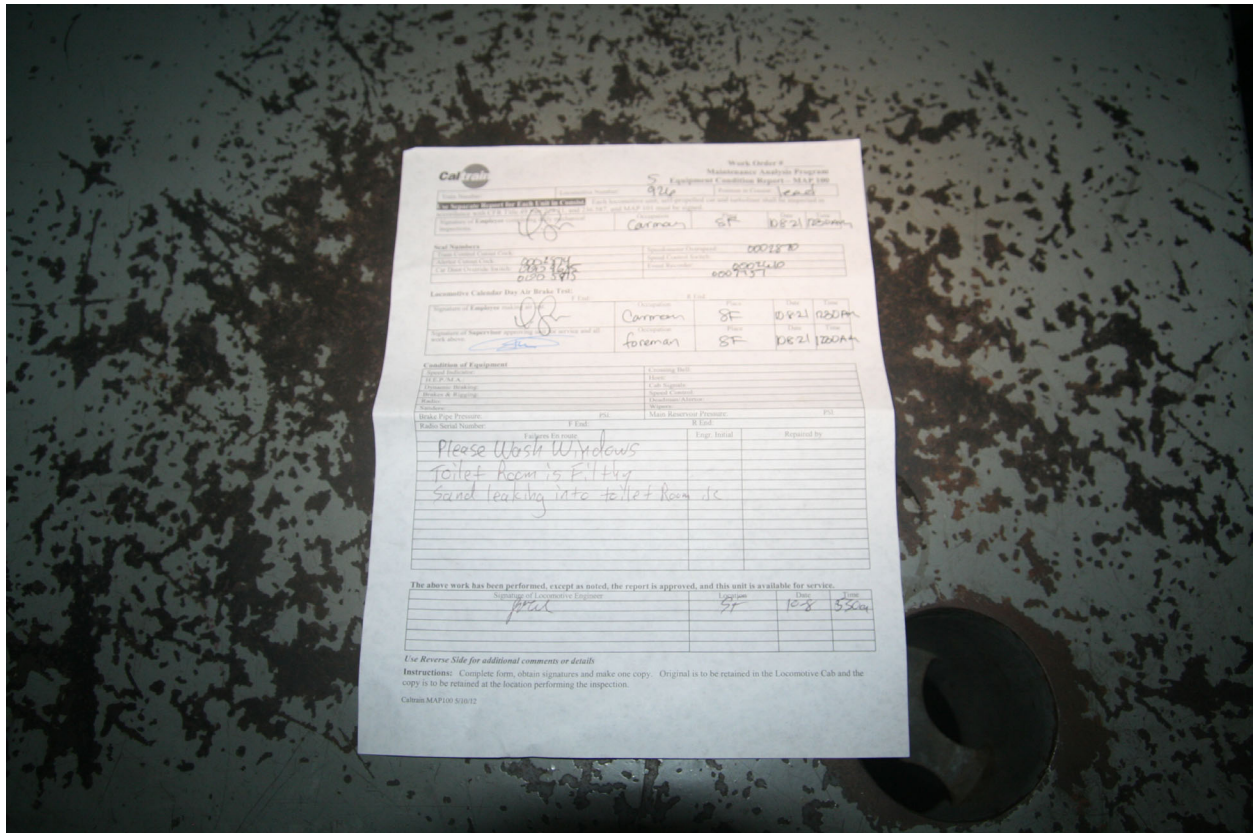
**ATTENTION:** This email came from an external source. Do not open attachments or click on links from external senders.

Can we please have the Locomotives Maintained? The Covid Pandemic is still upon us, and the Locomotives are not being cleaned and sanitized, and many items are being ignored, including FRA Defects. Photos attached!

Ryan K. Snow, State Chairman  
California State Legislative Board  
Brotherhood of Locomotive Engineers & Trainmen  
Teamsters Rail Conference  
1207 Front Street # 20  
Sacramento Ca. 95814  
530-823-7510 Office  
530-823-7215 Fax  
661-319-0824 Cell

D.V.

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**Caltrain** Work Order # 7  
**Maintenance Analysis Program**  
**Equipment Condition Report - MAP 100**  
 Position or Center: Lead

**Use Reverse Side for Each Unit in Control** Each locomotive unit, self-propelled car and subunit shall be inspected in accordance with CTR 1.00.00 Part 2.0.1 and 2.0.2.02, and MAP 100 must be signed.

