



JPB Board of Directors
Meeting of July 7, 2022

Correspondence as of June 10, 2022

Subject

- 1 Hillsdale Station – Locked Pedestrian Gates
- 2 Weekend trains 50% slower than Bart
- 3 Senate Bills Support Letter
- 4 Senator/Delegation Appreciation Letters
- 5 Water Saving Resource

From: [Karin Zalec](#)
To: [Board \(@caltrain.com\)](#)
Subject: Hillsdale Station in San Mateo
Date: Saturday, June 4, 2022 5:53:38 AM

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I got off at the new Hillsdale Caltrain Station a couple months ago because I wanted to go to the Michaels store located immediately below the platform. When I walked down the pedestrian ramp, I could see the Michaels store a few feet away from me. However, I could not go there directly because the west facing pedestrian gate was locked. The only direction disembarking passengers could walk was EAST where there's nothing but a parking lot and a bunch of unoccupied new office buildings. I had to walk all the way around the block (under the overpass) to get to Michaels. I'm 70 years old and it took me about 10 minutes to get to the store which should have only been a few steps away. What on Earth is Caltrain thinking by locking the west facing gate?! Almost everyone who gets off this train at this station wants to go shopping at the Hillsdale Shopping Center which is on the west side of the tracks. It would have taken me 15 - 20 minutes to get to Macy's the way Caltrain has restricted access to El Camino Real on the west side. All the retailers are on El Camino.

I certainly hope that the next time I get off at the Hillsdale Caltrain Station, this problem will have been fixed. Please unlock the west facing gate and let passengers get to El Camino Real quickly without having to walk all the way around the block!

KZ

From: [Sam Daly](#)
To: [Board \(@caltrain.com\)](#)
Subject: Weekend trains 50% slower than Bart
Date: Saturday, June 4, 2022 9:27:08 AM
Attachments: [image0.png](#)
[image1.png](#)

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Why does it take 1 hour and 9 minutes from SF to San Jose on Bart, but on the weekends 1 hour and 42 minutes on caltrain? About 50% longer.

Does caltrain really need to stop at a parking lot every 2 miles? And when are we going to bring back the weekend express trains? These local trains are painful and prevent me from visiting family in South Bay on weekends and after work.

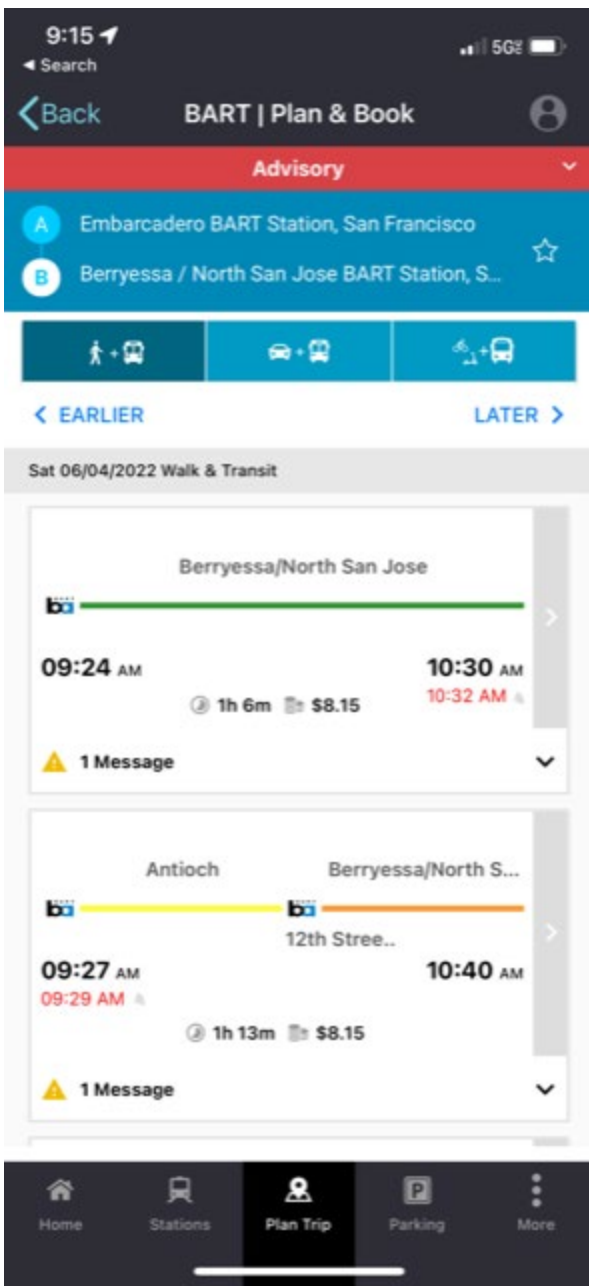
ZONE 2	San Mateo	8:19a	10:15a	11:15a	12:15p	1:15p	2:15p	3:15
	Burlingame	8:22a	10:19a	11:19a	12:19p	1:19p	2:19p	3:19
	Broadway	8:25a	10:22a	11:22a	12:22p	1:22p	2:22p	3:22
ZONE 3	Millbrae	8:29a	10:26a	11:26a	12:26p	1:26p	2:26p	3:26
	San Bruno	8:34a	10:30a	11:30a	12:30p	1:30p	2:30p	3:30
	S. San Francisco	8:38a	10:34a	11:34a	12:34p	1:34p	2:34p	3:34
ZONE 4	Bayshore	8:44a	10:41a	11:41a	12:41p	1:41p	2:41p	3:41
	22 nd Street	8:50a	10:46a	11:46a	12:46p	1:46p	2:46p	3:46
	San Francisco	8:56a	10:52a	11:53a	12:53p	1:52p	2:52p	3:52

