

**JPB CAC**

**CORRESPONDENCE  
AS OF**

**July 14, 2020**

## Givens, Patrice

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**From:** Tam, Robert  
**Sent:** Wednesday, June 17, 2020 12:17 PM  
**To:** cacsecretary [mailto:caltrain.com]; tarzantom@astound.net  
**Cc:** Navarro, Joe  
**Subject:** RE: Question on Grade Crossing Solutions, E. Bellevue Ave, San Mateo

Hello Mr. Weissmiller,

I'm following up on your public comment during the May 20<sup>th</sup> CAC meeting about the median at E. Bellevue in San Mateo. Caltrain believes medians at the grade crossings add safety to the crossing by deterring motorists from driving around a down gate arm.

The city is responsible for the maintenance of the median and the reflectors on the median since it's on city property. You may wish to contact the City of San Mateo to replace the reflector if it's missing.

Thank you.

Robert Tam  
Caltrain Project Manager

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**From:** Givens, Patrice <givenessp@samtrans.com> **On Behalf Of** cacsecretary [mailto:caltrain.com]  
**Sent:** Wednesday, June 17, 2020 11:47 AM  
**To:** Tam, Robert <tamr@samtrans.com>  
**Subject:** FW: Question on Grade Crossing Solutions, E. Bellevue Ave, San Mateo

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**From:** Thomas Weissmiller [mailto:tarzantom@astound.net] **On Behalf Of** tarzantom@pobox.com  
**Sent:** Wednesday, May 20, 2020 7:29 PM  
**To:** cacsecretary [mailto:caltrain.com]  
**Subject:** Question on Grade Crossing Solutions, E. Bellevue Ave, San Mateo

I made a public comment on the above during the May 20<sup>th</sup> Citizens Advisor Committee, Item #7. Joe Navarro said he would look in to it.

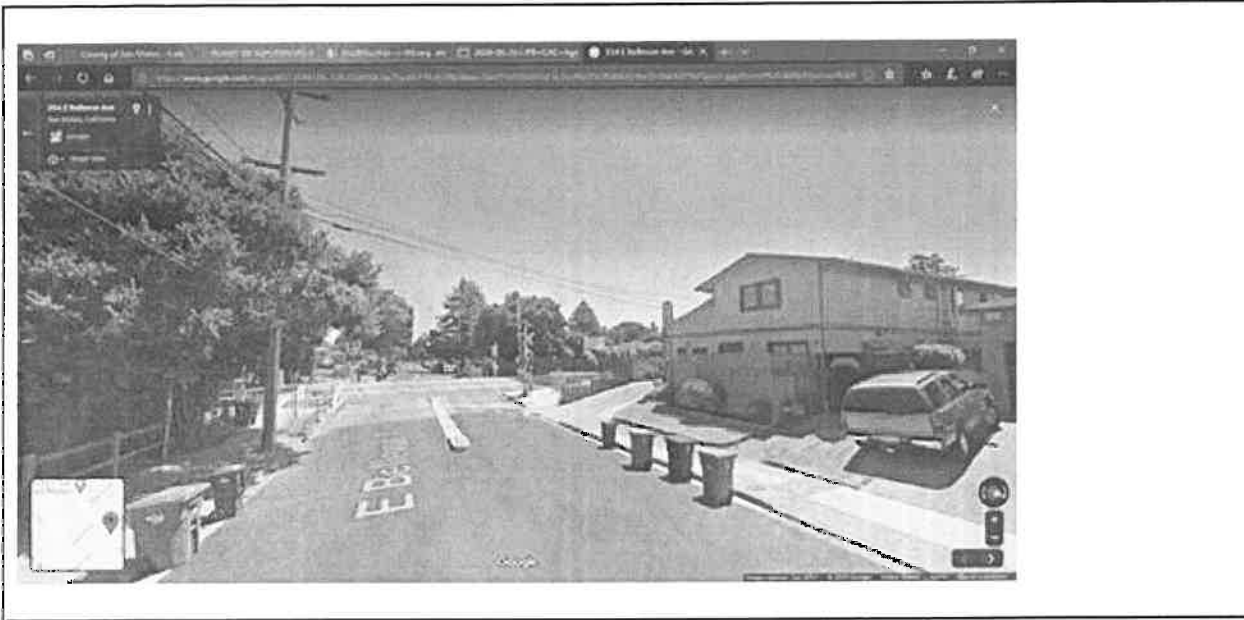
Below is a picture of the lane divider on E. Bellevue in San Mateo. Not sure if they add safety value.

I drive this street often. These dividers used to have a short pole with a reflector. These are often hit. In this picture they do not have the reflector. Maybe they are not being replaced anymore.

IMHO they do not reduce the risk of head on collisions. They do hinder a driver who might try to beat a down crossing, but the chance of this happening seems extremely remote.

If these dividers are going to remain, they need to be more visible to drivers.

If there is no data that supports the need for these dividers at this location and there are no regulatory requirements, I suggest they be removed.



*Tom*

Thomas Weissmiller (Weißmüller)

San Mateo, CA : Cell: 650-218-6386 : Reply to [tarzantom@pobox.com](mailto:tarzantom@pobox.com)

## Givens, Patrice

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**From:** Roland Lebrun <ccss@msn.com>  
**Sent:** Tuesday, June 23, 2020 1:50 AM  
**To:** CHSRA Board  
**Cc:** HSR san.jose\_merced@HSR; VTA Board Secretary; Board (@caltrain.com); cacsecretary  
[@caltrain.com]  
**Subject:** San Jose to Merced Draft EIR  
**Attachments:** Morgan Hill comments.pdf

Dear Vice Chair Richards and Board members,

Please find attached my comments on the San Jose to Merced Draft EIR (DEIR) and the section between San Jose and Gilroy in particular.

Sincerely,

Roland Lebrun

The California high speed line alignments as proposed by the High Speed Rail Authority in south Santa Clara County are inappropriate, specifically that high speed lines either completely bypass or terminate at city boundaries and transfer to conventional lines to gain access to existing stations at reduced speeds (125 MPH or lower) through densely populated urban areas.

This assertion is based on personal experience in the UK, specifically High Speed One (200 MPH) & the North Kent main commuter line (90 MPH) and, more recently, LGV Sud Europe Atlantique (220 MPH) which runs parallel to the existing 125 MPH network and systematically by-passes every single town and city between Tours and Bordeaux.

Moving on to south Santa Clara County, a similar approach would consist of a 220 MPH high speed line that would veer north off Highway 152 and continue east of Highway 101 until eventually connecting with the Caltrain alignment north of Capitol Expressway in south San Jose.

Downtown Gilroy HSR service would be provided via a branch to the Hollister line and the trains would continue north on the existing Union Pacific tracks at speeds below 125 MPH until eventually connecting to the Caltrain alignment north of Capitol Expressway in south San Jose.