Unit Number: 921 Locomotive Number: 921 Position or Center: Lead

Inspector: Alise Signature: [Signature] Date: 6/19/12 Time: 06:54

**Seal Numbers**

|                           |             |                      |              |
|---------------------------|-------------|----------------------|--------------|
| Unit Control Cabinet Lock | <u>4500</u> | Speedometer Overhaul | <u>44973</u> |
| Alarm Control Lock        | <u>4793</u> | Speed Control Switch | <u>7009</u>  |
| Car Door Control Switch   | <u>4793</u> | Door Lockover        | <u>8118</u>  |

**Locomotive Calendar Day Air Brake Test:**

|   |       |                                  |       |                |              |
|---|-------|----------------------------------|-------|----------------|--------------|
| Signature of Locomotive Operator  | F End | Signature of Locomotive Operator | R End | Date           | Time         |
| <u>[Signature]</u>  |       | <u>[Signature]</u>               |       | <u>6/19/12</u> | <u>06:54</u> |
| Signature of Supervisor approving unit for service and all work above: <u>[Signature]</u> |       |                                  |       |                |              |

**Condition of Equipment**

|                     |                         |
|---------------------|-------------------------|
| Speed Indicator     | Crushing Bell           |
| H.P. VCA            | Flare                   |
| Dynamic Braking     | Car Signage             |
| Brake & Warning     | Speed Control           |
| Radio               | Headlamp/Alertor        |
| Handset             | Wipers                  |
| Brake Pipe Pressure | Main Reservoir Pressure |
| Radio Serial Number |                         |

**Failures In Progress**

| Failure In Progress            | Tagged    | Required by |
|--------------------------------|-----------|-------------|
| <u>Please Pump Toilet</u>      |           |             |
| <u>Please Wash Windows</u>     |           |             |
| <u>Tagged to leave on line</u> | <u>OK</u> |             |
| <u>is running</u>              |           |             |

The above work has been performed, except as noted, the report is approved, and this unit is available for service.

|                                  |                         |                |             |
|----------------------------------|-------------------------|----------------|-------------|
| Signature of Locomotive Operator | Signature of Supervisor | Date           | Time        |
| <u>[Signature]</u>               | <u>[Signature]</u>      | <u>6-19-12</u> | <u>5:30</u> |

Use Reverse Side for additional comments or details.  
 Instructions: Complete form, obtain signatures and make one copy. Original is to be retained in the Locomotive Cab and the copy is to be retained at the location performing the inspection.  
 Caltrans MAP100 5/10/12





**From:** [Will Leben](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** Commrnt  
**Date:** Thursday, October 21, 2021 3:27:50 PM

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

At your next meeting, please devote some consideration to recommendations from the recent Regional Fare study for all-agency transit passes, free transfers, and standardized regional fares.

As someone who has relied on Caltrain for over 30 years, I've experienced the frustration of long waits for a train in less than comfortable stations whenever I missed a connection and had to wait for the next train.

Please interpret your mission not only as getting us from point A to point B---something Caltrain does remarkably well---but also as coaxing people out of their cars. To do less as the climate crisis worsens would be backing down from a chance to lessen the crisis. The public has no choice but to rely on your leadership for this.

Will Leben  
1007 41st St. Apt. 133  
Emeryville 94608

**From:** [caroleandsteve.eittreim](mailto:caroleandsteve.eittreim)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** To enlarge ridership  
**Date:** Thursday, October 21, 2021 3:41:16 PM

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

My impression among neighbors and friends is that a minority of citizens are aware of the convenience and comfort of Caltrain relative to freeway travel. A good robust advertising budget with creativity from some good ad people would go a long way to improving ridership I believe.

Advertising should emphasize:

-Convenience with connections to Muni rail in SF and nice walking routes to most locations similar to San Jose, and other peninsula cities.

-Safety of travel with a convivial ridership.

-cost effective when considering all costs of automobile ownership and travel.

-Other aspects I suspect beyond my radar screen.

Steve Eittreim, Palo Alto

**From:** [Gio Wiederhold](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** Muni/Caltrain link suspension  
**Date:** Thursday, October 21, 2021 6:25:24 PM

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

The suspension of the #47 bus from Civic center and Mission to the Caltrain station is a disincentive to taking Caltrain.

I could not find any information on it, so for future planning I have to assume it is permanent, so will others

Any potential new riders may not even know about it.

