

**Bicycle and Active
Transportation Advisory
Committee**

**Correspondence
as of**

May 13, 2021

From: [Bartholomew, Tasha](#)
To: [Bartholomew, Tasha](#)
Subject: NEWS: Caltrain-Supported Affordable Housing Projects Receive Grants
Date: Friday, February 18, 2022 11:40:38 AM
Attachments: [image001.png](#)



February 18, 2022

Media Contact: Tasha Bartholomew, 650.339.5257

Caltrain-Supported Affordable Housing Projects Receive Grants

Five affordable housing projects that Caltrain partnered with have been awarded funding by the California Strategic Growth Council in the sixth round of its [Affordable Housing and Sustainable Communities Program](#) (AHSC). This program allows affordable housing developers to partner with transit agencies in order to seek funds for projects that reduce greenhouse gas (GHG) emissions and provide benefits to disadvantaged communities.

The five qualified projects are Sunnydale HOPE SF Block 3A in San Francisco, Middlefield Junction in Redwood City, 965 Weeks in East Palo Alto and both Dupont Apartments and Tamien Station in San Jose, which will deliver 671 housing units. The projects received over \$108 million in funds this round, approximately \$27 million of which will support Caltrain's existing procurement of 37 new electric train cars that will be put into passenger service following the completion of electrification. With the success of these grant applications, Caltrain has provided a substantial portion of the \$39 million in local matching funds needed for the EMU procurement, providing additional financial flexibility to continue investing in other urgent system priorities.

"This grant will address two major problems that confront the Bay Area; making housing more affordable and offering residents better transit options," said Caltrain Board Chair Steve Heminger. "Caltrain was proud to partner with these projects, and we look forward to their residents riding on our electrified service."

The AHSC program was designed to encourage collaboration between affordable housing developers and transit agencies. Investing in affordable housing in walkable, bikeable neighborhoods paired with transit has the potential to jointly address our region's housing, equity and climate goals.

###

About Caltrain: Owned and operated by the Peninsula Corridor Joint Powers Board, Caltrain provides commuter rail service from San Francisco to San Jose, with commute service to Gilroy. Caltrain enjoyed five years of consecutive monthly ridership increases, surpassing more than 65,000 average weekday riders. While the Joint Powers Board assumed operating responsibilities for the service in 1992, the railroad celebrated 150 years of continuous passenger service in 2014. Planning for the next 150 years of Peninsula rail service, Caltrain is on pace to electrify the corridor, reduce diesel emissions by 97 percent by 2040 and add more service to more stations.

Follow Caltrain on [Facebook](#) and [Twitter](#).
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1.800.660.4287; 如需翻譯,請電 1.800.660.4287.

From: [Bartholomew, Tasha](#)
To: [Bartholomew, Tasha](#)
Subject: NEWS: Caltrain Recognizes African American History Month
Date: Friday, February 4, 2022 4:06:51 PM
Attachments: [image001.png](#)



February 4, 2022

Media Contact: Tasha Bartholomew, 650.339.5257

Caltrain Recognizes African American History Month

The Caltrain Board of Directors passed a resolution honoring National African American History Month at its February meeting.

"We recognize the long history of inequity and racism in transit that has excluded, targeted or oppressed people due to their color and race, and that is not what we, as a board, stand for," said Caltrain Board Chair Steve Heminger. "My colleagues and I believe in diversity, equity and inclusion for all people, and we are proud to support February as African American History Month."

Caltrain serves a diverse population that continues to experience bias, discrimination, and unequal outcomes or treatment in numerous sectors. Caltrain believes every person has the freedom to feel valued and respected, and condemns racism in rhetoric or action.

Since the inception of Caltrain in the early 1990s, the rail agency has been a long-time supporter and sponsor of the annual MLK Jr. Celebration Train, which pays tribute to the 54-mile 1965 Selma to Montgomery March and delivers celebrants to the traditional march in San Francisco that marks the holiday.

A 2020 survey showed that African Americans make up 8% of Caltrain's ridership, and of those surveyed, 52% of African American riders take Caltrain four or more days/week.

###

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From: [Low, Lori](#)
To: [Caltrain, Bac \(@caltrain.com\)](mailto:Caltrain_Bac (@caltrain.com))
Subject: FW: Caltrain Customer Service Recording Form: 820370
Date: Tuesday, January 25, 2022 2:13:06 PM
Attachments: [image001.png](#)
[image001.png](#)

From: David Boyce <boycedaveboyce@gmail.com>
Sent: Friday, January 21, 2022 11:20 AM
To: Nabong, Sarah <nabongs@samtrans.com>
Subject: Re: Caltrain Customer Service Recording Form: 820370

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

Thanks for your attention to my complaint and for this email. I was on the edge of thinking that the conductor was right in saying that my complaint would fall on deaf ears.