Please note that this alternative is fully compliant with California Streets & Highways Code Section 2704.09 (b) "Maximum **nonstop** service travel times for each corridor that shall not exceed the following: 4) San Jose-Los Angeles: two hours, 10 minutes"  
<http://www.leginfo.ca.gov/cgi-bin/displaycode?section=shc&group=02001-03000&file=2704.04-2704.095>

Recommendations:

- 1) The first priority should be to electrify the tracks between San Jose and Gilroy to provide a "blended" Caltrain/HSR service to Gilroy, Morgan Hill and south San Jose until the Pacheco tunnels are completed. The east of 101 bypass should be planned but not constructed until sufficient ridership has been established between San Jose, Merced and Fresno.
- 2) Santa Clara County should consider establishing the Valley Transit Authority (VTA) as the lead agency for the Gilroy extension subject to California Public Utilities Code Section 185032 (b) "*Except as provided in paragraph (2), nothing in this subdivision precludes other local, regional, or state agencies from exercising powers provided by law with regard to planning or operating, or both, passenger rail service*" <http://www.leginfo.ca.gov/cgi-bin/displaycode?section=puc&group=185001-186000&file=185030-185038>.  
This recommendation is based on the VTA's outstanding track record of working collaboratively with Union Pacific on grade separations in the BART corridor between Warm Springs and Berryessa.

## Givens, Patrice

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**From:** Adrian Brandt <adrian.brandt@gmail.com>  
**Sent:** Wednesday, July 01, 2020 11:18 PM  
**To:** Tietjen, Brent  
**Cc:** Raymond Chang; cacsecretary [@caltrain.com]; Navarro, Joe; Board (@caltrain.com)  
**Subject:** Locomotives and/or HEP not needed for cleaning

Hi Brent,

I see in JPB's July meeting "Correspondence as of 07-01-2020" that you told Raymond Chang that you were told that:

"... wayside power cannot be used during cleaning because both the HEP and main engine are connected and provide the power/air for all of our safety devices such as the radio, intercoms, brakes, doors, and lighting."

This appears to be circular logic ... somewhat like telling your neighbors who have been asking that you stop smoking up the neighborhood with your polluting fireplace (and instead use your home heater and lights) that you cannot do so because the smoky fire in the fireplace is providing the heat and light for you and your family to safely clean and occupy your home!

- idling diesel locomotives and/or their HEP generators are not needed train cleaning!
- wayside power power lights, HVAC, power outlets, doors, PA system in lieu of HEP
- the radio handsets crews use are battery-powered (nothing to do with HEP)
- cars and locomotives all have hand-operated "parking" brakes (nothing to do with HEP)

Cleaning crews all over the world routinely clean trains w/o idling locomotives and/or HEP. So why not figure out how to have Caltrain cleaning crews do so, too, instead of offering up specious reasons for why they cannot?

This would have the happy "win-win" side-effect of being a better neighbor, saving fuel, cutting noise & air pollution, and reducing engine operating hours ... all of which were the originally-stated rationale for the multi-million-dollar expenditures to equip station platforms with wayside power.

Kind Regards,  
Adrian Brandt



JPB Board of Directors  
Meeting of July 9, 2020

Correspondence as of July 1, 2020

# Subject

- 1 Idling Trains at San Francisco Station Caltrain
- 2 Key Caltrain Performance Statistics, Raw Data

**From:** Raymond Chang <raymond.cj.chang@gmail.com>  
**Sent:** Thursday, June 25, 2020 4:06 PM  
**To:** Tietjen, Brent <TietjenB@samtrans.com>  
**Cc:** Public Comment <PublicComment@samtrans.com>  
**Subject:** Re: Idling Trains at San Francisco Station Caltrain

**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.**

Hi Brent,

Just wanted to follow up on my previous email - I've noticed that the idling situation has been really bad the past several days. I've heard idling noises past 1:20 AM last night right before I went to bed...

I saw a public comment by Chad H. who suggested:

1. The first train that is ready to be shut down for the night, park it at **Platform #12**. This will create a wall that blocks noise from other trains. The trains are over 12 feet wide and almost 20 feet high, they act as a fantastic noise wall.
2. **Do not idle trains at platform #12**. The noise echoes down King street and adds significantly to neighborhood noise. If you need to idle trains **past 9pm** in the neighborhood, park those trains on **platforms 4-9**, and as a backup on **platforms 2-3**

**IF** for some reason, the anti-idling policies are unable to be enforced properly (and this could be done in conjunction with reducing idling), this would at least alleviate some of the noise pollution issues nearby residents face, because the empty trains would be able to block out some of the idling noises. However, this won't really solve the air pollution issue...

I personally am a fan of public transportation and the fact that it helps decrease overall car reliance. However this back-and-forth the past several months has made me extremely frustrated at the lack of improvements, despite my constant pestering. I've already tried doing the following:

- filing a noise complaint: for some odd reason when I called SFPD, they redirected me to the San Mateo County Sheriff's Office, which didn't do much unfortunately
- wrote to the California Air Resource Board (CARB) - they reached out to Caltrain, but unfortunately they don't have anyway to enforce idling limits
- called the Bay Area Air Quality Management District - they unfortunately also don't have anyway to enforce idling limits
- wrote to the Caltrain Board of Directors, my district supervisor, Mayor London Breed
- wrote to a SF Chronicle Reporter who wrote an article about prior complaints about idling (<https://www.sfchronicle.com/bayarea/article/Some-Mission-Bay-neighbors-fuming-over-12383764.php>)
- posting a bunch of idling videos on my Twitter and tagged the Caltrain Twttier handle in them - no dice
- created a petition and shared it during the board meeting - things seemed to improve for about 2 days. Then went back to normal

At the end of the day, I just want Caltrain to do their job in ensuring the noise and air pollution is reasonable to the nearby residents. At this rate, I don't think Caltrain is doing enough, considering all the anti-idling procedures and equipment available, because I don't really see them being enforced / used.

Thanks,  
-Raymond

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**From:** Raymond Chang <raymond.cj.chang@gmail.com>  
**Sent:** Friday, June 26, 2020 2:56 PM  
**To:** Tietjen, Brent <TietjenB@samtrans.com>  
**Cc:** Public Comment <PublicComment@samtrans.com>  
**Subject:** Re: Idling Trains at San Francisco Station Caltrain

**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.**

Hi Brent,

Just another quick follow up - I've been in correspondence with someone else frustrated at the current idling situation, and they suggested the following:

**Documenting for each platform:**

- train or locomotive arrival time (date, time, incoming train #, locomotive #)
- train or locomotive departure time (date, time, outgoing train #, locomotive #)

**While also recording the start and/or end time of each of the following for each platform:**

- tests (along with type)
- inspections (along with type)
- maintenance (along with type)
- locomotive shutdown or restart
- locomotive leaving w/o train or arriving to couple to train
- connection or disconnect train to wayside power (not the same as loco shutdown or restart)

Collection and analysis of this kind of **very easily recorded data** would very quickly reveal any **failure** to follow procedures, instead of having things improve for 2-3 days, and reverting back to normal.

Caltrain spent **millions of dollars** installing the wayside power in SF, SJ and at their CEMOF maintenance facility, so why not use the equipment for saving fuel, reducing engine hours, and cutting both air and noise pollution ... and maybe even improve the livability of the surrounding areas. Once again, just a reminder that the new electric trains are at least several years away, and it's unreasonable for current residents of Mission Bay to deal with this ongoing issue, especially when we're being asked to stay at home due to COVID-19, **AND** the fact that there is already existing equipment available that can help mitigate this issue.

And once again, I want to suggest that trains that will need to **idle late into the night** (i.e past 8/9 pm) be **parked at the central platforms**, so the other empty trains can act as a **sound barrier**. I would love to have an actual enclosed station, but at this rate, that would probably happen by 2050...