Gio Wiederhold  
601 van Ness Avenue, SF

--

Gio Wiederhold  
[i.stanford.edu/~gio](http://i.stanford.edu/~gio)

**From:** [Trudy MPNA Treasurer](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** Caltrain - Seamless Bay Area Comment  
**Date:** Friday, October 22, 2021 8:06:47 AM

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You don't often get email from mpnatreasurer2019@outlook.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 voluntarily use bus, BART and Caltrain throughout the Bay Area. I do so to alleviate traffic and to reduce my carbon footprint. If I were not retired, it's unlikely that I would have the time necessary to take public transportation as often as I do.

The South Bay does not enjoy the better connected, more reliable, and better timed connections in the North Bay based on my experience.

I would like to see better timed and faster connections, integrated fares and parking.

Presently, at best, using public transportation, it would take from 95127:

- 2 hours and 20 minutes to get from my house to SFO
- 1 hours and 26 minutes to get from my house to SJC
- 1 hours and 47 minutes to get from my house to OAK
- 2 hours and 1 minute to get from my house to Embarcadero Center
- 1 hours and 47 minutes to get from my house to Fox Theatre
- 1 hours and 21 minutes to get from my house to Westgate Shopping Center

It's no wonder why many drivers would never consider getting out of their cars.

**Trudy Ellerbeck - she/ella**  
**East San Jose Homeowner**

Mount Pleasant Neighborhood Association – Treasurer  
District 5 United – Treasurer  
510.305.2215

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**From:** [Kristal C](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Caltrain Special Meeting 10/22/21  
**Date:** Friday, October 22, 2021 8:41:44 AM

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Hi Caltrain Board,

I am Kristal Caidoy. I am from Santa Clara County. I take VTA, Caltrain and Bart on a regular basis.

I am excited about integrated fares. It was great in September to have half-price for BART and Caltrain. I use transit app to coordinate schedules between the transit agencies. I know it could be better at Diridon and downtown SF. I believe to reduce our vehicle emissions in the bay area and fight climate change. The covid levels in the Bay Area are low, and I would like to take transit to visit friends and family. I want to see more frequency and consistent transit coordination. I encourage the board to support regional governance changes to meet these goals.

Thanks,

Kristal Caidoy



**From:** [Andrea Davis](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Support for integrated fares and service  
**Date:** Friday, October 22, 2021 11:43:59 AM

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

Hi,

My name is Andréa Davis, and I'm a resident of San Francisco. In addition to Caltrain, I use Muni and BART regularly. I strongly support more integrated fares and increased coordination between Caltrain and local transit. I live in the Outer Sunset, and improved coordination between Caltrain and SF transit would be the difference between me taking Caltrain and choosing to drive, or even to taking a trip at all. Many of my friends live close to a Caltrain station, and if it were more convenient to access Caltrain, I would always choose Caltrain over driving to see them. I would likewise choose Caltrain to go to shops and restaurants in the peninsula. My husband works next to a Caltrain station, and would take Caltrain to work if it were convenient from where we live. Reducing driving is critical to keeping our earth habitable, and making public transit convenient is critical to reducing car reliance.

Please support regional governance changes that support these goals.

Best,  
Andréa

**From:** [Sprague Terplan](#)  
**To:** [Board \(@caltrain.com\)](#)  
**Subject:** Public Comment for Today's Meeting  
**Date:** Friday, October 22, 2021 1:03:36 PM

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You don't often get email from sprague.terplan@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.

To members of the Caltrain Board,

As a San Francisco resident and frequent Caltrain rider, I urge the board to pursue and implement fare integration with other public transit agencies and more regional governance regarding your services. I hope to see Caltrain services improved so that travelers transferring between Caltrain and BART at Millbrae will have more seamless connections at all times, ideally.

In the interest of our environment and so as to help regain ridership lost to the pandemic, I strongly urge your board to be innovative and to embrace greater regional cooperation with other agencies as well as fare integration across the Bay Area.

Thank you,  
Sprague Terplan

**From:** [Roland Lebrun](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** Fw: Self-governed approach to Regional Caltrain Governance  
**Date:** Friday, October 22, 2021 1:13:03 PM  
**Attachments:** [image.png](#)  
[image.png](#)

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

Dear Caltrain Board,

Resending for your reading pleasure and consideration.

