



JPB Board of Directors
Meeting of October 7, 2021

Correspondence as of October 7, 2021

Subject

- 1 Regional Fare Coordination and Integration Study
- 2 Self-Governed Approach to Regional Caltrain Governance
- 3 Integrated Fares and Transfers

From: [Rob Nielsen](#)
To: [Public Comment](#)
Subject: Agenda Item #9, Regional Fare Coordination and Integration Study.
Date: Wednesday, October 6, 2021 4:59:21 PM

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My name is Rob Nielsen and am writing you today in support of Agenda Item #9, Regional Fare Coordination and Integration Study. I live in Palo Alto, and my nearest Caltrain stations are Palo Alto, which I access through the VTA, and Cal. Ave., which is a 30-minute walk.

I have commuted by Caltrain for many years to jobs in downtown San Jose and San Francisco, and sometimes to other Peninsula cities. Since becoming self-employed, I use it mainly for other purposes, such as access to entertainment, recreation, and travel (airports). What I would like to see most in the Caltrain of tomorrow is that it remain financially viable and enhance its usefulness through better connectivity with other transit systems.

Toward these ends I strongly support the initial recommendations of the fare study, such as a pilot for "go-anywhere" multi-agency transit passes starting in 2022 and free local and regional transfers starting in 2023. As the study shows, actions like these have the potential to boost ridership significantly at a cost much less than that of, say, laying new rail or refurbishing stations.

I also urge you to study the deeper alternatives, which pose even greater benefits in increasing ridership and reducing congestion/VMT with its attendant climate benefits. A final benefit is the integration with expanded Bay Area rail in the form of a downtown SF extension and Link21.

Thank you for your time and attention.

Rob Nielsen

From: [Roland Lebrun](#)
To: [Board \(@caltrain.com\)](#)
Cc: [MTC Commission](#); [SFCTA Board Secretary](#); ccjpaboard@capitolcorridor.org; [BART Board](#); [Public Comment](#); [Public Comment](#); [Baltao, Elaine \[board.secretary@vta.org\]](mailto:Baltao.Elaine@vta.org); [SFCTA CAC](#); [cacsecretary \[caltrain.com\]](mailto:cacsecretary@caltrain.com); [cacsecretary \[samtrans.com\]](mailto:cacsecretary@samtrans.com)
Subject: Self-governed approach to Regional Caltrain Governance
Date: Thursday, October 7, 2021 1:53:28 AM
Attachments: [image.png](#)
[image.png](#)

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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:**
 - 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:**
 - **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)