Thanks,  
-Raymond

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**From:** Tietjen, Brent <TietjenB@samtrans.com>  
**Sent:** Friday, June 26, 2020 3:31 PM  
**To:** Raymond Chang <raymond.cj.chang@gmail.com>  
**Cc:** Public Comment <PublicComment@samtrans.com>  
**Subject:** RE: Idling Trains at San Francisco Station Caltrain

Hi Raymond.

Thank you. I am confirming I have received your messages and that I will bring this to the attention of our Operations team.

Brent

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**From:** Tietjen, Brent <TietjenB@samtrans.com>  
**Sent:** Tuesday, June 30, 2020 4:06 PM  
**To:** Raymond Chang <raymond.cj.chang@gmail.com>  
**Cc:** Public Comment <PublicComment@samtrans.com>  
**Subject:** RE: Idling Trains at San Francisco Station Caltrain

Hi Raymond,

Thanks again for your email. In response to your question #1 on June 22, our operations team let me know that the wayside power cannot be used during cleaning because both the HEP and main engine are connected and provide the power/air for all of our safety devices such as the radio, intercoms, brakes, doors, and lighting.

With regards to trains operating past 8pm, please note that we have many revenue service trains coming in and leaving the San Francisco Station past 8pm with our last train arriving at 12:05am. There are also times when operations will have to run dead head trains to prepare for service in San Jose, shift trains to our maintenance facility for repair as well as a number of other circumstances where you may see trains that are not on the schedule.

Unfortunately, we do not have the agency staff and resources to provide evidence of train movements, platform arrivals and start/end time of each train. Our crews are doing what they can to reduce idling as much as possible with the constraints of running a railroad. I have forwarded your suggestion for track placement the operations team for consideration.

Thank you again for your comments and suggestions.

Best,  
Brent Tietjen

## Givens, Patrice

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**From:** Roland Lebrun <ccss@msn.com>  
**Sent:** Monday, July 06, 2020 1:24 AM  
**To:** CHSRA Board  
**Cc:** Nila Gonzales; MTC Info; SFCTA Board Secretary; Board (@caltrain.com); SFCTA CAC; TJPA CAC; cacsecretary [@caltrain.com]  
**Subject:** Caltrain Downtown Extension  
**Attachments:** TJPA RFP 20-06.pdf

Dear Vice-Chair Richards and Board members,

Pursuant to Government Code §6250 et seq., please refer to page 6 (attached) of TJPA RFP 20-06 [https://tjpa.org/uploads/2020/07/RFP\\_GEC\\_20-06.pdf](https://tjpa.org/uploads/2020/07/RFP_GEC_20-06.pdf) and provide the following information:

- 1) Name, Position/Rank and Affiliation of individual(s) responsible for opining that *“the CHSRA has advised the TJPA that they will accept a design solution that allows a portion of a double high-speed trainset to remain in the throat so long as no crossovers are affected”*.
- 2) Evidence that the FRA have concurred that the “solution” in 1) above is fully compliant with the 2008 ARRA funding agreement for the Transbay train box.

Your prompt attention to this request is appreciated.

Sincerely,

Roland Lebrun

CC

TJPA Board of Directors  
MTC Commissioners  
SFCTA Commissioners  
Caltrain Board of Directors  
SFCTA CAC  
TJPA CAC  
Caltrain CAC

## Givens, Patrice

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**From:** Roland Lebrun <ccss@msn.com>  
**Sent:** Thursday, July 09, 2020 2:13 AM  
**To:** Board (@caltrain.com)  
**Cc:** Public Comment; SFCTA Board Secretary; MTC Info; VTA Board Secretary; SFCTA CAC; cacsecretary [@caltrain.com]  
**Subject:** Item #10 COVID update

Dear Chair Pine and Board members,

Thank you for posting the presentation on COVID-19 Recovery Planning at 9.58 PM last night (less than 12 hours before the Board meeting).

[https://www.caltrain.com/Assets/COVID+update\\$!3b+connectivty+and+growth.pdf](https://www.caltrain.com/Assets/COVID+update$!3b+connectivty+and+growth.pdf).

Given that Governor Newsom negotiated a 10% pay cut with State Workers Unions back in his May budget revise, it is unclear why SamTrans continues to insist that "*High fixed cost of operation means that it may not be possible to "cut" to a solution*" (slide 6).

It is however totally clear that continued procrastination by this bloated and inept managing agency will precipitate a complete shutdown of the line and I look forward to decisive action by the Board immediately following the Special Counsel presentation later in the agenda.

Sincerely,

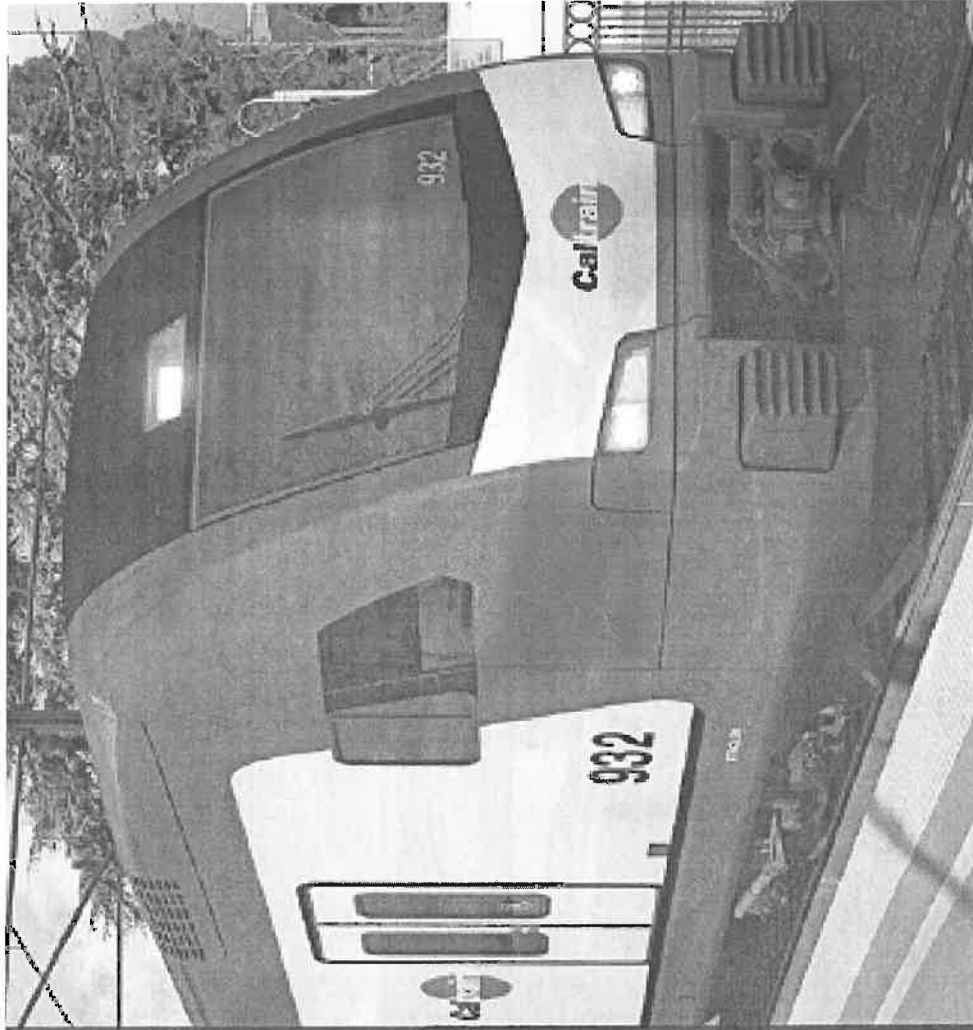
Roland Lebrun

CC

SFCTA Commissioners  
MTC Commissioners  
VTA Board of Directors  
SFCTA CAC  
Caltrain CAC  
VTA CAC