*On SAP Center event days, Train 277 or Train 281 departure from

Southbound - WEEKEND SERVICE to SA

Train No.	224	228	232	236	240	244	248
Service Types	L2	L2	L2	L2	L2	L2	L2
San Francisco	8:28a	9:58a	10:58a	11:58a	12:58p	1:58p	2:58
22 nd Street	8:33a	10:03a	11:03a	12:03p	1:03p	2:03p	3:03
Bayshore	8:38a	10:08a	11:08a	12:08p	1:08p	2:08p	3:08
S. San Francisco	8:45a	10:15a	11:15a	12:15p	1:15p	2:15p	3:15
San Bruno	8:49a	10:19a	11:19a	12:19p	1:19p	2:19p	3:19
Millbrae	8:53a	10:24a	11:24a	12:24p	1:24p	2:24p	3:24
Broadway	8:57a	10:27a	11:27a	12:27p	1:27p	2:27p	3:27
Burlingame	9:00a	10:31a	11:31a	12:31p	1:31p	2:31p	3:31
San Mateo	9:04a	10:34a	11:34a	12:34p	1:34p	2:34p	3:34
Hayward Park	9:07a	10:37a	11:37a	12:37p	1:37p	2:37p	3:37
Hillsdale	9:10a	10:41a	11:41a	12:41p	1:41p	2:41p	3:41
Belmont	9:14a	10:44a	11:44a	12:44p	1:44p	2:44p	3:44
San Carlos	9:17a	10:48a	11:48a	12:48p	1:48p	2:48p	3:48
Redwood City	9:21a	10:52a	11:52a	12:52p	1:52p	2:52p	3:52
Menlo Park	9:28a	10:58a	11:58a	12:58p	1:58p	2:58p	3:58
Palo Alto	9:32a	11:02a	12:02p	1:02p	2:02p	3:02p	4:02
California Avenue	9:36a	11:06a	12:06p	1:06p	2:06p	3:06p	4:06
San Antonio	9:41a	11:11a	12:11p	1:11p	2:11p	3:11p	4:11
Mountain View	9:45a	11:16a	12:16p	1:16p	2:16p	3:16p	4:16
Sunnyvale	9:51a	11:21a	12:21p	1:21p	2:21p	3:21p	4:21
Lawrence	9:55a	11:26a	12:26p	1:26p	2:26p	3:26p	4:26
Santa Clara	10:01a	11:32a	12:32p	1:32p	2:32p	3:32p	4:32
San Jose Diridon	10:10a	11:40a	12:40p	1:38p	2:40p	3:38p	4:40
Tamien	10:15a	11:45a	12:45p		2:45p		4:45

EFFECTIVE August 30, 2021



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Sam Daly

<http://samueldaly.com>

c 608.469.8227



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ACTING EXECUTIVE DIRECTOR

June 7, 2022

The Honorable Luz Rivas
Chair, Assembly Natural Resources Committee
1020 N Street, Room 164
Sacramento, CA 95814

RE: SB 922 (Wiener) California Environmental Quality Act: Exemption: Transportation-Related Projects. – SUPPORT

Dear Chair Rivas:

On behalf of the Peninsula Corridor Joint Powers Board (Caltrain), I write to voice our **SUPPORT** for SB 922 (Wiener). This bill would modify and extend the statutory exemptions to the California Environmental Quality Act (CEQA) for clean transportation projects, established by SB 288 (Wiener) [Chapter 200, Statutes of 2020].