By the way, as someone who wrote for a living before I retired, I was disappointed to see my carefully paragraphed feedback to Caltrain mashed into one unreadable mess after I submitted it.

Paragraphs are important to understanding.

Dave Boyce

On Fri, Jan 21, 2022, 10:58 Nabong, Sarah <nabongs@samtrans.com> wrote:

Dear David Boyce,

Thank you for contacting Caltrain, though we regret it was due to issues you have had on our service.

Management has spoken with the conductor and addressed him with your comments. Although we cannot discuss personnel matters as they are dealt with confidentially, please know we take all complaints seriously. We do not condone any behavior such as you described from our employees. Regardless of the situation our crew members should always maintain a professional demeanor when interacting with our patrons.

Once more, we truly apologize for the negative impression this situation left with you.

Kind regards,

Sarah Nabong, Customer Service Representative 2

1250 San Carlos Ave San Carlos, CA 94070

Phone: 650.508.7925

Websites: [Caltrain](#) | [SamTrans](#) | [TA](#)

3logos_eSig3



From: [David Boyce](#)
To: [Caltrain, Bac \(@caltrain.com\)](#)
Subject: One man's experience with the taking his bike on the train
Date: Tuesday, January 11, 2022 5:31:11 PM

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To the Bicycle Advisory Committee:

I am a cyclist and an infrequent Caltrain passenger. On Monday, Jan. 10, I took my bike on board for a round trip between Menlo Park and Lawrence Expressway stop. It wouldn't fit to call it a station; it's a bare platform with a few benches. No shelters other than the expressway above.

On my return trip, the 113 train stopped at Lawrence. When it came to a stop, I was standing with my bike at the middle of the train. It was not at all obvious where the train would stop, or I would have placed myself at the that terminal point. As I was walking rapidly toward the bike car, I heard the automated voice announcing that the doors were "about to close."

I'm 72 and can no longer run safely, but I picked up my pace and yelled for the conductor, who had stepped out to let off a cyclist and gotten back on and was out of sight. He apparently heard me and responded by telling me that I should have been standing closer to the bike car.

So it's my fault if I miss the train when I'm standing right there and have to wait an hour for the next train? Is that any way to run a railroad ... a railroad we voted to throw a tax-revenue lifeline some years back?

Why is the platform lacking signs regarding bike loading?!? How is that not a convenience that is readily solved at minimal expense?

The conductor and I had an exchange later and when I noted the point about taxpayer support, he shot back that everyone on the train also pays taxes. So having the trains run on time — the 113 was running about a minute late — is the highest priority? Whose priority is that and why? And where have we heard about such a priority before?

I'd be surprised if the trains in Italy run on time. Mussolini — if he actually made that promise — would have been positively un-Italian. Here's what is true about Italian trains and their conductors, and Alitalia pilots and crews, for that matter, in my experience. They make the trip enjoyable. Now how about that!

The Lawrence platform is visited just once an hour on weekday mornings. If a conductor needed a reason to take a look at the platform as the train pulls in, that

once-an-hour stop a good one. I was standing there with my white beard and my bright neon yellow cycling jacket and a bike with bright orange rims. Had he even looked at the platform upon arriving?

When I informed the conductor that I planned to write to management, he told me to go ahead, and that "it won't go anywhere." Where did that come from? So giving customers slight regard is endemic to the Caltrain conductor community? It's business as usual? Maybe so. We used to be able to buy tickets on the train, from the conductor. That was probably a meaningful part of their job, but not anymore.

Doubtless there are malcontents that sour a conductor on the riding public, but figuring out how to properly deal with those few malcontents apart from the well-meaning general public, and being courteous to a fault with that general public, is part of the long history of being a conductor on a train, IS IT NOT???

A dissatisfied customer!

Dave Boyce
Menlo Park

From: [Bartholomew, Tasha](#)
To: [Bartholomew, Tasha](#)
Subject: NEWS: Caltrain Seeks Volunteers for Citizens Advisory Committee
Date: Friday, May 13, 2022 12:41:21 PM
Attachments: [image001.png](#)



May 13, 2022

Media Contact: Tasha Bartholomew, 650.339.5257

Caltrain Seeks Volunteers for Citizens Advisory Committee

The Peninsula Corridor Joint Powers Board (JPB), the entity that manages Caltrain, is seeking a volunteer from San Francisco, San Mateo, and Santa Clara counties to apply for its Citizens Advisory Committee (CAC).