# COVID-19 Recovery Planning

July 9, 2020



# COVID 19 Recovery Planning Topics



COVID-19 General Update



DRAFT Equity, Connectivity,  
Recovery, & Growth Framework

# **COVID-19 General Update**

# Multiple Phases of Crisis & Response

## Initial Triage

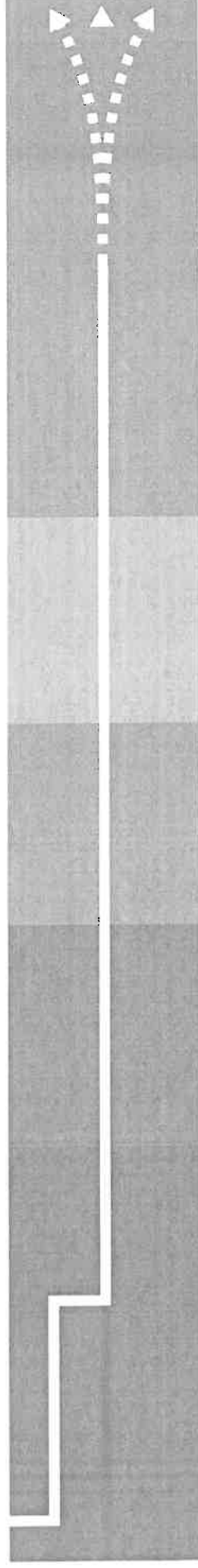
March 2020 – May 2020

## Surviving the Pandemic

May 2020 – 2021 (?)

## Preparing for the Next Reality

2021 and Beyond



Initial crisis and immediate triage response by Caltrain

Extended period where Pandemic is ongoing and Caltrain ridership and operations remain deeply impacted and in a state of dynamic flux. Railroad's financial position is precarious

Long-term resolution of pandemic through vaccine or other permanent public health approaches. Caltrain adjusts to new Business Environment



# Financial Consequences of COVID-19

## Status Today

- Caltrain Received \$49 Million in Tranche 1 of CARES Act funding- this is enough to sustain current operations into September
- Service restoration and re-opening have helped ridership increase to over 5% of pre-COVID levels
- Non-GoPass revenue is still down significantly from pre-COVID levels

## Blue Ribbon Task Force Update

- Different distribution criteria has resulted in a projected \$15 million in "Tranche 2" CARES Act funding to Caltrain
- Lower distribution poses substantial challenges to Caltrain
- To persist through the end of calendar year 2020 with this level of CARES funding and no new sources, Caltrain would need to achieve restoration of ridership to 30% of Pre-COVID levels and would also need to retain existing GoPass revenue
- This level of ridership restoration and revenue retention is extremely optimistic given slowed reopening and increasing COVID caseloads



# Analysis and Choices

## Financial Analysis

- Once CARES Act funds are exhausted, deeper cuts and lay-offs are a possibility
- Caltrain is analyzing a wide variety of service levels and options to understand impacts to cost structure
- Options analyzed include;
  - Higher levels of service (various types and combinations of service levels ranging from 70 to 92 trains per weekday)
  - Absolute minimum service levels (40 trains per weekday, elimination of weekend service)
  - Full shutdown of Caltrain revenue service
- High fixed cost of operation means that it may not be possible to “cut” to a solution

## Choices

- Averting severe service impacts and layoffs will require hard choices and creative solutions.
- Potential approaches include:
  - Continued advocacy for federal funds
  - Expansion of member agency contributions
  - Monetization of assets
  - Seeking out new public and private sector partners
- Substantial dedicated funds like those provided by SB797 are critical to longer term financial viability

**Recovery Planning:  
Draft Equity, Connectivity  
Recovery, & Growth  
Framework**

# Ongoing Recovery Planning Efforts

Caltrain has pivoted its Business Plan effort to focus on COVID-19 Recovery planning. This work is spread across multiple streams as shown on the right.

Caltrain staff will engage regularly with the Board, stakeholders and the public as recovery planning proceeds over the next several months.



**Equity, Connectivity, Recovery,  
& Growth Framework**



**Near Term Service Planning**



**Financial Analysis**



**Scenario Planning**

# DRAFT

## Framework for Equity, Connectivity, Recovery, and Growth

### **Purpose**

The following draft "Caltrain Framework for Equity, Connectivity, Recovery and Growth" has been developed for consideration by the Peninsula Corridor Joint Powers Board to provide guidance to staff and transparency to the public as the railroad navigates a prolonged period of intensive challenges and transformation. In fall 2019, the JPB adopted the Caltrain 2040 Long Range Service Vision, setting a blueprint for the future development of the Caltrain corridor and service over the next two decades. The Framework for Equity, Connectivity, Recovery and Growth is a companion document that outlines initial principles and policy for how Caltrain will navigate near- and mid-term challenges while incrementally advancing toward its Long Range Vision.

### **Framework**

The Framework is based on detailed technical analysis undertaken by Caltrain and its partner agencies as part of the "Caltrain Business Plan" process during 2018, 2019 and 2020. It builds on this analysis and outlines the initial principles, policies and actions the railroad must urgently pursue to help the region address the interrelated and compounding crises of the COVID-19 pandemic and longstanding systemic inequality and racism. The Framework is also a starting point. Over the coming months and years there is more work that Caltrain will need to do as we navigate a new and rapidly changing business environment and as we strive to better understand our role and responsibility in making the Bay Area a more inclusive and equitable region for people of all races and income levels.



# Building on the Business Plan

The 2020 confluence of the COVID-19 Pandemic and urgent, widespread calls for racial justice have provided an impetus for reflection and action on the part of the railroad