In 2020, recognizing that CEQA is often used by project opponents to stop or delay clean transportation projects, the Legislature passed, and Governor Newsom signed into law, SB 288 (Wiener), temporarily exempting from CEQA certain clean transportation projects, including projects for new bus rapid transit, bus, or light rail services on public rail or highway rights-of-way; transit prioritization projects; projects that improve customer information and wayfinding for transit riders, bicyclists, or pedestrians; projects to construct or maintain infrastructure to charge or refuel zero-emission buses; projects carried out by a city or county to reduce minimum parking requirements; and projects for pedestrian and bicycle facilities. Under current law, these CEQA exemptions sunset on January 1, 2023.

SB 922 (Wiener) modifies the CEQA exemptions provided by SB 288 (Wiener) to include additional project types that will further expedite the delivery of clean transportation options and expand access to alternative modes of mobility. SB 922 (Wiener) extends the sunset on these exemptions for seven years. With the enactment of the federal Bipartisan Infrastructure Investment and Jobs Act, such project streamlining will help California leverage new funding opportunities to support the state's economic recovery and curb greenhouse gas emissions.

Caltrain's 2040 Service Vision includes new projects that would benefit from SB 922, including Caltrain station upgrades and multi-agency projects Caltrain is involved with along the corridor that would require an environmental impact report (EIR). The exemptions set forth in this bill will allow Caltrain to pursue these sustainable transportation projects more efficiently if this bill is passed.

For these reasons, we **SUPPORT** SB 922 (Wiener). Thank you for your consideration and if you have any questions, please contact Jadie Wasilco, Government & Community Affairs Manager, at (650) 465-6301.

Sincerely,

A handwritten signature in black ink, appearing to read "Michelle Bouchard". The signature is fluid and cursive, with the first name "Michelle" being more prominent than the last name "Bouchard".

Michelle Bouchard
Acting Executive Director

cc: Peninsula Corridor Joint Powers Board of Directors
The Honorable Scott Wiener, California State Senate
Caltrain State Delegation



June 6, 2022

The Honorable Laura Friedman
Chair, Assembly Transportation Committee
1020 N Street, Room 112
Sacramento, CA 95814

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RE: SB 942 (Newman) Low Carbon Transit Operations Program: Free or Reduced Fare Transit Program – SUPPORT

Dear Chair Friedman:

On behalf of the Peninsula Corridor Joint Powers Board (Caltrain), I write to voice our **SUPPORT** for SB 942 (Newman). This bill has been introduced to address the reality that, despite the popularity of the fare free or reduced fare programs among riders, they are challenging for transit agencies to implement and sustain because of the high costs associated with them. This bill would help address this barrier by allowing transit agencies to access and utilize funds generated from the Low-Carbon Transit Operations Program (LCTOP) to support fare free or reduced fare programs on an ongoing basis.

Caltrain currently provides numerous reduced fare programs for our riders. We provide 50% fare discounts for: for low-income adult riders, seniors, youth, disabled passengers, and Medicare cardholders. In April 2022, Caltrain ran a systemwide 50% off fare promotion to welcome riders back to the system.

Additional flexibility within LCTOP to help fund discount programs would help Caltrain continue to offer discounted fare programs and direct flexible funding sources currently used to fund these programs to other agency needs. Prior to COVID, Caltrain had a 70% farebox recovery rate. Caltrain's ridership currently hovers at around 20% of pre-pandemic levels, which continues to create significant financial challenges for the agency. The new flexibility in LCTOP proposed would allow Caltrain to implement these discount programs with clear long-term funding support.

For these reasons, Caltrain voices its **SUPPORT** for SB 942 (Newman). Thank you for your consideration and if you have any questions, please contact Jadie Wasilco, Government & Community Affairs Manager, at (650) 465-6301.

Sincerely,

A handwritten signature in black ink, appearing to read "Michelle Bouchard". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Michelle Bouchard
Acting Executive Director

cc: Peninsula Corridor Joint Powers Board of Directors
The Honorable Josh Newman, California State Senate
Caltrain State Legislative Delegation



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MICHELLE BOUCHARD
ACTING EXECUTIVE DIRECTOR

June 7, 2022

Dear Caltrain State Delegation:

Thank you for your hard work and consistent support of Caltrain. And thank you for the Legislature's work to propose a \$10.9 billion transportation package. Given the large state budget surplus, we have a special and timely opportunity to pass a robust transportation state funding package this year to advance much needed infrastructure projects that will improve rail and transit service in our region and leverage federal funding. We know negotiations are ongoing, and wanted to let you know we are available to help answer questions at any time.