Sincerely,

Roland Lebrun

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**From:** Roland Lebrun  
**Sent:** Thursday, October 7, 2021 1:53 AM  
**To:** Caltrain Board <[board@caltrain.com](mailto:board@caltrain.com)>  
**Cc:** MTC Commission <[info@mtc.ca.gov](mailto:info@mtc.ca.gov)>; SFCTA Board Secretary <[clerk@sfcta.org](mailto:clerk@sfcta.org)>; ccjpaboard@capitolcorridor.org <[ccjpaboard@capitolcorridor.org](mailto:ccjpaboard@capitolcorridor.org)>; BART Board <[boardofdirectors@bart.gov](mailto:boardofdirectors@bart.gov)>; publiccomment@smcta.com <[publiccomment@smcta.com](mailto:publiccomment@smcta.com)>; publiccomment@samtrans.com <[publiccomment@samtrans.com](mailto:publiccomment@samtrans.com)>; VTA Board Secretary <[board.secretary@vta.org](mailto:board.secretary@vta.org)>; SFCTA CAC <[cac@sfcta.org](mailto:cac@sfcta.org)>; Caltrain CAC Secretary <[cacsecretary@caltrain.com](mailto:cacsecretary@caltrain.com)>; cacsecretary@samtrans.com <[cacsecretary@samtrans.com](mailto:cacsecretary@samtrans.com)>  
**Subject:** Self-governed approach to Regional Caltrain Governance

Dear Caltrain Board,

Please consider asking Katie Miller and Howard Permut to introduce a **self-governed** transition to regional Caltrain Governance modeled after the Capitol Corridor JPA (CCJPA) by inviting the following individuals to present at the October 22nd Governance workshop as follows:

- 1) **James Harrison:**
  - o Synthesis of the 1996 CCJPA Agreement: <https://images.capitolcorridor.org/wp-content/uploads/2016/07/CA-CC-CCJPA-JEPA.pdf>
  
- 2) **David Kutrosky or Robert Padgette:**
  - o **Executive Leadership:** reporting structure including total number of direct and indirect FTEs

- **Contracts:** Union Pacific (Track & Systems) and Amtrak (passenger train Operations & Maintenance)  
<https://images.capitolcorridor.org/wp-content/uploads/2016/09/CA-CC-Amtrak-CCJPA-UP-OTPAgmt.pdf>

- **Budget:**

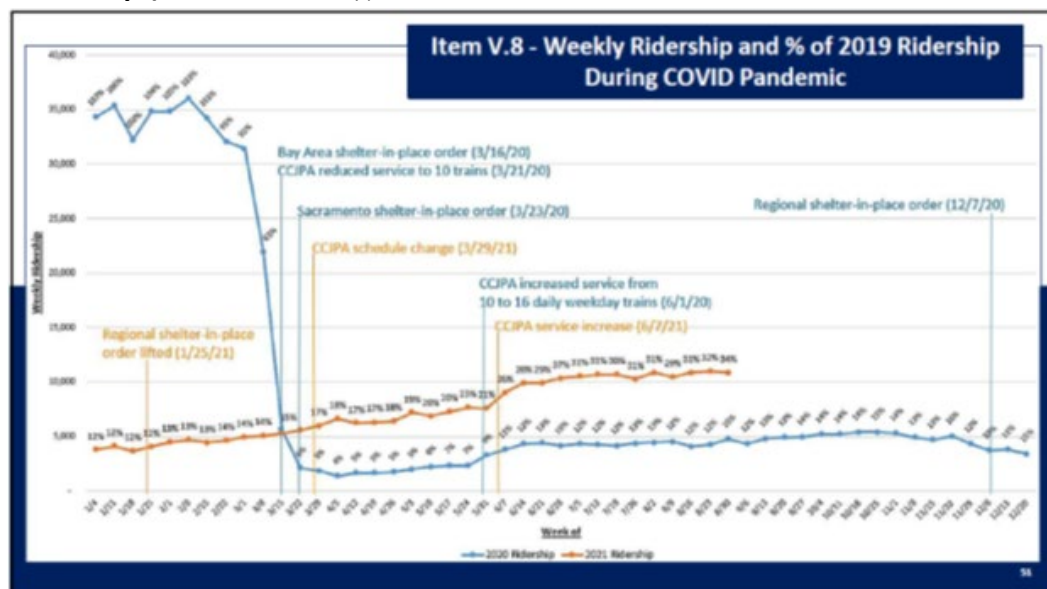
**ITEM V.1 - CCJPA BUDGET FY 2021-2022**  
 Annual CalSTA Allocation (In Millions)