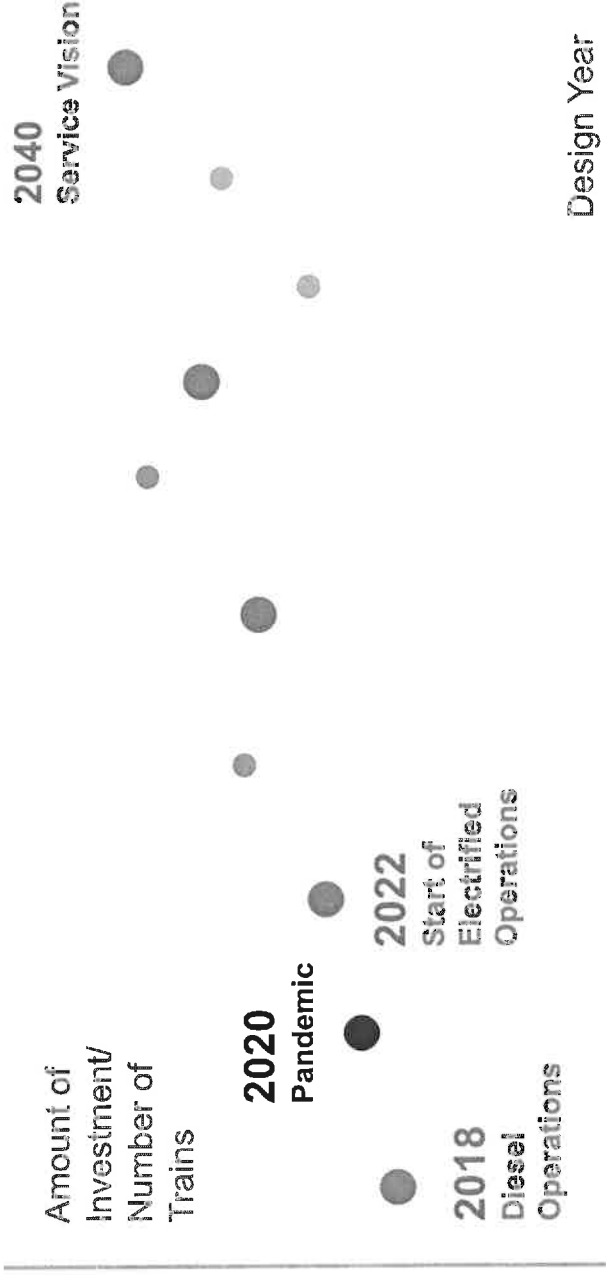
Source: SFGate

# Building on the Business Plan

Caltrain had assumed a future where the railroad and its operations would remain relatively stable until the rollout of initial electrified service – this is no longer the case

Caltrain's Long Range Service Vision is an aspirational endpoint- not a single project. There are many paths Caltrain can take to implement and grow toward its Long Range Vision

The Pandemic has accelerated the pace of change for Caltrain and complicated our future. The way in which we recover will set the foundation for our long term growth



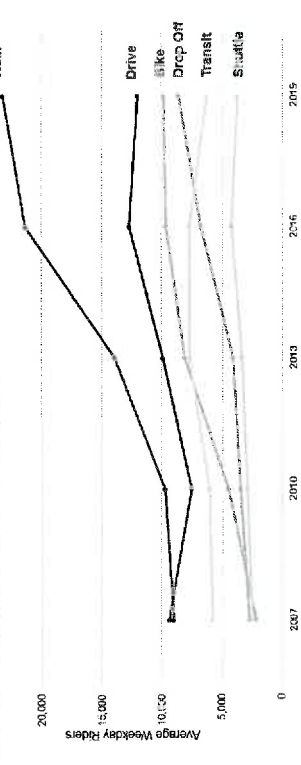
# Building on the Business Plan

Work undertaken as part of the Business Plan related to near-term service planning, connectivity and equity is useful and applicable in helping Caltrain develop an effective response to these crises and has formed the basis for the Draft Equity, Connectivity, Recovery & Growth Framework

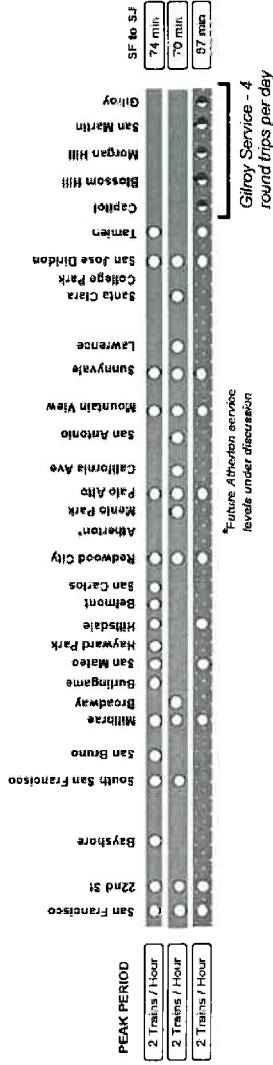
## Riders and Residents by Income



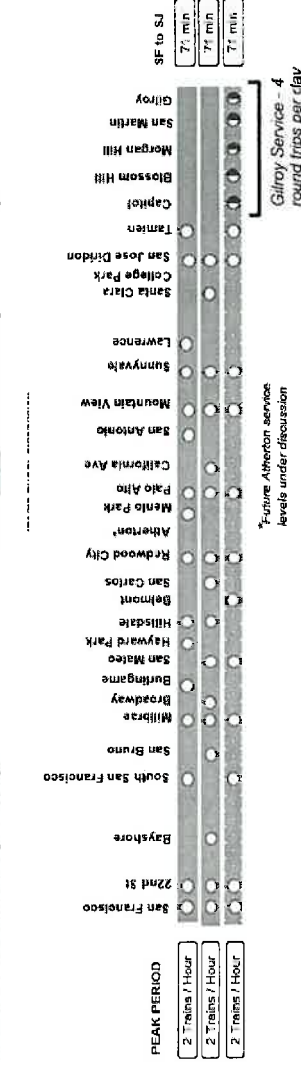
## Mode of Access to Caltrain



## Two Zone with Express



## Distributed Skip Stop

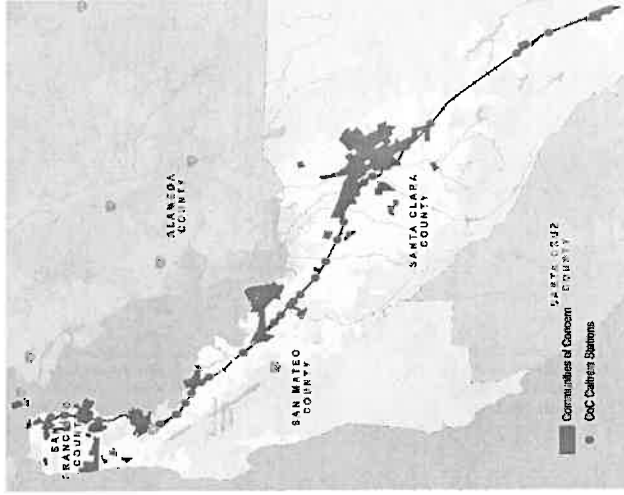


See [www.caltrain2040.org](http://www.caltrain2040.org) for background and details



# Building on the Business Plan

As part of the Business Plan Equity Assessment, Caltrain reviewed existing transportation plans along the corridor, interviewed community representatives from all three counties, and compared existing Caltrain ridership demographics to broader travel patterns in the corridor.



## Community Stakeholder Interviews:

- TransForm (all counties)
- Youth Leadership Institute (all counties)
- Florence Fang Asian Community Garden (SF)
- Potrero Boosters Neighborhood Association (SF)
- Get Healthy San Mateo County (SMC)
- Midcoast Community Council (SMC)
- Paratransit Coordinating Council (SMC)
- Language Pacifica (SMC)
- AbilityPath (SMC)
- North Fair Oaks Council (SMC)
- ALLIES - Alliance for Language Learners' Integration, Education, and Success (SCC)
- Abode Services (SCC)

# Part I: Guiding Principles

Caltrain's Framework for Equity, Connectivity, Recovery & Growth directs the railroad to undertake both near-term recovery planning as well as the longer term planning and implementation of its services and projects in accordance with the following guiding principles:



# Guiding Principles

## A

Caltrain shall make a priority of addressing the specific needs of riders and communities who depend on transit for essential travel. In particular, the railroad will work to enhance **equity** in its system, making its services more accessible and relevant to lower income people and members of racial groups and communities who have historically been marginalized and overlooked in planning and government processes.

## B

Caltrain recognizes its unique position as a critical link within the Bay Area's passenger rail network. The railroad will undertake policies and actions that improve its **connectivity** to other transit systems strengthen its role as part on a regionally integrated network.