Caltrain's Electrification Project, which is nearing completion, faces a \$410 million funding gap that must be addressed to keep the project on schedule and start service in 2024. We hope that as the budget process moves forward, you can help us ensure that a transportation package goes through which would ensure the ability to complete critical transportation infrastructure projects like the Electrification Project.

We understand that it's likely that if state funding is available, it may take the form of a competitive program or other means. We ask for your help in ensuring that Caltrain's Electrification Project can be eligible for such programs and are happy to work with you on any draft language.

This opportunity to provide as much funding as possible for rail and transit in the state should not be missed and we hope the Legislature and the Governor's Office can reach an agreement on High-Speed Rail so we don't lose this chance for billions more in transit capital investments.

We respectfully ask that you continue to communicate with Senate and Assembly Leadership, the Budget Chairs, and the Administration to ensure the adoption of a transportation funding package that will help close Caltrain's Electrification Project funding gap.

Sincerely,

A handwritten signature in black ink, appearing to read "Michelle Bouchard". The signature is fluid and cursive, written over a light gray horizontal line.

Michelle Bouchard
Acting Executive Director

cc: Peninsula Corridor Joint Powers Board of Directors



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MICHELLE BOUCHARD
ACTING EXECUTIVE DIRECTOR

June 7, 2022

Senator Dianne Feinstein
United States Senate
331 Hart Senate Office Building
Washington, D.C. 20510

Dear Senator Feinstein:

I'm writing to thank you for supporting Caltrain and requesting funding in the Fiscal Year 2023 Transportation, Housing and Urban Development Appropriations Bill for the installation of a new signal system needed for Caltrain's Electrification Project. As you know, this project will transform our corridor, replacing 75 percent of our diesel fleet with electric trains, and the signaling system will ensure safety and compatibility with partner railroads that operate on our corridor.

Your tireless efforts to improve rail safety, service, and sustainability over the years have been so impactful on California's transit landscape and we thank you for being a champion for rail in our state.

Your continued support is critical to Caltrain's ability to reduce greenhouse gas emissions and vehicle miles traveled through the Electrification Project and to achieve our goals in a number of other areas. We are extremely grateful for your help and look forward to staying in touch as the project moves forward and funding discussions continue.

Sincerely,

A handwritten signature in black ink, appearing to read "Michelle Bouchard". The signature is fluid and cursive, with a long, sweeping tail on the final letter.

Michelle Bouchard
Acting Executive Director

cc: Peninsula Corridor Joint Powers Board of Directors



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ACTING EXECUTIVE DIRECTOR

June 7, 2022

Senator Alex Padilla
United States Senate
112 Hart Senate Office Building
Washington, DC 20510

Dear Senator Padilla:

I'm writing to thank you for supporting Caltrain and requesting funding in the Fiscal Year 2023 Transportation, Housing and Urban Development Appropriations Bill for the installation of a new signal system needed for Caltrain's Electrification Project. This project will replace 75 percent of our aging diesel fleet with high-performance electric trains, and the signal system will ensure safety and compatibility with partner railroads that operate on our corridor.

We are deeply grateful for your efforts to improve rail service, safety, and reliability. Your continued support is critical to Caltrain's ability to become the first electrified commuter rail system in California and help achieve greater quality of life for our passengers and communities across our region.

Thank you for being a champion for rail infrastructure and service our state. We look forward to staying in touch as the project moves forward and funding discussions continue.

Sincerely,

A handwritten signature in black ink, appearing to read "MBouchard", written in a cursive style.

Michelle Bouchard
Acting Executive Director

cc: Peninsula Corridor Joint Powers Board of Directors

From: communityrelations@o.ecowatch.org on behalf of [Kayley Rhodes](#)
To: [Board \(@caltrain.com\)](#)
Subject: Water Saving Resource For caltrain.com
Date: Thursday, June 9, 2022 12:18:49 PM

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Hi,

I hope you're doing well and staying healthy! I'm reaching out because I saw you covered saving water:

<https://www.caltrain.com/about-caltrain/sustainability/sustainability-action>

Whether it's to save on a water bill or help the environment, reusing water is a great idea. In fact, reusing "greywater" can reduce water waste by up to 40%.

That's why our team at EcoWatch created a guide on how to safely use this water so families can reduce their water bill costs and help save the environment:

What Is Greywater?

<https://www.ecowatch.com/greywater-water-conservation-ecowatch.html>

Can you add this as an additional resource to your page for your readers interested in greywater?

Hope to hear from you soon,

Kayley Rhodes

Community Relations Specialist



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