The CAC currently has an opening for three seats, one representative from San Francisco, San Mateo, and Santa Clara counties. Committee members are asked to serve a three-year term.

The CAC is composed of nine community members who serve in an advisory capacity to the Caltrain board of directors, providing input on the needs of current and potential rail customers.

Residents interested in joining the advisory committee can find an application on the CAC website [here](#), or by calling 650.508.6347. Applications for the CAC are due by Thursday, June 2.

The CAC meets on the third Wednesday of each month at 5:40 p.m. at the Caltrain headquarters at 1250 San Carlos Avenue, about one block from the San Carlos Caltrain Station. All meetings are open to the public. For more information, visit www.caltrain.caapplication.com

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From: [Beth Reineke](#)
To: [Caltrain, Bac \(@caltrain.com\)](#)
Cc: [Monica Killen](#)
Subject: ATP Grant Application - Holly Street - San Carlos
Date: Friday, May 6, 2022 1:40:09 PM
Attachments: [Draft Letter of Support Template 1.docx](#)

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Greetings, BATAc Members,

I am reaching out to you because our firm is currently working with the City of San Carlos to complete an ATP grant application. The project they wish to get granting funding for is the [Dedicated Holly Street/US 101 Bicycle and Pedestrian Overcrossing](#). We believe that the Caltrain goal of supporting "customers who use active transportation as their primary mode of access to the Caltrain system" is exactly the vision that this project was created to accomplish.

Due to the location, this project would have a direct impact on the San Carlos Train Station and those who travel by rail. If you are familiar with the area, you are probably aware of the current Holly Street Overpass and the safety issues that arise due to the intermingling of the bike and traffic lanes. The image below shows where the proposed pedestrian overpass would be in relation to Holly Street. The additional image shows the proximity to the Caltrain station. This project would also provide a convenient and safe route for active Caltrain commuters to the San Carlos Airport.

I would like to invite you to join the City of San Carlos in their effort to promote an equitable, healthy and sustainable future for generations to come. Attached is a template letter of support that can be adjusted to fit the views of the BATAc members, if you wish to provide one. You may also choose to create your own letter in support of the project. These letters can be returned to me, and I will ensure they are included with the ATP grant application.

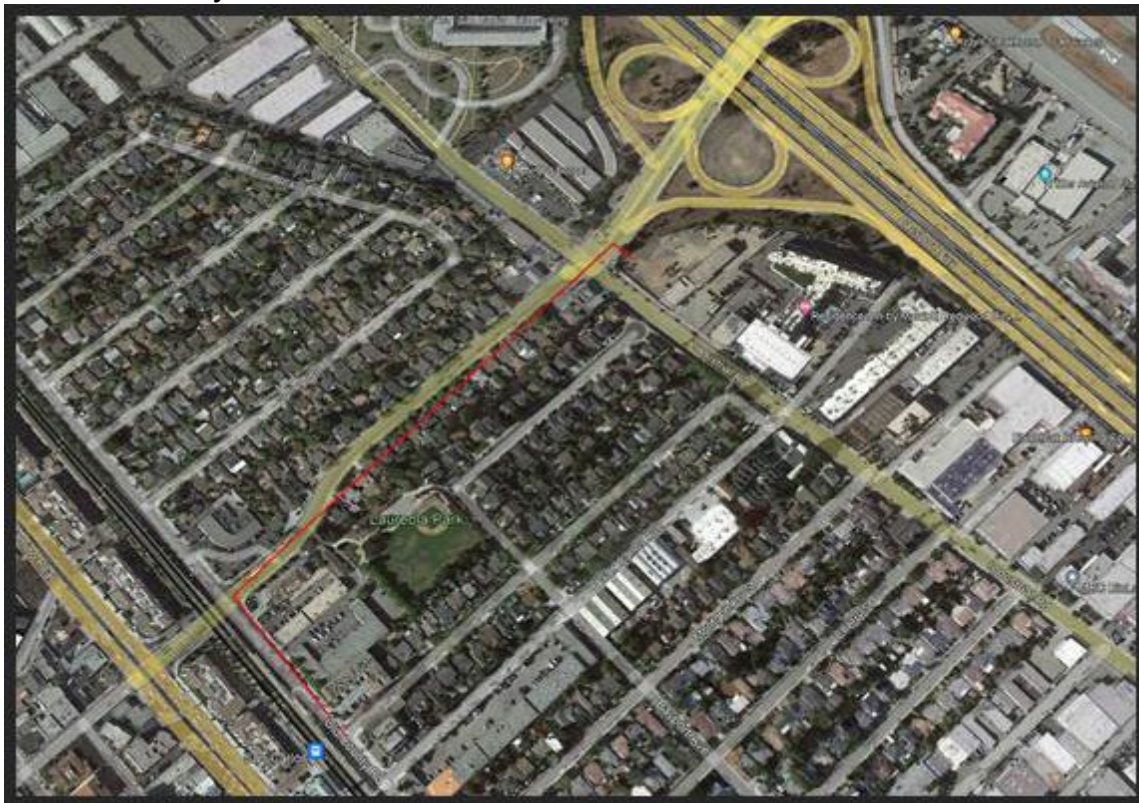
If you would like to learn more about the project, please register and join the free May 16th Workshop (details below). This will be an opportunity for community members to participate in discussion and ask questions about the proposed pedestrian overcrossing.