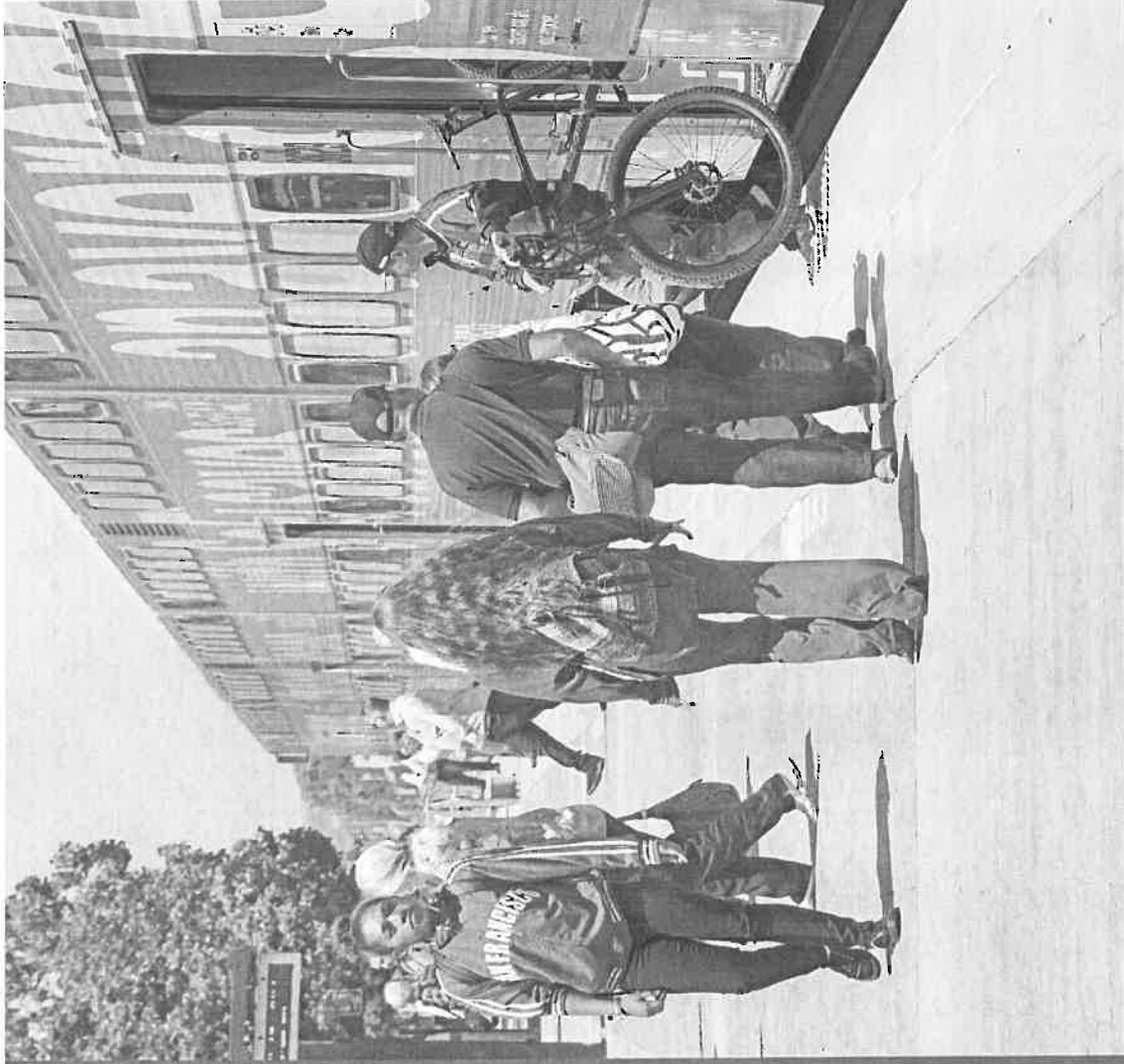
## C

Caltrain must address the needs of the pandemic present while simultaneously planning for and working toward a long-term future. The railroad will endeavor to proceed on a path of **recovery** and **growth** that anticipates, advances and, where possible, accelerates the incremental delivery of the 2040 Long Range Service Vision.



# Part II: Equity

In accordance with principle 1A, the Framework guides Caltrain toward advancing the following policies and actions as soon as practicable and financially feasible with the goal of increasing social and racial equity on the system today and in the future.



# Equity in Service

A) Undertake service planning and service changes in a manner that enhances equity and access for underserved communities and markets including people with lower incomes and members of racial and ethnic minority groups. This includes:

- 1 Improving midday and off-peak service levels to serve and attract customers who need the system for non-work trips or whose work schedules do not conform to historic peak commute hours;
- 2 Considering social and racial equity as a significant factor in determining the restoration and expansion of service frequencies at individual stations;
- 3 Engaging in research, dialog and planning to understand how best to provide meaningful access and connections between the Caltrain system and historically underserved low income and minority communities along the corridor.
- 4 Undertaking planning to improve Caltrain station access facilities most heavily used by low income riders, including bus stops, bicycle parking, pick-up/drop-off areas, and walkways



# Equity in Fares

**B) Take steps to ensure that the Caltrain system is affordable to all and that fare policies are equitable. This includes:**

**1**

Seeking Board action to temporarily suspend the implementation of fare increases previously authorized by the JPB as ridership recovers from the COVID-19 Pandemic.

**2**

Affirming Caltrain's ongoing support for the regional means-based fare program (Clipper START) and working collaboratively with MTC and other transit operators to increase the effectiveness and reach of the program.

**3**

Accelerating and expanding further fare policy analysis called for in the 2018 Fare Study. This includes both study and evaluation of the Go Pass and other discount programs and well as potential changes to the overall structure of the fare system to improve equity and ridership outcomes.

**4**

Constructive participation in the Regional Fare Coordination and Integration Study, towards the goals of increasing ridership and enhancing the ease and affordability of trips made using multiple transit providers.

# Equity in Planning & Communication

C) Sustain and deepen Caltrain's commitment to social and racial equity through an ongoing program of institutional learning, dialog and accountability. This includes:

1

Engaging in additional research, planning and dialog to identify ways in which Caltrain can further improve and expand access to low income people and members of underserved racial and ethnic groups