| Budget Item                            | FY 2021 Authorized | FY 2022 Annual Business Plan Request | FY 2022 Authorized | % Change FY 2022 vs. FY 2021 |
|--|--------------------|--------------------------------------|--------------------|------------------------------|
| <b>Amtrak Operations*</b>              |                    |                                      |                    |                              |
|  | \$12.59            | \$61.04                              | \$11.07            | -12%                         |
| <b>CCJPA Administrative Management</b> |                    |                                      |                    |                              |
| General Administrative                 | \$ 2.85            | \$ 2.96                              | \$ 2.96            | 4%                           |
| Information/Customer Services          | \$ 1.16            | \$ 1.21                              | \$ 1.21            | 4%                           |
| CCJPA Marketing                        | \$ 1.17            | \$ 1.17                              | \$ 1.17            | 0%                           |
| <b>CCJPA Supplemental Allocations</b>  |                    |                                      |                    |                              |
| Minor Capital                          | \$ 0.00            | \$ 0.50                              | \$ 0.50            | 100%                         |
| Capitalized Maintenance                | \$ 0.10            | \$ 1.00                              | \$ 1.00            | 900%                         |
| <b>CA IPR Supplemental Allocations</b> |                    |                                      |                    |                              |
| Wi-Fi Management                       | \$ 2.77            | \$ 2.54                              | \$ 2.54            | -9%                          |
| Link 21                                | \$ 1.00            | \$ 1.50                              | \$ 1.50            | 50%                          |
| <b>TOTAL - CCJPA Budget</b>            | <b>\$21.64</b>     | <b>\$71.92</b>                       | <b>\$21.95</b>     | <b>1.4%</b>                  |

\*Amtrak Operations budget is supplemented by a carryover of federal relief funding and unexpended prior year operations funding.

[https://www.capitolcorridor.org/wp-content/uploads/2021/09/Sept-15-2021-CCJPA-Board-Meeting-Agenda-Packet\\_Final.pdf](https://www.capitolcorridor.org/wp-content/uploads/2021/09/Sept-15-2021-CCJPA-Board-Meeting-Agenda-Packet_Final.pdf) (page 15)

- **Ridership (COVID Recovery)**



**3) Tamar Allen or her successor:**

- BART Administration: <https://images.capitolcorridor.org/wp-content/uploads/2017/09/CA-CC-CCJPA-BARTSupportAgmt.pdf>

Thank you in advance for considering a proven approach to self-governed Regional Caltrain Governance.

Roland Lebrun

CC

MTC Commissioners

SFCTA Commissioners

CCJPA Board of Directors

BART Board of Directors

VTA Board of Directors

SMCTA Board of Directors

SamTrans Board of Directors

VTA PAC

Caltrain CAC

SFCTA CAC

VTA CAC

SamTrans CAC

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**From:** Roland Lebrun <ccss@msn.com>  
**Sent:** Friday, October 22, 2021 2:20 PM  
**To:** Board (@caltrain.com)  
**Subject:** Excessive enabled cameras

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

Dear Caltrain Board,

Please make Miss Bouchard aware that her staff is interfering with the conduct of the meeting  
<https://www.linkedin.com/in/david-santoro-61827288>



David Santoro - Chief Of Staff - Caltrain |  
[LinkedIn](#)

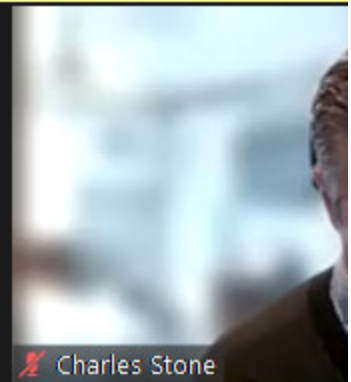
View David Santoro's profile on LinkedIn, the world's largest professional community. David has 3 jobs listed on their profile. See the complete profile on LinkedIn and discover David's ...