If you are interested in getting more information and connecting with other community members about this project, I encourage you to join the

[May 16th Virtual Workshop](#)
Beginning at 6:30 PM



Distance from Project to Metro Station: 0.4 miles



Feel free to respond with any questions you might have.

Sincerely,

Beth Reineke

Senior Management Analyst

MNS Engineers, Inc.

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breineke@mnsengineers.com

April 29, 2022

Mitch Weiss, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear Mr. Weiss,

I am writing to express my strong support for the City of San Carlos' application for funding from Active Transportation Program (ATP) Cycle 6 for the Holly Street/U.S. 101 Pedestrian & Bicyclist Overcrossing Project.

The Holly Street/U.S. 101 interchange is an important transportation intersection on the north/south 101 commute corridor that links San Francisco with Silicon Valley. The interchange provides a critical east/west transportation link to the San Carlos Caltrain station, the Redwood Shores commercial and residential areas, and to the Bay Trail and San Francisco Bay shoreline. The proposed pedestrian and bicycle overcrossing project and corresponding design elements will significantly improve safety for pedestrians, bicyclists, and transit riders.

The proposed separate pedestrian and bicycle overcrossing will dramatically improve safety and reduce exposure to vehicle traffic by eliminating cross traffic movements and all roadway intersections for pedestrians and cyclists within the interchange. There is currently no safe route to walk or bike across the highway, and the existing Holly Street interchange provides only limited pedestrian and bicycle connectivity across U.S. 101.

I am pleased with the City's efforts in addressing its infrastructure needs and pursuing funding to ensure this project is made possible for the future of San Carlos and the Bay Area. I respectfully request your consideration of San Carlos' application through the California Transportation Commission.

We strongly support funding this project and thank you for consideration of this application.

Sincerely,

Name
Organization

From: [Jon Spangler](#)
To: [Caltrain, Bac \(@caltrain.com\)](#)
Cc: [Heath Maddox](#); [Robert Franklin](#)
Subject: BART Bicycle Advisory Task Force (BBATF) Agenda w/ Zoom Link for 4/4/2022 is Live (WAS: Fwd: BART Board Updates)
Date: Friday, March 25, 2022 6:26:25 PM

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Dear Caltrain BAC,

The next BART Bicycle Advisory Was Force (BBAT) meeting will be MON, April 4, 2022 from 6-8 pm.

The agenda, with the ZOOM link, is live here: <https://bart.legistar.com/Calendar.aspx>

THE VTA SAN JOSE BART EXTENSION - PHASE II (through downtown San Jose to the Diridon Station and Santa Clara) will be on our April 4 agenda from 6-8 PM (via ZOOM only).

The BBATF will hear a one-hour update from VTA staff on Phase II and I thought your members might want to attend.

GENERAL BBATF MEETING INFO: <https://www.bart.gov/about/bod/advisory/bicycle>

VTA's basic video is here: <https://www.vta.org/projects/bart-sv/phase-ii>

BART's Accessibility Task Force (BATF) received an update on Phase II at its March 24, 2022, meeting (yesterday) from 2:-00 - 4:30 pm: <https://bart.legistar.com/Calendar.aspx>

BBATF meetings are open to the public: anyone can attend via ZOOM. Please note that agenda packets for upcoming regular meetings are generally uploaded to Legistar on the Friday before the scheduled meeting.

Thanks!

Jon

Jon Spangler
Writer/editor
Chair, BART Bicycle Advisory Task Force (BBATF)
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Linda Hudson Writing
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www.LindaHudsonWriting.net

www.linkedin.com/in/jonmspangler

"Bicycling has done more to emancipate women than any one thing in the world. It gives her a feeling of self-reliance and independence the moment she takes her seat; and away she goes, the picture of untrammelled womanhood."

— Susan B. Anthony