2

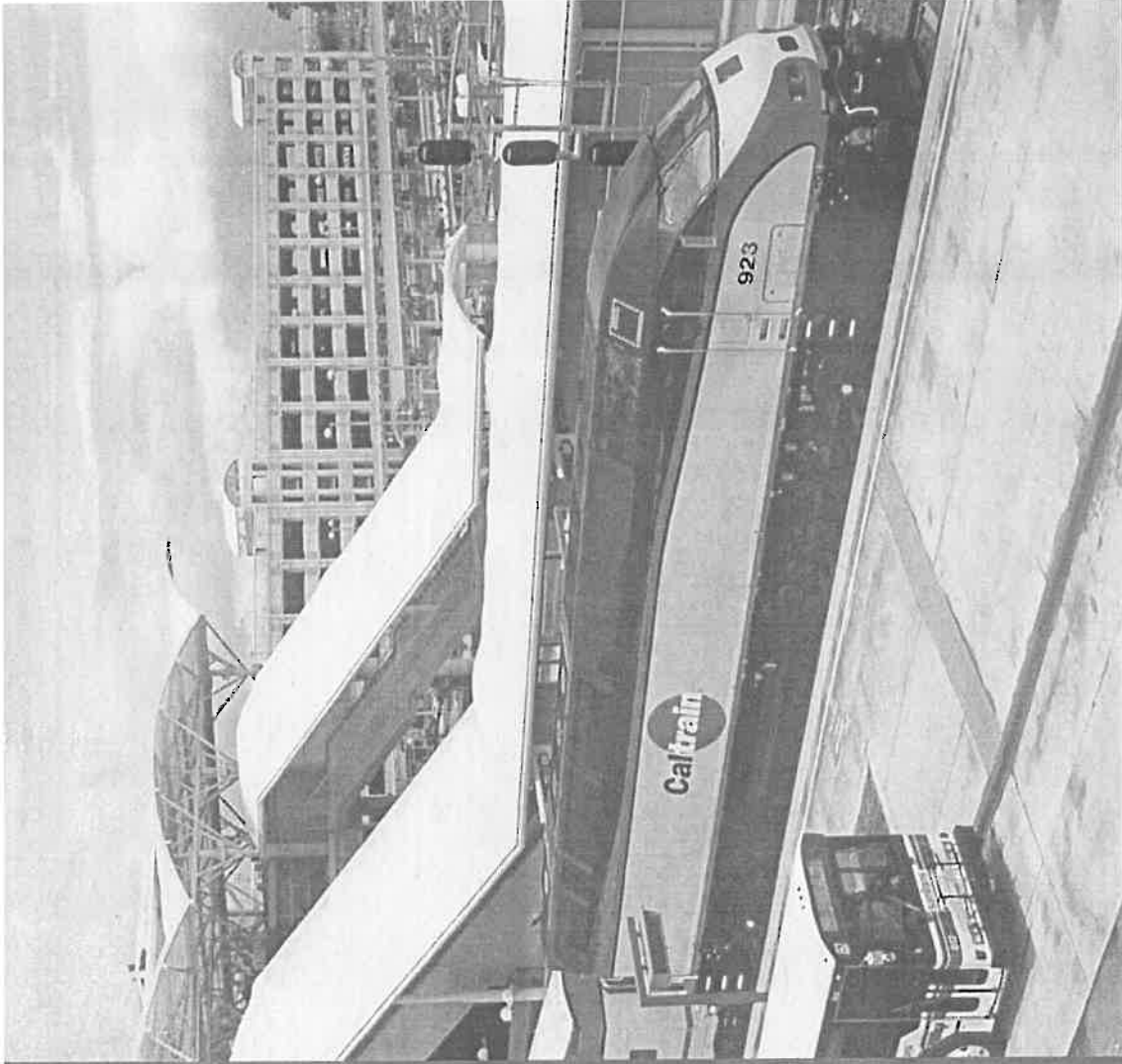
Consideration and improvement of Caltrain's outreach processes, marketing materials and customer information systems to ensure that they exceed minimum standards and are intelligible, intuitive and welcoming to customers representing a broad spectrum of cultural and linguistic backgrounds; and

3

Development and implementation of standards, measurements and a reporting schedule to track Caltrain's progress toward becoming a more inclusive and equitable system.

# Part III: Connectivity

In accordance with principle 1B, the Framework further directs Caltrain to advance the following policies and actions to maximize connectivity to other transit providers as part of an integrated regional rail and transit system.





# Connectivity

## A

Plan for a standardized "clock face" schedule with consistent arrivals and departures at stations so that shuttle, bus, and light rail transit providers and intercity rail operators have the ability to predict and plan to Caltrain's service.

## B

Prioritize the coordination of major intermodal transfers within service planning, focusing initially on the connection to BART at Millbrae and considering other key transfer points as practicable.

## C

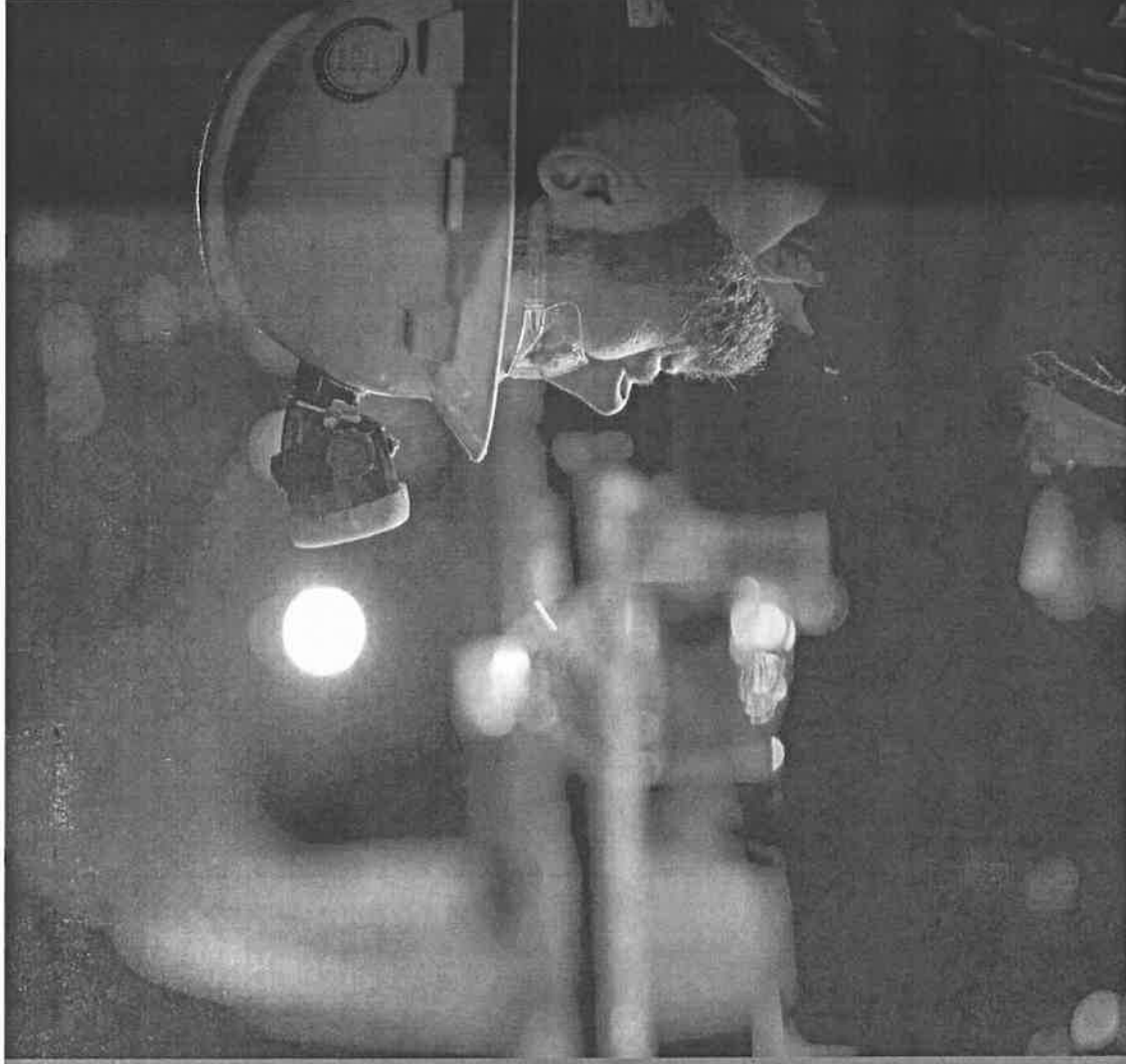
Build on and expand existing coordination with other transit and rail operators to ensure that inter-operator coordination and connectivity is safeguarded and improved as recovery efforts proceed and as Caltrain prepares for the launch of electrified service.