[www.linkedin.com](http://www.linkedin.com)

Thank You

Recording

Live Transcription (Closed Captioning) has been e



**From:** Roland Lebrun <ccss@msn.com>  
**Sent:** Friday, October 22, 2021 3:33 PM  
**To:** Board (@caltrain.com)  
**Subject:** LINK21 planning is \$1B hence the requirement for new megaproject delivery model

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<https://richmondstandard.com/community/2021/08/22/1b-estimated-just-to-plan-for-second-transbay-crossing-regional-rail-enhancements/>



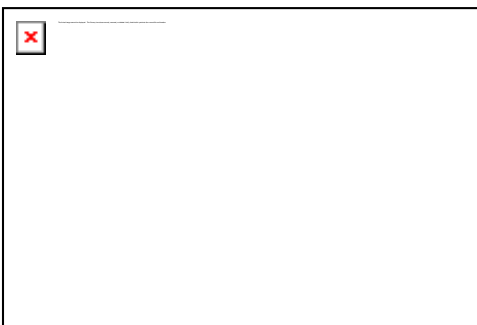
## \$1B estimated just to plan for second transbay crossing, regional rail enhancements | Richmond Standard

Before any shovel hits the ground on construction of a proposed second transbay rail crossing between Oakland and San Francisco, an estimated \$1 billion will need to be spent, stated BART General Manager Robert Powers.

[richmondstandard.com](https://richmondstandard.com)

LINK21 project cost is \$29B

<https://sfist.com/2021/01/27/second-transbay-tube-takes-another-step-toward-reality-with-a-goal-of-completion-in-2040/>



## Second Transbay Tube Takes Another Step Toward Reality, With a Goal of Completion in 2040 - SFist

Wednesday marked the unveiling of a new multiyear planning process by BART and regional rail providers, a key component of which will be a second Bay crossing for BART between San Francisco and ...

[sfist.com](https://sfist.com)



**From:** [Roland Lebrun](#)  
**To:** [Board \(@caltrain.com\)](mailto:Board (@caltrain.com))  
**Subject:** LINK21 \$600M professional Services Agreement  
**Date:** Friday, October 22, 2021 4:24:12 PM  
**Attachments:** [image.png](#)

**ATTENTION:** This email came from an external source. Do not open attachments or click on links from unknown senders.  
<https://bart.legistar.com/View.ashx?M=F&ID=9381927&GUID=7A1AC065-2C15-439D-8D32-4C87A5891A2D>

## Professional Services Agreements

|                        | Program Identification/ Phase 1 | Project Selection/ Phase 2 | Total          | DBE Commitment |
|------------------------|---------------------------------|----------------------------|----------------|----------------|
| Engagement/Outreach    | \$30M                           | \$105M                     | \$135M         | 30%            |
| Travel Demand/Land Use | \$10M                           | \$20M                      | \$30M          | 22.5%          |
| Planning/Engineering   | \$55M                           | \$210M                     | \$265M         | 30%            |
| Environmental          | \$30M                           | \$140M                     | \$170M         | 30%            |
| <b>TOTAL</b>           | <b>\$125M</b>                   | <b>\$475M</b>              | <b>\$600M</b>  |                |
| <b>SCHEDULE</b>        | <b>≤ 6yrs</b>                   | <b>≤ 10yrs</b>             | <b>≤ 16yrs</b> |                |



**From:** Roland Lebrun  
**Sent:** Friday, October 22, 2021 3:33 PM  
**To:** Caltrain Board <[board@caltrain.com](mailto:board@caltrain.com)>  
**Subject:** LINK21 planning is \$1B hence the requirement for new megaproject delivery model

<https://richmondstandard.com/community/2021/08/22/1b-estimated-just-to-plan-for-second-transbay-crossing-regional-rail-enhancements/>



### \$1B estimated just to plan for second transbay crossing, regional rail enhancements | Richmond Standard

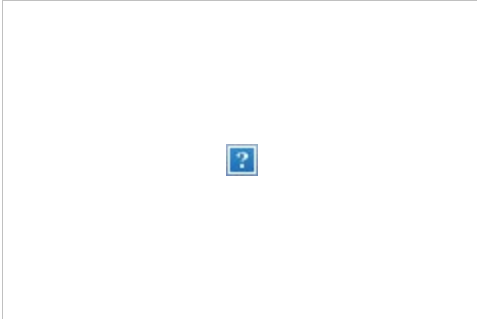
Before any shovel hits the ground on construction of a proposed second transbay rail crossing between Oakland and San Francisco, an estimated \$1 billion will need to be spent, stated

BART General Manager Robert Powers.

richmondstandard.com

LINK21 project cost is \$29B

<https://sfist.com/2021/01/27/second-transbay-tube-takes-another-step-toward-reality-with-a-goal-of-completion-in-2040/>



## Second Transbay Tube Takes Another Step Toward Reality, With a Goal of Completion in 2040 - SFist

Wednesday marked the unveiling of a new multiyear planning process by BART and regional rail providers, a key component of which will be a second Bay crossing for BART between San Francisco and ...

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