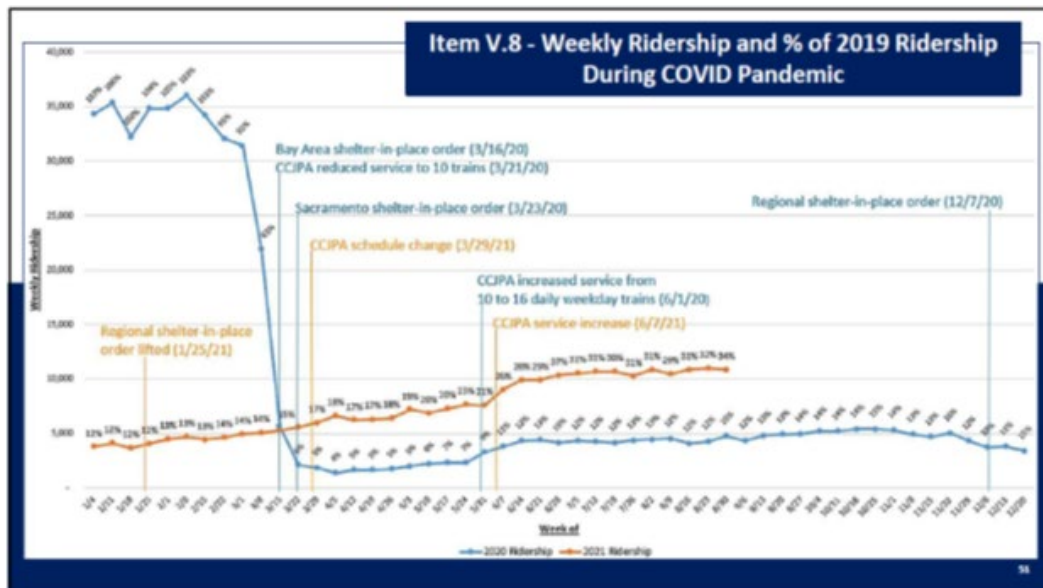


| Budget Item | FY 2021 Authorized | FY 2022 Annual Business Plan Request | FY 2022 Authorized | % Change FY 2022 vs. FY 2021 |
|--|--------------------|--------------------------------------|--------------------|------------------------------|
| Amtrak Operations* | | | | |
| | \$12.59 | \$61.04 | \$11.07 | -12% |
| CCJPA Administrative Management | | | | |
| 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% |
| CCJPA Supplemental Allocations | | | | |
| Minor Capital | \$ 0.00 | \$ 0.50 | \$ 0.50 | 100% |
| Capitalized Maintenance | \$ 0.10 | \$ 1.00 | \$ 1.00 | 900% |
| CA IPR Supplemental Allocations | | | | |
| Wi-Fi Management | \$ 2.77 | \$ 2.54 | \$ 2.54 | -9% |
| Link 21 | \$ 1.00 | \$ 1.50 | \$ 1.50 | 50% |
| TOTAL - CCJPA Budget | \$21.64 | \$71.92 | \$21.95 | 1.4% |

*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 (page 15)

- o **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

From: [Remi Tan](#)
To: [Board \(@caltrain.com\)](#)
Subject: Integrated Fares and Transfers - Agenda #9 2021-10-07
Date: Thursday, October 7, 2021 7:58:30 AM

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Dear Board Members:

- I live in Pacifica and use Caltrain to get to the south bay. I usually connect with BART and SamTrans or MUNI.
- When I use transit exclusively, it is combination of bus and rail, so fare integration would greatly increase convenience and reduce costs
- I Urge the board to support the near term recommendations of the Fare Integration study:
 - A pilot “go-anywhere” transit pass for organizations that lets people go anywhere they can get to on a bus, train or ferry;
 - Free transfers starting in 2023.
- Now is the time to take steps to make transit more convenient to bring riders back to transit to help recover from the impacts of Covid
- Caltrain's equity studies show that better connections to local transit can help Caltrain attract more low-income riders and SamTrans data shows that riders seek better coordination between local and regional transit.
- I Urge Cal Train to support working with the other transit agencies and MTC toward an even more integrated fare structure, including identifying the additional funding needed to support additional integration that can bring many more riders to transit.

Other things Cal Train can do to win back riders

- speed and convenience:

- exclusive bus lanes
- 15 mins or less headways
- more limited stop trains and express buses

-so riders feel safe from Covid-19 on transit:

- Clean transit vehicles so commuters feel safe from Covid-19 - BART is still pretty filthy
- Continued Mask mandates on transit vehicles and stations
- Hepa filters on transit vehicle and station HVAC
- Keeping windows open on buses when AC/heat not in use
- Proof of vaccination or recent negative Covid-19 test for operators and riders

Work with other agencies and organizations:

- for financial incentives to use transit

- Putting a Central Business District car toll fees in SF and other downtown areas with high density of offices and near BART and high quality bus transit
- Increase workday parking fees in downtown areas near BART and high quality bus transit
- Increased gas tax
- fare integration should include last mile options like bike and scooter shares and short uber/lyft/taxi trips to and from transit stations.

Thank you and Best Regards,

Remi Tan, AIA, LEED AP BD+C

Manager and Member

S.A.A. Equities, LLC

Architecture, Green/Sustainability Consulting, and Real Estate Investment

650-291-3097