## D

Consider the ease of transfers as a key factor in the further development of the railroad's fare policy and continue to seek integration with, and participate in, State and regional fare programs- including continuing constructive participation in the Regional Fare Coordination and Integration Study.

# Part IV: Growth & Recovery

In accordance with principle 1C, the Framework directs Caltrain towards planning for recovery and growth in a manner that looks toward the future and incrementally advances and implements the 2040 Long Range Service Vision over the course of the coming decade



# Growth & Recovery

**A**

Strive to deliver specific elements and benefits of the Long Range Service Vision as soon as is practicable and supported by the market demand and financial circumstances of the railroad

**B**

Plan and build toward an “enhanced growth” level of service, beyond initial electrification, that includes the provision of an 8 train per hour per direction peak hour service level between San Francisco and San Jose, and enhanced service south of San Jose to the extent achievable based on current corridor ownership constraints

# Growth & Recovery

C) Refine and advance the planning and development of a program of capital improvements to support the “enhanced growth” level of service, including but not limited to:

- |          |  |
|----------|--|
| <b>1</b> | The full electrification of the mainline service between San Francisco and San Jose and the corresponding expansion of Caltrain’s electrified fleet and storage facilities |
| <b>2</b> | Any necessary improvements to Caltrain’s tracks and systems  |
| <b>3</b> | The provision of level boarding at all Caltrain stations   |
| <b>4</b> | The enhancement of Caltrain’s stations and access facilities to accommodate expanded ridership and provide an improved customer experience.                                |

# Growth & Recovery

D) Simultaneously continue Caltrain's leadership in the advancement of key, long-range regional and state partner projects identified in the 2040 Long Range Service Vision, including:

- |   |   |   |   |   |   |   |  |   |  |
|---|---|---|---|---|---|---|--|---|--|
| 1 | The Downtown Extension to the Salesforce Transit Center | 2 | The reconstruction of Diridon Station and surrounding rail infrastructure | 3 | The reconstruction and electrification of the rail corridor south of Control Point Lick to the Gilroy Station | 4 | Additional improvements to allow for the operation of High Speed Rail service between Gilroy and San Francisco | 5 | The substantial grade separation of the corridor as well as safety upgrades to any remaining at-grade crossings, undertaken in a coordinated strategic manner driven by the desires of individual local jurisdictions as well as legal requirements associated with any proposed 4-track segments. |
|---|---|---|---|---|---|---|--|---|--|

July 2018 – June 2020

# Outreach Activities to Date

Caltrain will leverage the venues and channels used for the Business Plan to gather Stakeholder input and feedback on recovery planning efforts

## Stakeholders Engaged

47

Jurisdictions &  
public agencies

93

Organizations in the  
Stakeholder Advisory Group

16

Community  
organization leaders

199

Stakeholder meetings

## Public Outreach

88

Public meetings  
and presentations

1,600+

Virtual Townhall views

47,000+

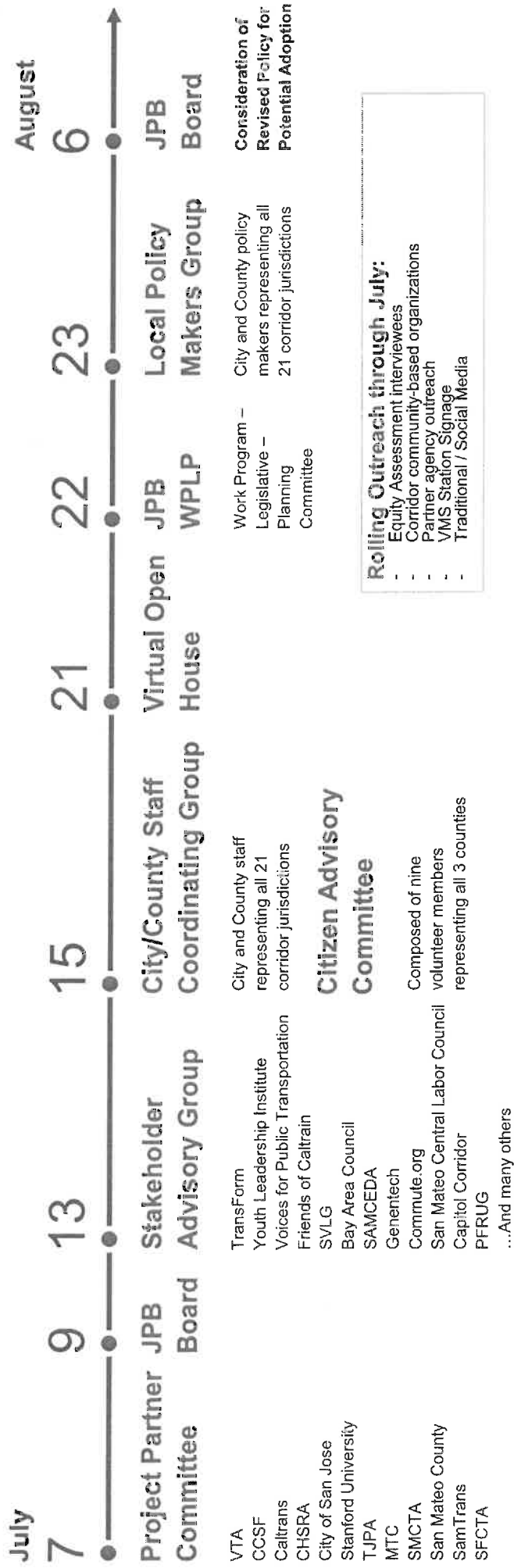
Website views

2,200+

Survey results



# July Stakeholder Outreach



**Rolling Outreach through July:**

- Equity Assessment interviewees
- Corridor community-based organizations
- Partner agency outreach
- VMS Station Signage
- Traditional / Social Media

**What do you think about the  
Equity, Connectivity, Recovery, and Growth Policy?  
[Link to Document](#)**

**Share feedback at  
[equity@caltrain.com](mailto:equity@caltrain.com)  
or 650-508-6499**

**Deadline: Tuesday, July 28**



**FOR MORE INFORMATION**  
[WWW.CALTRAIN2040.ORG](http://WWW.CALTRAIN2040.ORG)  
[BUSINESSPLAN@CALTRAIN.COM](mailto:BUSINESSPLAN@CALTRAIN.COM)  
650-508-6499



## Givens, Patrice

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**From:** Roland Lebrun <ccss@msn.com>  
**Sent:** Saturday, July 11, 2020 5:50 PM  
**To:** Board (@caltrain.com)  
**Cc:** SFCTA Board Secretary; VTA Board Secretary; cacsecretary [@caltrain.com]; SFCTA CAC  
**Subject:** Caltrain meting videos

Dear Chair Pine,

The screen shot at the end of this email is intended to substantiate and elaborate on the comment I made at the July Board meeting, specifically that the SamTrans Granicus server is not a viable platform to replay Board and Committee videos (systemic freezes, non-functional indexing etc.)

<https://www.caltrain.com/about/bod/video.html?>

Please direct staff to provide direct links to Zoom meeting archives in the short term and initiate the migration of all Caltrain video archives to a different platform at the earliest opportunity.

Thank you

Roland Lebrun